

# FEDERAL REGISTER

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**Agencies in this issue—**

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Air Force Department  
Civil Aeronautics Board  
Coast Guard  
Federal Aviation Administration  
Federal Crop Insurance Corporation  
Federal Maritime Commission  
Federal Power Commission  
Federal Reserve System  
Food and Drug Administration  
Hazardous Materials Regulations  
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Just Released

## CODE OF FEDERAL REGULATIONS

(Revised as of January 1, 1970)

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[A Cumulative checklist of CFR issuances for 1970 appears in the first issue of the Federal Register each month under Title 1]

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## Title 14—AERONAUTICS AND SPACE

### Chapter I—Federal Aviation Administration, Department of Transportation

#### SUBCHAPTER F—AIR TRAFFIC AND GENERAL OPERATING RULES

[Reg. Docket No. 10152; Amdt. 692]

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

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

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

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

Transition		Course and distance	Minimum altitude (feet)	Condition	Ceiling and visibility minimums		
From—	To—				2-engine or less	More than 2-engine, more than 65 knots	More than 65 knots
Prospect VHF Int	LG LOM (final)	Direct	1300	T-dn	300-1	300-1	200-1½
LGA VOR	LG LOM	Direct	2500	C-dn	700-1	700-2	700-2
				S-dn-4	600-1	600-1	600-1
				A-dn	800-2	800-2	800-2

##### Radars available.

Procedure turn S side of crs, 223° Outbnd, 043° Inbnd, 2500' S of Prospect Int within 10 miles of LG LOM.#

Minimum altitude over facility on final approach crs, 1300'.

Crs and distance, facility to airport, 043°—3.9 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.9 miles after passing LG LOM, climb to 5000' on La Guardia VOR R 045° to intercept Carmel VOR R 200° direct to Carmel VOR. Cross Scarsdale Int at 4000'; cross Stamford Int at 5000'. Hold N of CMK VOR, 1 minute, left turns, 196° Inbnd.

AIR CARRIER NOTE: Sliding scale not authorized.

CAUTION: Unlighted obstructions in approach zone (Runway 4) protruding 40' above lights at beginning of approach lightlane decreasing to 10' above lights at 1100' from approach end of runway.

#Maintain 2500' Inbnd on final approach crs until crossing Prospect Int.

MSA within 25 miles of facility: 000°-090°—2600'; 090°-180°—1600'; 180°-270°—2600'; 270°-360°—2600'.

City, New York; State, N.Y.; Airport name, La Guardia; Elev., 21'; Fac. Class., LOM; Ident., LG; Procedure No. NDB (ADF) Runway 4, Amdt. 27; Eff. date, 2 Apr. 70; Sup. Amdt. No. 26; Dated, 14 Oct. 67

Boyer Int	LOM	Direct	2900	T-dn*	300-1	300-1	200-1½
Fleetwood Int	LOM	Direct	2900	C-dn	1000-2	1000-2	1000-2
Honeybrook Int	LOM (final)	Direct	1600	S-dn-3d	1000-2	1000-2	1000-2
Hamburg Int	LOM	Direct	2700	A-dn	1000-2	1000-2	1000-2

Procedure turn E side of crs, 181° Outbnd, 001° Inbnd, 2100' within 10 miles.

Minimum altitude over facility on final approach crs, 1600'.

Crs and distance, facility to airport, 001°—3.9 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.9 miles after passing LOM, climb to 2500' on crs of 001° from RDG LOM. Reverse crs and return to RDG LOM. Hold S, inbnd heading 001°, 1 minute, right turns.

\*300-1 required for takeoff on Runways 31 and 36. Takeoff on Runway 13, make right turn as soon as practical to avoid towers 1230' and high terrain 2.6 miles SE of airport.

MSA within 25 miles of facility: 000°-090°—2700'; 090°-180°—2100'; 180°-270°—2500'; 270°-360°—3000'.

City, Reading; State, Pa.; Airport name, General Carl A. Spaatz Field; Elev., 343'; Fac. Class., LOM; Ident., RD; Procedure No. NDB (ADF) Runway 36, Amdt. 9; Eff. date, 2 Apr. 70; Sup. Amdt. No. 8; Dated, 1 July 67

Meadow Int	BD LOM	Direct	3000	T-dn%	300-1	300-1	200-1½
Terryville Int	Penwood Int	Via BAF R 212° and 238° bearing of BD LOM.	2700	C-dn	600-1	600-1	600-1½
				S-dn-6	600-1	600-1	600-1
				A-dn	800-2	800-2	800-2
Penwood Int	BD LOM (final)	Direct	1800				

Procedure turn S side of crs, 238° Outbnd, 058° Inbnd, 2300' within 10 miles.

Minimum altitude over facility on final approach crs, 1800'.

Crs and distance, facility to airport, 058°—4.5 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.5 miles after passing BD LOM, make right-climbing turn to 2300' direct BD LOM. Hold SW of BD LOM, 058° Inbnd, 1 minute, right turns.

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

CAUTION: 768' obstruction light on hills 2.4 miles W of airport.

%Departures from Runway 33, make a right turn to 350° as soon as practicable after takeoff and climb to 1500'.

MSA within 25 miles of facility: 000°-090°—2800'; 090°-180°—2300'; 180°-270°—2600'; 270°-360°—3000'.

City, Windsor Locks; State, Conn.; Airport name, Bradley International; Elev., 173'; Fac. Class., LOM; Ident., BD; Procedure No. NDB (ADF) Runway 6, Amdt. 16; Eff. date, 2 Apr. 70; Sup. Amdt. No. 15; Dated, 27 Nov. 69

## RULES AND REGULATIONS

## STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR

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	
Prospect Int/9.3-mile DME Fix.....	Diamond Int/5-mile DME Fix (final) ..	Via LGA R 220 ...	2500	T-dn.....	300-1	300-1	200-1/4
				C-dn.....	700-2	700-2	700-2
				A-dn.....	800-2	800-2	800-2

Radar vectoring.

Procedure turn not authorized.

Minimum altitude on final approach (ers LGA R 220'), over Prospect Int (9.3-mile DME Fix), 3500'; over Diamond Int (5-mile DME Fix), 2500'; over facility, 721'.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile after passing LGA VOR, climb to 5000' on La Guardia R 045° to intercept Carmel VOR R 200° direct Carmel VOR. Cross Scarsdale Int at 4000'; cross Stamford Int at 5000'. Hold N of CMK VOR, 1 minute, left turns, 196° Inbnd.

NOTE: Dual VOR receivers or VOR/DME receiver required for this procedure.

MSA within 25 miles of facility: 000°-090°-2600'; 090°-180°-1600'; 180°-270°-2600'; 270°-360°-2600'.

City, New York; State, N.Y.; Airport name, La Guardia; Elev., 21'; Fac. Class., L-VOR/DME; Ident., LGA; Procedure No. VOR-2, Amdt. 9; Eff. date, 2 Apr. 70; Sup. Amdt. No. 8; Dated, 4 Sept. 69

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

Fort Worth, Tex.—Meacham Field, ADF 1, Amdt. 1, 22 Jan. 1966 (established under Subpart C).

Fort Worth, Tex.—Meacham Field, ADF 2, Amdt. 1, 23 July 1966 (established under Subpart C).

Huron, S. Dak.—W. W. Howes Municipal, NDB (ADF) Runway 12, Amdt. 9, 14 Oct. 1967 (established under Subpart C).

Saginaw, Mich.—Tri-City, NDB (ADF) Runway 5, Orig., 12 Oct. 1967 (established under Subpart C).

Fort Worth, Tex.—Oak Grove, VOR 1, Amdt. 1, 19 Sept. 1964 (established under Subpart C).

Goshen, Ind.—Goshen, VOR 1, Amdt. 4, 28 May 1966 (established under Subpart C).

Huron, S. Dak.—W. W. Howes Municipal, VOR Runway 12, Amdt. 9, 14 Oct. 1967 (established under Subpart C).

Saginaw, Mich.—Tri-City, VOR Runway 5, Amdt. 6, 23 Dec. 1967 (established under Subpart C).

Saginaw, Mich.—Tri-City, VOR Runway 14, Amdt. 4, 12 Oct. 1967 (established under Subpart C).

Saginaw, Mich.—Tri-City, VOR Runway 23, Amdt. 6, 12 Oct. 1967 (established under Subpart C).

Saginaw, Mich.—Tri-City, VOR Runway 32, Amdt. 1, 12 Oct. 1967 (established under Subpart C).

St. Louis, Mo.—Spirit of St. Louis, VOR-1, Amdt. 1, 16 Sept. 1967 (established under Subpart C).

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

St. Louis, Mo.—Spirit of St. Louis, VOR/DME Runway 7, Amdt. 1, 16 Sept. 1967 (established under Subpart C).

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

## STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS

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

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

Transition		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	
LGA VOR.....	Prospect VHF Int.....	Direct.....	2500	T-dn.....	300-1	300-1	200-1/4
Int SW ers LGA ILS and JFK R 209°.....	Prospect Int (final).....	Direct.....	2500	C-dn.....	700-1	700-2	700-2
				S-dn-4.....	400-3/4	400-3/4	400-3/4
				A-dn.....	700-2	700-2	700-2
				With glide slope inoperative:			
				S-dn-4*.....	600-1	600-1	600-1

Radar available.

Procedure turn S side SW ers, 223° Outbnd, 043° Inbnd, 2500' S of Prospect Int but within 10 miles of LOM.

Minimum altitude at glide slope interception Inbnd, 2500' at Prospect Int.

Altitude of glide slope and distance to approach end of runway at OM, 1325'—3.9 miles, at MM, 290'—0.7 mile.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.9 miles after passing OM, climb to 5000' on La Guardia VOR R 045° to intercept Carmel VOR R 200° direct Carmel VOR. Cross Scarsdale Int at 4000'; cross Stamford Int at 5000'. Hold N CMK VOR, 1 minute, left turns, 196° Inbnd.

NOTE: Back ers unusable.

CAUTION: Unlighted obstructions in approach zone (runway 4) protruding 40' above lights at beginning of approach lightlane decreasing to 10' above lights at 1100' from approach end of runway.

\* Sliding scale not authorized.

MSA within 25 miles of facility: 000°-090°-2600'; 090°-180°-1600'; 180°-270°-2600'; 270°-360°-2600'.

City, New York; State, N.Y.; Airport name, La Guardia; Elev., 21'; Fac. Class., ILS; Ident., I-LGA; Procedure No. ILS Runway 4; Amdt. 24; Eff. date, 2 Apr. 70; Sup. Amdt. No. 23; Dated, 29 Apr. 67

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS

Transition		Course and distance	Minimum altitude (feet)	Condition	Ceiling and visibility minimums		
From—	To—				65 knots or less	2-engine or less More than 65 knots	More than 2-engine, more than 65 knots
				T-dn.....	300-1	300-1	200-1/2
				C-dn.....	700-1	700-2	700-2
				S-dn-13.....	600-1	600-1	600-1
				A-dn.....	800-2	800-2	800-2

Radar required.  
 Procedure turn not authorized.  
 Minimum altitude over radar fix/Palisades Park MHW on final approach crs, 1600'.  
 Crs and distance radar fix/Palisades Park MHW to airport, 134°—5.4 miles.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.4 miles after leaving radar fix/Palisades Park MHW or crossing the 233° bearing from the UR LOM, climbing left turn to 5000' on LaGuardia R 045° to intercept Carmel VOR R 200 direct Carmel VOR. Cross Scarsdale Int at 4000'; cross Stamford Int at 5000'. Hold N CMK VOR, 1 minute, left turns, 196° inbnd.  
 AIR CARRIER NOTE: Sliding scale not authorized for landings.  
 NOTE: Localizer procedure only; No glide slope.

City, New York; State, N. Y.; Airport name, LaGuardia; Elev., 21'; Fac. Class., ILS; Ident., I-GDI; Procedure No. ILS-13, Amdt. 4; Eff. date, 2 Apr. 70; Sup. Amdt. No. 3; Dated, 8 May 69

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE LOC

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

Transition		Course and distance	Minimum altitude (feet)	Condition	Ceiling and visibility minimums		
From—	To—				65 knots or less	2-engine or less More than 65 knots	More than 2-engine, more than 65 knots
				T-dn.....	300-1	300-1	200-1/2
				C-dn.....	700-1	700-2	700-2
				S-dn-31.....	600-1	600-1	600-1
				A-dp.....	800-2	800-2	800-2

Procedure turn not authorized.  
 Minimum altitude over 5-mile Radar Fix on final approach crs, 1500'.  
 Crs and distance, 5-mile Radar Fix to airport, 314°—5 miles.  
 If visual contact not established upon descent to authorized landing minimums, or if landing not accomplished within 5 miles after passing 5-mile Radar Fix or crossing 214° bearing from the UR LOM, climbing right turn to 5000' on LaGuardia VOR R 045° to intercept Carmel VOR R 200° direct Carmel VOR. Hold N CMK VOR, 1 minute, left turns, 196° inbnd.  
 NOTES: Radar required.  
 Supplementary charting information: 309' building 3.1 miles SE of airport; 328' building 1.8 miles SE of airport.

City, New York; State, N. Y.; Airport name, LaGuardia; Elev., 21'; Facility, I-GDI; Procedure No. LOC (BC) Runway 31, Amdt. 1; Eff. date, 2 Apr. 70; Sup. Amdt. No. Orig.; Dated, 5 June 69

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS

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

Transition		Course and distance	Minimum altitude (feet)	Condition	Ceiling and visibility minimums		
From—	To—				65 knots or less	2-engine or less More than 65 knots	More than 2-engine, more than 65 knots
East Texas VOR.....	LOM.....	Direct.....	2900	T-dn*.....	300-1	300-1	200-1/2
Hamburg Int.....	LOM.....	Direct.....	2700	C-dn.....	600-2	800-2	800-2
Honeybrook Int.....	LOM (final).....	Direct.....	2100	S-dn-36**%.....	400-1	400-1	400-1
Boyer Int.....	LOM.....	Direct.....	2900	A-dn.....	1000-2	1000-2	1000-2
Fleetwood Int.....	LOM.....	Direct.....	2900				

Procedure turn E side S crs, 181° Outbnd, 001° Inbnd, 2100' within 10 miles.  
 Minimum altitude at glide slope interception inbnd, 2100'.  
 Altitude of glide slope and distance to approach end of runway at OM, 1631'—3.9, at MM, 541'—0.5  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished climb to 3000' on crs of 001° from the RDG LOM to intercept the 321° radial of the Pottstown VOR direct to Auburn Int and hold SW on R 261° ETX VOR, 1-minute pattern, left turns.  
 AIR CARRIER NOTE: Sliding scale not authorized for landing. No reduction in visibility based on ALS 36.  
 \*300-1 required for takeoff on Runways 31 and 36. Takeoff on Runway 13, make right turn as soon as practical to avoid towers 1236' and high terrain 2.6 miles SE of airport.  
 \*\*600-1 required with glide slope inoperative.  
 %400-3/4 authorized with operative HIRL, except for 4-engine turbojets.  
 MSA within 25 miles of facility: 000°-090°—2700'; 060°-180°—2100'; 150°-270°—2500'; 270°-360°—3000'.

City, Reading; State, Pa.; Airport name, General Carl A. Spaatz Field; Elev., 343'; Fac. Class., ILS; Ident., I-RDG; Procedure No. ILS Runway 36, Amdt. 13; Eff. date, 2 Apr. 70; Sup. Amdt. No. 12; Dated, 1 July 67

## RULES AND REGULATIONS

## STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE LDA

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

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

Transition		Course and distance	Minimum altitude (feet)	Ceiling and visibility minimums			
From—	To—			Condition	2-engine or less		More than 2-engine, more than 65 knots
		65 knots or less	More than 65 knots				
				T-dn.....	300-1	300-1	200- $\frac{1}{4}$
				C-dn.....	1100-2	1100-2	1100-2
				LDIN-18.....	1100-2	1100-2	1100-2
				A-dn.....	1200-2	1200-2	1200-2
				VGS inoperative minimums:#			
				LDIN-18.....	1100-2	1100-2	1100-2
				C-dn.....	1100-2	1100-2	1100-2

Radar required.

Radar vectors will be provided to intercept final approach crs NW of #VGS interception point.

Procedure turn not authorized.

Final approach crs, 146°.

Minimum altitude at #VGS interception inbnd, 2500'.

Altitude of #VGS and distance to abeam approach end of runway at Echo Park Int, 2500'—7.5 miles; at OM, 1822'—5.6 miles; at MM, 791'—2.4 miles.

If visual contact not established upon descent to DH or 2.2 miles after passing OM, make right-climbing turn direct to Washington RBN at 1800'. Hold S, 1 minute, left turns, 001° inbnd.

#VGS unusable below 1115' MSL.

#VGS (Vertical Guidance System). This guidance is provided by standard glide slope equipment and is paired in frequency with the localizer. No special tuning required.

CAUTION: 596' Washington Monument 1.7 miles N of airport.

Inoperative components table does not apply to this procedure. Reductions for lighting aids not authorized.

Supplementary charting information: Start profile at 7.5 miles from end of runway at MEA 2500'.

City, Washington; State, D.C.; Airport name, Washington National; Elev., 15'; Facility, I-ASO; Procedure No. LDA Runway 18, Amdt. 3; Eff. date, 2 Apr. 70; Sup. Amdt. No. 2; Dated, 27 Nov. 69

## STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS

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

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

Transition		Course and distance	Minimum altitude (feet)	Ceiling and visibility minimums			
From—	To—			Condition	2-engine or less		More than 2-engine, more than 65 knots
		65 knots or less	More than 65 knots				
Meadow Int.....	BD LOM.....	Direct.....	3000	T-dn%#.....	300-1	300-1	200- $\frac{1}{4}$
Terryville Int.....	Penwood Int.....	Via BAF R 212° & LOC crs.	2700	C-dn.....	500-1	500-1	500- $\frac{1}{4}$
				S-dn-6#.....	200- $\frac{1}{4}$	200- $\frac{1}{4}$	200- $\frac{1}{4}$
Penwood Int.....	BD LOM (final).....	Direct.....	1800	A-dn.....	600-2	600-2	600-2
				With glide slope inoperative:			
				S-dn-6*.....	500-1	500-1	500-1

ASR.

Procedure turn S side of crs, 238° Outbnd, 058° Inbnd, 2300' within 10 miles of BD LOM.

Minimum altitude at glide slope interception inbnd, 1800'.

Altitude of glide slope and distance to approach end of runway at OM, 1822'—4.5 miles; at MM, 392'—0.6 mile.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.5 miles after passing BD LOM, climb to 3000' on NE crs of ILS to CTR VOR R 149°, then SE to Skylark Int. Hold E of Skylark Int, right turns, 1 minute, 276° inbnd.

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

CAUTION: 768' obstruction light on hills 2.4 miles W of airport.

%Departures from Runway 33, make a right turn to 350°, as soon as practicable after takeoff and climb to 1500'.

#RV R 2000', 4-engine turbojet, 1800' other aircraft authorized for Runway 6.

\*Minimum altitude over BD LOM, 1800'; 500- $\frac{1}{2}$  Categories A, B, and C; 500- $\frac{3}{4}$  Category D with operative ALS.

MSA within 25 miles of BD LOM: 000°-090°—2800'; 090°-180°—2300'; 180°-270°—2600'; 270°-360°—3000'.

City, Windsor Locks; State, Conn.; Airport name, Bradley International; Elev., 173'; Fac. Class., ILS; Ident., I-BDL; Procedure No. ILS Runway 6, Amdt. 18; Eff. date, 2 Apr. 70; Sup. Amdt. No. 17; Dated, 27 Nov. 69

Putnam VOR.....	Redstone Int.....	Direct.....	3000	T-dn%#.....	300-1	300-1	*200- $\frac{1}{4}$
Redstone Int.....	Thompson Int (final).....	Direct.....	1900	C-dn.....	500-1	500-1	500- $\frac{1}{4}$
Bradley Int.....	DL LMM.....	Direct.....	2700	S-dn-24#.....	400-1	400-1	400-1
Terryville Int.....	DL LMM.....	Direct.....	2700	A-dn.....	800-2	800-2	800-2

Radar required.

Procedure turn S side of crs, 058° outbnd, 238° inbnd, 2700' within 13 miles of DL LMM, but NE of Thompson Int.

Minimum altitude over Thompson Int on final approach crs, 1900'.

Crs and distance, Thompson Int to airport 238°—5 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5 miles after passing Thompson Int, climb straight ahead to 2300' direct to BD LOM. Hold SW of BD LOM, 058° inbnd, 1 minute, right turns.

CAUTION: 768' obstruction light on hills 2.4 miles W of airport.

%RV R 2000', 4-engine turbojet, 1800' other aircraft authorized for Runway 6.

%Departures from Runway 33, make a right turn to 350°, as soon as practicable after takeoff and climb to 1500'.

#400- $\frac{3}{4}$  authorized except for 4-engine turbojet aircraft with operative high-intensity runway lights.

City, Windsor Locks; State, Conn.; Airport name, Bradley International; Elev., 173'; Fac. Class., ILS; Ident., I-BDL; Procedure No. LOC (BC) Runway 24, Amdt. 6; Eff. date, 2 Apr. 70; Sup. Amdt. No. 6; Dated, 27 Nov. 69



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

- Fort Worth, Tex.—Meacham Field, ILS-17, Amdt. 19, 22 Jan. 1966 (established under Subpart C).
- Fort Worth, Tex.—Meacham Field, ILS-35 (BC) Amdt. 11, 31 July 1965 (established under Subpart C).
- Huron, S. Dak.—W. W. Howes Municipal, ILS Runway 12, Amdt. 11, 14 Oct. 1967 (established under Subpart C).
- Saginaw, Mich.—Tri-City, ILS Runway 5, Amdt. 2, 16 Oct. 1969 (established under Subpart C).

6. 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. 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: BIH VOR.
Nicholas Int.....	Bishop VOR.....	Direct.....	13000	Climb southeastbound on R 140° to 10,000'
Friant VOR.....	Bishop VOR.....	Direct.....	#16000	turn left, proceed to BIH VOR via R 140°
Beatty VOR.....	Bishop VOR.....	Direct.....	13000	climbing to 13,000' and hold.*
Coaldale VOR.....	Bishop VOR.....	Direct.....	#16000	Supplementary charting information:
Lida Int.....	Bishop VOR.....	Direct.....	13000	*Chart-holding pattern. Hold SE on R 140°, 1 minute, right turns, 320° Inbnd. LRCO, 123.6 (Tonopah FSS). MIRLs on all runways.

Procedure turn W side of crs, 320° Outbnd, 140° Inbnd, 9500' within 10 miles of BIH VOR. FAF final approach crs, 140°.

MSA: 090°-360°-15,300'. CAUTION: High terrain all quadrants.

NOTE: Use Tonopah altimeter setting when Bishop altimeter setting not available.

%IFR departure procedures: Climb visually within 3 miles of Bishop Airport to cross BIH VOR at 8000', climb southeastbound on R 140° to 10,000', turn left, proceed to BIH VOR continuing climb in a 1-minute holding pattern on R 140° (320° Inbnd), right turns to the following MCAs: Northwestbound direct to Nichols Int, 13,000'; Northbound direct to Coaldale VORTAC, 15,500'; eastbound direct to Beatty VORTAC, 12,500'; southwestbound direct to Friant VORTAC, 15,000'.

#Descend to 13,000' in a holding pattern SE of BIH VOR on R 140.

DAY AND NIGHT MINIMUMS

Category	A			B			C			D		
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	8000	3	3880	8000	3	3880	8000	3	3880	8000	3	3880

Takeoff 2 miles.% Alternate—not authorized.

City, Bishop; State, Calif.; Airport name, Bishop; Elev., 4120'; Fac. Ident. BIH; Procedure No. VOR-1, Amdt. Orig.; Eff. date, 2 Apr. 70

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: 6 miles after passing Mansfield Int.
				Left climbing turn to 3000' direct to BRT VORTAC and hold. Supplementary charting information: Hold S of BRT VORTAC on R 200°-020° Inbnd, left turns, 1 minute.

Procedure turn not authorized.

One-minute holding pattern, S of BRT VORTAC, 020° Inbnd, left turns, 1 minute.

FAF, Mansfield Int. Final approach crs, 285°. Distance FAF to MAP, 6 miles. Minimum altitude over BRT VORTAC, 3000'; over Mansfield Int 2400'.

MSA: 090°-270°-2300'; 270°-090°-3400'.

NOTE: Radar vectoring.

DAY AND NIGHT MINIMUMS

Category	A			B			C			D	
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	MDA	VIS	
C.....	1200	1	510	1200	1	510			NA	NA	

Takeoff Standard Alternate—Not authorized.

City, Fort Worth; State, Tex.; Airport name, Oak Grove; Elev., 690'; Fac. Ident., BRT; Procedure No. VOR-1, Amdt. 2; Eff. date, 2 Apr. 70; Sup. Amdt. No. VOR 1, Amdt. 1 Dated, 19 Sept. 64

RULES AND REGULATIONS

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR—Continued

Terminal routes			Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: 10.1 miles or 10.1 DME after passing GSH VORTAC, right-climbing turn to 2500' and return to GSH VORTAC.
R 030°, GSH VORTAC CCW	R 270°, GSH VORTAC	7-mile DME Arc	2900	Supplementary charting information: Unlighted tower 980', 1.4 miles NE of airport 41°33'05"/86°46'11".
R 150°, GSH VORTAC CW	R 270°, GSH VORTAC	7-mile DME Arc	2500	
7-mile DME Fix	GSH VORTAC (NOPT)	Direct	2500	

Procedure turn S side of crs, 270° Outbnd, 090° Inbnd, 2500' within 10 miles of GSH VORTAC.  
FAF, GSH VORTAC. Final approach crs, 090°. Distance FAF to MAP, 10.1 miles.  
Minimum altitude over GSH VORTAC, 2500' (\*1580' over 7-mile DME Fix).  
MSA: 045°-135°-2400'; 135°-225°-2300'; 225°-045°-3000'.  
NOTE: Use South Bend altimeter setting.

DAY AND NIGHT MINIMUMS

Category	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-9	1580	1	753	1580	1 1/4	753	1580	1 1/4	753	1580	1 1/4	753
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	1580	1	753	1580	1 1/4	753	1580	1 1/4	753	1580	2	753
	VOR/DME Minimums											
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-9	1300	1	473	1300	1	473	1300	1	473	1300	1	473
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	1380	1	553	1380	1	553	1380	1 1/4	553	1380	2	553

Takeoff Standard. Alternate—Not authorized.

City, Goshen; State, Ind.; Airport name, Goshen; Elev., 827'; Fac. Ident., GSH; Procedure No. VOR Runway 9, Amdt. 5; Eff. date, 2 Apr. 70; Sup. Amdt. No. VOR 1, Amdt. 4; Dated, 28 May 66

Terminal routes			Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: 4.5 miles after passing HON VORTAC.
R 153° HON VORTAC CW	R 304° HON VORTAC	7-mile Arc	2900	Climb to 2800' on R 124 within 10 miles return to VORTAC. Supplementary charting information: Runway 12, TDZ elevation, 1287'.
R 115° HON VORTAC CCW	R 304° HON VORTAC	7-mile Arc	2900	
7-miles Arc	HON VORTAC (NOPT)	R 304°, HON VORTAC	2400	

Procedure turn S side of crs, 304° Outbnd, 124° Inbnd, 2400' within 10 miles of HON VORTAC.  
FAF, HON VORTAC. Final approach crs, 124°. Distance FAF to MAP 4.5 miles.  
Minimum altitude over HON VORTAC, 2400'.  
MSA: 090°-090°-2500'; 090°-180°-2600'; 180°-270°-3400'; 270°-360°-2400'.  
NOTE: Inoperative table does not apply to REIL Runway 12.

DAY AND NIGHT MINIMUMS

Category	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-12	1600	3/4	313	1600	3/4	313	1600	3/4	313	1600	1	313
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	1800	1	513	1800	1	513	1800	1 1/4	513	1840	2	553

Takeoff Standard. Alternate—Standard.

City, Huron; State, S. Dak.; Airport name, W. W. Howes Municipal; Elev., 1287'; Fac. Ident., HON; Procedure No. VOR Runway 12, Amdt. 10; Eff. date, 2 Apr. 70; Sup. Amdt. No. 9; Dated, 14 Oct. 67

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STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR—Continued

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: PFN VOR.	
Bruce Int.	PFN VOR	Direct	1600	Right climbing turn to 1600' direct to PFN VOR and hold.	
Greenhead Int.	PFN VOR	Direct	1800	Supplementary charting information:	
Parker Int.	PFN VOR	Direct	1600	Hold NW, 1 minute, left turns, 149° Inbnd.	
Wilma Int.	PFN VOR	Direct	2000	Final approach crs 500' abeam runway centerline, 3000' from threshold.	
Chason Int.	PFN VOR	Direct		LRCO 122.1R, 122.2R TLH FSS. HIRL Runway 14/32. Runway 32 TDZ elevation, 20'.	

Procedure turn E side of crs, 149° Outbnd, 329° Inbnd, 1600' within 10 miles of PFN VOR.

Final approach crs, 329°.

MSA: 000°-090°-2100'; 090°-180°-1500'; 180°-360°-1600'.

Notes: (1) Radar vectoring. (2) Use Tyndall AFB altimeter setting when control zone not effective. (3) Inoperative table does not apply to HIRL Runway 32.

\*Alternate minimums not authorized and straight-in, circling MDA increase 25' except for operators with approved weather reporting service when control zone not effective.

DAY AND NIGHT MINIMUMS

Category	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-32*	640	1	620	640	1	620	640	1 1/4	620	640	1 1/4	620
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C#	640	1	620	640	1	620	640	1 1/4	620	640	2	620

Takeoff Standard Alternate—Standard.#

City, Panama City; State, Fla.; Airport name, Panama City-Bay County; Elev., 20'; Fac. Ident., PFN; Procedure No. VOR Runway 32, Amdt. Orig.; Eff. date, 2 Apr. 70

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: MBS VORTAC.	
R 134°, MBS VORTAC CW	R 236°, MBS VORTAC	9-mile Arc	2200	Climb to 2200' and proceed to Shoreline Int.	
R 320°, MBS VORTAC CCW	R 236°, MBS VORTAC	9-mile Arc	2200	Supplementary charting information:	
MOP VOR	MBS VORTAC	Direct	2300	Runway 5, TDZ elevation 665'.	
9-mile DME Fix	3-mile DME Fix (Nopt)	R 236°	1100		

Procedure turn S side of crs, 236° Outbnd, 056° Inbnd, 2200' within 10 miles of MBS VORTAC.

Final approach crs 056°.

Minimum altitude over 3-mile DME Fix, 1100'.

MSA: 000°-180°-2700'; 180°-270°-2600'; 270°-360°-2000'.

Inoperative component table does not apply to ALS.

DAY AND NIGHT MINIMUMS

Category	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-5	1100	4000	435	1100	4000	435	1100	4000	435	1100	5000	435
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	1100	1	433	1120	1	453	1120	1 1/4	453	1220	2	553
VOR/DME Minimums:												
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-5	1020	4000	355	1020	4000	355	1020	4000	355	1020	5000	355
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	1080	1	413	1120	1	453	1120	1 1/4	453	1220	2	553

Takeoff Runway 5, RVR 2400', Standard all others. Alternate—Standard.

City, Saginaw; State, Mich.; Airport name, Tri-City; Elev., 667'; Fac. Ident., MBS; Procedure No. VOR Runway 5, Amdt. 7; Eff. date, 2 Apr. 70; Sup. Amdt. No. 6, 23 Dec. 67

RULES AND REGULATIONS

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR—Continued

Terminal routes			Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: MBS VORTAC.
R 238°, MBS VORTAC CW	R 313°, MBS VORTAC	9-mile Arc	2200	Climb to 2200' and proceed to Shoreline Int. Supplementary charting information: Runway 14, TDZ elevation 667'.
R 016°, MBS VORTAC CCW	R 313°, MBS VORTAC	9-mile Arc	2200	
MOP VOR	MBS VORTAC	Direct	2200	
Wheeler Int.	9-mile DME Fix (Nopt)	180° crs and R 313°	2200	
9-mile DME Fix	3-mile DME Fix (Nopt)	R 313°	1100	

Procedure turn W side of crs, 313° Outbnd, 133° Inbnd, 2200', within 10 miles of MBS VORTAC.  
Final approach crs 133°.  
Minimum altitude over 3-mile DME Fix 1160'.  
MSA: 000°-180°-2700'; 180°-270°-2600'; 270°-360°-2000'.

DAY AND NIGHT MINIMUMS

Category	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-14	1160	1	493	1160	1	493	1160	1	493	1160	1	493
	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
VOR/DME Minimums:												
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-14	1040	1	373	1040	1	373	1040	1	373	1040	1	373
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	1080	1	413	1120	1	453	1120	1½	453	1220	2	553

Takeoff Runway 5, RVR 2400', Standard all others.

Alternate—Standard.

City, Saginaw; State, Mich.; Airport name, Tri-City; Elev., 667'; Fac. Ident., MBS; Procedure No. VOR Runway 14, Amdt. 5; Eff. date, 2 Apr. 70; Sup. Amdt. No. 4; Dated, 12 Oct. 67

Terminal routes			Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: MBS VORTAC.
R 320°, MBS VORTAC CW	R 033°, MBS VORTAC	9-mile Arc	2200	Right turn to 2200' and proceed to Wheeler Int. via MBS R-320. Supplementary charting information: REIL Runway 23. Runway 23, TDZ elevation, 665'.
R 134°, MBS VORTAC CCW	R 033°, MBS VORTAC	9-mile Arc	2600	
MOP VOR	MBS VORTAC	Direct	2300	
9-mile DME Arc	3-mile DME Fix (Nopt)	R 033°	1220	

Procedure turn W side of crs, 033° Outbnd, 213° Inbnd, 2200' within 10 miles of MBS VORTAC.  
Final approach crs, 213°.  
Minimum altitude over 3-mile DME Fix 1220'.  
MSA: 000°-180°-2700'; 180°-270°-2600'; 270°-360°-2000'.  
Inoperative component table does not apply to HIRL or REILs Runway 23.

DAY AND NIGHT MINIMUMS

Category	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-23	1220	1	555	1220	1	555	1220	1	555	1220	1¼	555
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	1220	1	553	1220	1	553	1220	1½	553	1220	2	553
VOR/DME Minimums:												
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-23	1000	1	335	1000	1	335	1000	1	335	1000	1	335
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	1080	1	413	1120	1	453	1120	1½	453	1220	2	553

Takeoff Runway 5, RVR 2400', Standard all others.

Alternate—Standard.

City, Saginaw; State, Mich.; Airport name, Tri-City; Elev., 667'; Fac. Ident., MBS; Procedure No. VOR Runway 23, Amdt. 7; Eff. date, 2 Apr. 70; Sup. Amdt. No. 6; Dated, 12 Oct. 67

RULES AND REGULATIONS

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR—Continued

Terminal routes				Missed approach			
From—	To—	Via	Minimum altitudes (feet)	MAP: MBS VORTAC.			
R 108° MBS VORTAC CW	R 149° MBS VORTAC	9-mile Arc	2600	Climb to 2200' and proceed direct to Wheeler Int. Supplementary charting information: REIL Runway 32. Runway 32 TDZ elevation, 665'.			
R 238° MBS VORTAC CCW	R 149° MBS VORTAC	9-mile Arc	2300				
MOP VOR	MBS VORTAC	Direct	2300				
Birch Int.	9-mile DME Fix	270° crs and R 149°	2300				
9-mile DME Arc	3-mile DME Fix (Nopt)	R 149°	1280				

Procedure turn W side of crs, 149° Outbnd, 329° Inbnd, 2200' within 10 miles of MBS VORTAC.  
 Final approach crs, 329°.  
 Minimum altitude over 3-mile DME Fix 1280'.  
 MSA: 000°-180°-2700'; 180°-270°-2600'; 270°-360°-2000'.  
 Inoperative component table does not apply to REILs Runway 32.

DAY AND NIGHT MINIMUMS

Category	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
E-32	1280	1	615	1280	1	615	1280	1	615	1280	1¼	615
C	1280	1	613	1280	1	613	1280	1½	613	1280	2	613
VOR/DME Minimums:												
S-32	1200	1	535	1200	1	535	1200	1	535	1200	1¼	535
C	1200	1	533	1200	1	533	1200	1½	533	1200	2	533

Takeoff Runway 5, RVR 2400', Standard all others.

Alternate—Standard.

City, Saginaw; State, Mich.; Airport name, Tri-City; Elev., 667'; Fac. Ident., MBS; Procedure No. VOR Runway 32, Amdt. 2; Eff. date, 2 Apr. 70; Sup. Amdt. No. 1; Dated, 12 Oct. 67

Terminal routes				Missed approach			
From—	To—	Via	Minimum altitudes (feet)	MAP: MTS VORTAC.			
R 010° MTS VORTAC CCW	R 305° MTS VORTAC	10-mile Arc	2400	Climbing right turn to 2400' on MTS R 278° within 10 miles. Make left turn and return to MTS VORTAC.			
R 228° MTS VORTAC CW	R 305° MTS VORTAC	10-mile Arc	2400				
St. Paul Int.	MTS VORTAC	Direct	2400				
STL VORTAC	MTS VORTAC	Direct	2400				
Lake Int.	MTS VORTAC	Direct	2400				
Wentzville Int (10-mile DME)	Weldon Int (3.5-mile DME) (NOPT)	Direct	1160				

Procedure turn S side of crs, 305° Outbnd, 125° Inbnd, 2400' within 10 miles of MTS VORTAC.  
 Final approach crs, 125°.  
 Minimum altitude over Weldon Int (3.5-mile DME Fix), 1160'.  
 MSA: 090°-180°-2700'; 180°-090°-2200'.

NOTES: (1) Radar vectoring. (2) Final approach from holding pattern on MTS VORTAC not authorized. Procedure turn required. (3) Use St. Louis altimeter setting when control zone not effective and all MDAs increased 60' except for operators with approved weather reporting service.  
 \*Alternate minimums not authorized when control zone not effective except for operators with approved weather reporting service.  
 %IFR departure procedures: Runways 7 and 25 climb on runway heading to 800' before turning on crs.

DAY AND NIGHT MINIMUMS

Category	A			B			C			D		
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	1160	1	698	1160	1	698	1160	1½	698	1160	2	698
Dual VOR or VOR/DME Minimums:												
C	980	1	518	980	1	518	1020	1½	558	1020	2	558

Takeoff Standard.%

Alternate—Standard.\*

City, St. Louis; State, Mo.; Airport name, Spirit of St. Louis; Elev., 462'; Fac. Ident. MTS; Procedure No. VOR-1, Amdt. 2; Eff. date, 2 Apr. 70; Sup. Amdt. No. 1; Dated, 16 Sept. 67

RULES AND REGULATIONS

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: 2.3-mile DME Fix R 236°.
St. Paul Int.	Island Int (6-mile DME)	MTS VORTAC	2400	Climbing right turn to 2400'. R 236, to Island Int (6-mile DME). Supplementary charting information: Final approach crs intercepts runway centerline at middle marker 4349' from threshold. Runway 7, TDZ elevation, 462'.
STL VORTAC	Island Int (6-mile DME)	MTS VORTAC	2400	
Lake Int.	Island Int (6-mile DME)	MTS VORTAC	2400	
R 278°, MTS VORTAC CCW	R 236°, MTS VORTAC	14-mile Arc	2400	
R 097°, MTS VORTAC CW	R 236°, MTS VORTAC	14-mile Arc	2600	
Augusta Int (14-mile DME)	Island Int (6-mile DME) (NOPT)	Direct	1700	

Procedure turn S side of crs, 236° Outbnd, 056° Inbnd, 2400' within 10 miles of Island Int (6-mile DME Fix).

Final approach crs, 056°.

Minimum altitude over Island Int (6-mile DME Fix) 1700'; over 4-mile DME Fix \*1060' (\*1100' when control zone not effective).

MSA: 090°-180°-2700'; 180°-090°-2200'.

NOTES: (1) Radar vectoring. (2) Final approach from holding pattern at Island Int not authorized. Procedure turn required. (3) Use St. Louis altimeter setting when control zone not effective and all MDAs increased 60' except for operators with approved weather reporting service.

%IFR Departure Procedures: Runways 7 and 25 climb on runway heading to 800' before turning on course.

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

DAY AND NIGHT MINIMUMS

Category	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-8	980	3/4	518	980	3/4	518	980	3/4	518	980	1	518
C	980	1	518	980	1	518	1020	1 1/4	558	1020	2	558

Takeoff Standard.% Alternate—Standard.\*

City, St. Louis; State, Mo.; Airport name, Spirit of St. Louis; Elev., 462'; Fac. Ident. MTS; Procedure No. VOR/DME Runway 7, Amdt. 2; Eff. date, 2 Apr. 70; Sup. Amdt. No. 1; Dated, 16 Sept. 67

7. 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: 6.3 miles after passing AGS VORTAC.
EMR NDB	AGS VORTAC	Direct	2000	Climbing right turn to 2000' to Shell Bluff Int via AGS R 159° and hold; or, when directed by ATC, climbing left turn to 2000' direct to AGS VORTAC and hold. Hold NW, 1 minute, right turns, 142° Inbnd. Supplementary charting information: Hold S, 1 minute, left turns, 349° Inbnd. Final approach crs to center of landing area. Plot obstruction pole 412' MSL at 33°22'40"/81°59'30".
R 238°, AGS VORTAC (CW)	R 322°, AGS VORTAC	8-mile DME Arc	2000	
R 072°, AGS VORTAC (CCW)	R 322°, AGS VORTAC	8-mile DME Arc	2000	
8-mile DME Fix	AGS VORTAC (NOPT)	R 322°, AGS VORTAC	2000	
Shell Bluff Int.	AGS VORTAC	Direct	2000	

Procedure turn W side of crs, 322° Outbnd, 142° Inbnd, 2000' within 10 miles of AGS VORTAC.

FAF, AGS VORTAC. Final approach crs, 136°. Distance FAF to MAP, 6.3 miles.

Minimum altitude over AGS VORTAC, 2000'.

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

NOTES: (1) Use AGS altimeter setting. (2) No weather reporting service.

\*Night operations not authorized on Runways 5/23.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	VIS
C*	1200	1	776	1200	1 1/4	776	1200	1 1/4	776	NA
A	Not authorized.			T 2-eng. or less—Standard.			T over 2-eng.—Standard.			

City, Augusta; State, Ga.; Airport name, Daniel Field; Elev., 424'; Fac. Ident. AGS; Procedure No. VOR-1, Amdt. 7; Eff. date, 2 Apr. 70; Sup. Amdt. No. 6; Dated, 5 June 60

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR—Continued

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: 4.3 miles after passing Swiftown Int	
GRW, R 270° CCW	GRW, R 207°	8-mile Arc	2000	Climbing right turn to 170' to Swiftown Int via GRW R 207° and hold.	
GRW, R 084° CW	GRW, R 207°	8-mile Arc	2000	Supplementary charting information: Hold NE, 1 minute, right turns, 207° Inbnd.	
8-mile Arc	Swiftown Int (NOPT)	GRW, R 207°	1700	Runway 21, TDZ elevation, 110'.	
GRW VORTAC	Swiftown Int (NOPT)	GRW, R 207°	1700		

Procedure turn not authorized. Approach ers (profile) starts at GRW VORTAC. FAF, Swiftown Int. Final approach ers, 207°. Distance FAF to MAP, 4.3 miles (22.3 DME Fix). Minimum altitude over GRW VORTAC, 2000'; over Swiftown Int, 1700'. MSA: 000°-090°-2000'; 090°-180°-1800'; 180°-270°-2300'; 270°-360°-1600'. Notes: (1) Weather reporting not available. (2) Use Greenwood FSS altimeter setting. (3) Dual VOR or VOR/DME required for this approach.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	VIS
Dual VOR Minimums:										
S-21	840	1	730	840	1	730				NA
	MDA	VIS	HAA	MDA	VIS	HAA				
C	880	1	770	880	1	770				NA
VOR/DME Minimums:										
	MDA	VIS	HAT	MDA	VIS	HAT				
S-21	620	1	510	620	1	510				NA
	MDA	VIS	HAA	MDA	VIS	HAA				
C	660	1	550	660	1	550				NA
A	Not authorized.			T 2-eng. or less—Standard.			T over 2-eng.—Standard.			

City, Belzoni; State, Miss.; Airport name, Belzoni Municipal; Elev., 110'; Fac. Ident., GRW; Procedure No. VOR Runway 21, Amdt. 1; Eff. date, 2 Apr. 70; Sup. Amdt. No. Orig.; Dated, 5 Feb. 70

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: 7 miles after passing BGM VOR.	
				Climbing left turn to 3300' direct to BGM VOR and hold.	
				Supplementary charting information: Hold W, 1 minute, left turns, 076° Inbnd. 2549' tower 8.7 miles SE Broome County, Airport. TDZ elevation, 1501'	

Procedure turn S side of ers, 256° Outbnd, 076° Inbnd, 3300' within 10 miles of BGM VOR. FAF, BGM VOR. Final approach ers, 076°. Distance FAF to MAP, 7 miles. Minimum altitude over BGM VOR, 2700'. MSA: 000°-090°-3300'; 090°-180°-3600'; 180°-270°-3000'; 270°-360°-3300'. NOTE: ASR.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-10	2000	1	409	2000	1	409	2000	1	409	2000	1	409
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	2000	1	371	2080	1	451	2080	1½	451	2180	2	551
A	Standard.			T 2-eng. or less—Standard.			T over 2-eng.—Standard.					

City, Binghamton; State, N. Y.; Airport name, Broome County; Elev., 1620'; Fac. Ident., BGM; Procedure No. VOR Runway 10, Amdt. 2; Eff. date, 2 Apr. 70; Sup. Amdt. No. 1; Dated, 2 May 68

RULES AND REGULATIONS

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR—Continued

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: BDR VOR.	
Carmel VOR.....	Bridgeport VOR.....	Direct.....	2500	Climb on BDR R 048° to 2000'; left turn on R 283° HVN VOR to Ansonia Int and hold. Supplementary charting information: Hold N, 1 minute, right turns, 198° Inbnd, 125' steeple 1.8 miles S BDR VOR; 318' tower 3.5 miles W BDR VOR; 382' stack 3 miles NE BDR VOR. Runway 6, TDZ elevation, 7'.	
Riverhead VOR.....	Bridgeport VOR.....	Direct.....	2100		
Seymour Int.....	Bridgeport VOR.....	Direct.....	2100		
Merritt Int.....	Bridgeport VOR.....	Direct.....	2500		
Belle Terre Int.....	Bridgeport VOR.....	Direct.....	2100		

Procedure turn N side of crs, 241° Outbnd, 061° Inbnd, 1900' within 10 miles of BDR VOR.  
Final approach crs, 061°.  
MSA: 000°-090°-2600'; 090°-270°-1700'; 270°-360°-2100'.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	VIS
S-6.....	620	¾	613	620	¾	613	620	¾	613	NA
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	
C.....	620	1	611	620	1	611	620	1½	611	NA
A.....	Standard.			T 2-eng. or less—Standard.			T over 2-eng.—Standard.			

City, Bridgeport; State, Conn.; Airport name, Bridgeport Municipal; Elev., 9'; Fac. Ident. BDR; Procedure No. VOR Runway 6, Amdt. 7; Eff. date, 2 Apr. 70; Sup. Amdt. No. 6; Dated, 8 Jan. 70

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: BDR VOR.	
Carmel VOR.....	Bridgeport VOR.....	Direct.....	2500	Climb on R 228° BDR to 1200' within 5 miles; climbing right turn to 2100' direct to BDR VOR, thence via BDR VOR R 018° to Ansonia Int and hold. Supplementary charting information: Hold N, 1 minute, right turns, 198° Inbnd, 125' steeple 1.8 miles S BDR VOR; 362' stack 3 miles NE BDR VOR; 318' tower 3.5 miles W BDR VOR. Runway 24, TDZ elevation, 7'.	
Riverhead VOR.....	Bridgeport VOR.....	Direct.....	2100		
Seymour Int.....	Bridgeport VOR.....	Direct.....	2100		
Merritt Int.....	Bridgeport VOR.....	Direct.....	2500		
Belle Terre Int.....	Bridgeport VOR.....	Direct.....	2100		

Procedure turn N side of crs, 048° Outbnd, 228° Inbnd, 2100' within 10 miles of BDR VOR.  
Final approach crs, 228°.  
MSA: 000°-090°-2600'; 090°-270°-1700'; 270°-360°-2100'.

DAY AND NIGHT MINIMUMS

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

City, Bridgeport; State, Conn.; Airport name, Bridgeport Municipal; Elev., 9'; Fac. Ident. BDR; Procedure No. VOR Runway 24-1, Amdt. 5; Eff. date, 2 Apr. 70; Sup. Amdt. No. 4; Dated, 8 Jan. 70



RULES AND REGULATIONS

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STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR—Continued

Terminal routes			Minimum altitudes (feet)	Missed approach MAP: BDR VOR.
From—	To—	Via		
Cannel VOR.....	Bridgeport VOR.....	Direct.....	2500	Climb on R 228° BDR to 1200' within 5 miles; climbing right turn to 2100' direct to BDR VOR, thence via the BDR VOR R 018° to Ansonia Int and hold. Supplementary charting information: Hold N, 1 minute, right turns, 198° Inbd.; 125' steeple 1.8 miles S of BDR VOR. 318' tower 3.5 miles W of BDR VOR. 362' stack 3 miles NE of BDR VOR. Runway 24, TDZ elevation, 7'.
Riverhead VOR.....	Bridgeport VOR.....	Direct.....	2100	
Seymour Int.....	Bridgeport VOR.....	Direct.....	2100	
Merritt Int.....	Bridgeport VOR.....	Direct.....	2500	
Belle Terre Int.....	Bridgeport VOR.....	Direct.....	2100	
Bridgeport VOR.....	Milford Int.....	Direct.....	2100	
Wilbur Int.....	Milford Int.....	Via R 354° RVH VOR.....	2100	

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

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	VIS
S-24.....	400	1	393	400	1	393	400	1	393	NA
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	
C.....	440	1	431	620	1	611	620	1½	611	NA
A.....	Standard.			T 2-eng. or less—Standard.			T over 2-eng.—Standard.			

City, Bridgeport; State, Conn.; Airport name, Bridgeport Municipal; Elev., 9'; Fac. Ident. BDR; Procedure No. VOR Runway 24-2, Amdt. 1; Eff. date, 2 Apr. 70; Sup. Amdt. No. Orig.; Dated, 8 Jan. 70

Terminal routes			Minimum altitudes (feet)	Missed approach MAP: 4.3 miles after passing OBK VOR TAC.
From—	To—	Via		
				Make climbing left turn to 2500' and return to OBK VORTAC. Supplementary charting information: 778' tower 1 mile NNW of airport. 814' building 1.3 miles SE of airport. Runway 16, TDZ elevation 646'.

Procedure turn E side of crs, 342° Outbd, 162° Inbd, 2200' within 10 miles of OBK VORTAC.  
FAF, OBK VORTAC. Final approach crs, 162°. Distance FAF to MAP, 4.3 miles.  
Minimum altitude over OBK VORTAC 1900'.  
MSA: 045°-225°-3100'; 225°-315°-2400'; 315°-045°-2300'.

NOTES: (1) Radar vectoring. (2) Use Chicago O'Hare altimeter setting when control zone not effective. (3) Inoperative component table does not apply to HIRL, non-standard ALS and REILS Runway 16. (4) North-south powerline to 795' approximately ½ mile W of airport.

DAY AND NIGHT MINIMUMS

Category	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-16.....	1060	1	414	1060	1	414	1060	1	414	1060	1	414
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	1120	1	474	1120	1	474	1120	1½	474	1200	2	554

Takeoff Standard Alternate—Not authorized.

City, Chicago; State, Ill.; Airport name, Pal-Waukee; Elev., 646'; Fac. Ident., OBK; Procedure No. VOR Runway 16, Amdt. 11; Eff. date, 2 Apr. 70; Sup. Amdt. No. 10; Dated, 29 May 69

RULES AND REGULATIONS

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR—Continued

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: 7.4 miles after passing DAB VORTAC.	
DAB LOM	DAB VORTAC	Direct	1500	Climb to 2000' on R 161' to Smyrna Int and hold. Supplementary charting information: Hold S, 1 minute, left turns, 341° Inbnd. HIRL Runway 6L/24R. TDZ elevation, 34'.	
DAB, R 308° CW	DAB, R 336° (NOPT)	7-mile Arc	1500		
DAB, R 360° CCW	DAB, R 336° (NOPT)	7-mile Arc	1500		
7-mile Arc	DAB VORTAC (NOPT)	DAB, R 336°	1500		

Procedure turn W side of crs, 336° Outbnd, 156° Inbnd, 1500' within 10 miles of DAB VORTAC.  
FAF, DAB VORTAC. Final approach crs, 156°. Distance FAF to MAP, 7.4 miles.  
Minimum altitude over DAB VORTAC, 1500'; over Chambers Int, 700'.  
MSA: 000°-090°-1400'; 090°-180°-1600'; 180°-270°-2100'; 270°-360°-1400'.  
\*Visibility reduction not authorized.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-10°	700	1	666	700	1	666	700	1½	666	700	1½	666
C	700	1	666	700	1	666	700	1½	666	700	2	666
VOR/NDB or VOR/DME Minimums:												
S-10°	640	1	606	640	1	606	640	1	606	640	1½	606
C	640	1	606	640	1	606	640	1½	606	640	2	606
A	Standard.			T 2-eng. or less—Standard.			T over 2-eng.—Standard.					

City, Daytona Beach; State, Fla.; Airport name, Daytona Beach Regional; Elev., 34'; Fac. Ident. DAB; Procedure No. VOR Runway 16, Amdt. 9; Eff. date, 2 Apr. 70; Sup. Amdt. No. 8; Dated, 5 June 69

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: 5.6 miles after passing HZL VOR.	
Bloomsburg Int.	HZL VOR (NOPT)	Direct	3000	Climb on HZL R 091° to 3000'. Then climbing left turn to 3500' direct to HZL VOR and hold. Supplementary charting information: Hold W, 1 minute, right turns, 091° Inbnd TDZ elevation, 1604'.	
Benton Int.	HZL VOR (NOPT)	Direct	3000		

Procedure turn S side of crs, 271° Outbnd, 091° Inbnd, 3500' within 10 miles of HZL VOR.  
FAF, HZL VOR. Final approach crs, 091°. Distance FAF to MAP, 5.6 miles.  
Minimum altitude over HZL VOR, 2500'.  
MSA: 000°-090°-4000'; 090°-180°-3500'; 180°-270°-3200'; 270°-360°-3700'.

NOTE: Turbulence may be encountered due precipitous terrain underlying all portions of the approach.  
\*When control zone not in effect, use Wilkes-Barre altimeter and add 100' to straight-in and circling MDA.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	VIS
S-10°	2040	1	436	2040	1	436	2040	1	436	NA
C*	2140	1	536	2260	1	656	2260	1½	656	NA
A	Not authorized.			T 2-eng. or less—Standard.			T over 2-eng.—Standard.			

City, Hazelton; State, Pa.; Airport name, Hazelton Municipal; Elev., 1604'; Fac. Ident., HZL; Procedure No. VOR Runway 10, Amdt. 5; Eff. date, 2 Apr. 70; Sup. Amdt. No. 4; Dated, 31 July 69

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR—Continued

Terminal routes			Via	Minimum altitudes (feet)	Missed approach
From—	To—				MAP: 5 miles after passing Jeddo Int.
Wilkes-Barre VORTAC	Leslie Int.	Direct		3900	Climb to 3500' direct to HZL VOR and hold. Supplementary charting information: Hold W on R 271° 1 minute, right turns, 091° Inbnd. TDZ elevation, 1604'.
Leslie Int.	Jeddo Int. (NOPT)	Direct		3000	

Procedure turn not authorized.

Approach crs (profile) starts at Leslie Int.

FAF, Jeddo Int. Final approach crs, 273°. Distance FAF to MAP, 5 miles.

Minimum altitude over Leslie Int., 3900'; over Jeddo Int., 3000'.

MSA: 090°-090°-4000'; 090°-180°-3500'; 180°-270°-3200'; 270°-360°-3700'.

\*When control zone not in effect, use Wilkes-Barre altimeter and add 100' to straight-in and circling MDA. Increase visibility ¼ mile for Category B straight-in and circling.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	VIS
S-28°	2360	1	756	360	1¼	756	2360	1¼	756	NA
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	
C*	2360	1	756	2360	1¼	756	2360	1½	756	NA
A	Not authorized.			T 2-eng. or less—Standard.			T over 2-eng.—Standard.			

City, Hazelton; State, Pa.; Airport name, Hazelton Municipal; Elev., 1604'; Fac. Ident. HZL; Procedure No. VOR Runway 28, Amdt. 2; Eff. date, 2 Apr. 70; Sup. Amdt No. 1; Dated 31 July 69

Terminal routes			Via	Minimum altitudes (feet)	Missed approach
From—	To—				MAP: EAR VOR.
Poole Int	EAR VOR	Direct		3600	Climbing left turn to 3600' on R 350° within 10 miles, return to EAR VOR. Supplementary charting information: Runway 18, TDZ elevation 2128'. Final approach crs intercepts runway centerline 445' from threshold. MIRL Runways 18/36.
Ravenna Int	Pleasant Int.	EAR R 350°		4000	
GRI VORTAC	Pleasant Int.	Direct		4000	
Pleasant Int.	EAR FM (NOPT)	EAR R 350°		3000	

Procedure turn W side of crs, 350° Outbnd, 170° Inbnd, 3600' within 10 miles of EAR VOR.

FAF, EAR FM. Final approach crs, 170°. Distance FAF to MAP, 4.4 miles.

Minimum altitude over Fan Marker 2600' (\*3000' from Pleasant Int.).

MSA: 045°-135°-4300'; 135°-225°-4500'; 225°-315°-3800'; 315°-045°-3700'.

Use Grand Island, Nebr. altimeter setting when control zone not effective; and all MDAs increased 160' except for operators with approved weather reporting service.

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

DAY AND NIGHT MINIMUMS

Category	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-18	2600	1	472	2600	1	472	2600	1	472	2600	1	472
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	2600	1	470	2600	1	470	2600	1¼	470	2680	2	550
	FM Minimums:											
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-18	2480	1	352	2480	1	352	2480	1	352	2480	1	352

Takeoff. Standard. Alternate—Standards.§

City, Kearney; State, Nebr.; Airport name, Kearney Municipal; Elev., 2130'; Fac. Ident. EAR; Procedure No. VOR Runway 18, Amdt. 3; Eff. date, 2 Apr. 70; Sup. Amdt. No. 2; Dated, 31 Oct. 68

RULES AND REGULATIONS

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR—Continued

Terminal routes			Minimum altitudes (feet)	Missed approach MAP: 3.6 miles after passing Battle Int/7-mile DME Fix.
From—	To—	Via		
R 337°, LAF VORTAC CCW	R 323°, LAF VORTAC (NOPT)	7-mile Arc	2400	Right-climbing turn to 2400' and proceed direct to LAF VORTAC. Supplementary charting information: 1320' tower 2.8 miles ESE of airport. 877' tower 1 mile NE of airport. 933' tower 2 miles N of airport. 754' tower 1.3 miles S of airport. 920' tower 4.5 miles NW of airport.
R 312°, LAF VORTAC CW	R 323°, LAF VORTAC (NOPT)	7-mile Arc	2400	
West Point Int	LAF VORTAC	Direct	2400	
LAF VORTAC	Battle Int/7-mile DME Fix	R 143°, LAF VORTAC	1700	

Procedure turn W side of crs, 323° Outbnd, 143° Inbnd, 2400' within 10 miles of LAF VORTAC.  
FAF, Battle Int/7-mile DME Fix. Final approach crs, 143°. Distance FAF to MAP, 3.6 miles.  
Minimum altitude over LAF VORTAC, 2400'; over Battle Int/7-mile DME Fix, 1700'.  
MSA: 000°-090°—2200'; 090°-360°—2400'.

NOTE: VOR/DME or VOR/ADF receivers required.  
% IFR departure procedures: Runway 10 eastbound, climb to 1800' on heading 140°; Runway 5 departures eastbound, climb to 1800' on runway heading before proceeding on crs.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	1180	1	575	1180	1	575	1180	1½	575	1240	2	635
A	Standard.			T 2-eng. or less—runway 5, 300-1; Standard all other runways.%			T over 2-eng.—Runway 5, 300-1; Standard all other runways.%					

City, Lafayette; State, Ind.; Airport name, Purdue University; Elev., 605'; Fac. Ident. LAF; Procedure No. VOR-1, Amdt. 13; Eff. date, 2 Apr. 70; Sup. Amdt. No. 12; Dated, 21 Aug. 69

Terminal routes			Minimum altitudes (feet)	Missed approach MAP: LIH VOR.
From—	To—	Via		
15 miles NW Breakers Int.	High Tide Int (NOPT)	LIH, R 119°	1700	Climbing right turn on LIH R 010° to 3200' reverse crs, climb to 4000' over VOR. Supplementary charting information: Lighted radio tower 0.7 mile W, 365'. Lighted tower 1.8 miles S, 799'. Lighted pole 1.3 miles NW, 735'. Terrain 1.3 miles NW, 725'.

Procedure turn N side of crs, 119° Outbnd, 299° Inbnd, 1700' within 10 miles of High Tide Int.  
Final approach crs, 299°.  
Minimum altitude over High Tide Int, 1700'.  
MSA: 000°-090°—4000'; 090°-180°—3300'; 180°-360°—6200'.

#Circling not authorized W of runway.  
\*Category C night minimums 820-1½, HAA 6'3'.  
% Runway 21 departures make immediate left turn, maintain visual conditions until crossing shoreline. All IFR departures climb between radials 030° and 135° to assigned altitudes.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C#	660	1	513	660	1	513	*660	1½	*513	1480	2½	1333
A	Categories A, B, C, 1100-2; Category D, 1800-3.			T 2-eng. or less—Runway 21, 600-2 day, 700-2 night; Standard Runway 3%.			T over 2-eng.—Runway 21 600-2 day, 700-2 night; Standard Runway 3%.					

City, Lihue; State, Hawaii; Airport name, Lihue; Elev., 147'; Fac. Ident. LIH; Procedure No. VOR-2, Amdt. 6; Eff. date, 2 Apr. 70; Sup. Amdt. No. 5; Dated, 5 Feb. 70

RULES AND REGULATIONS

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR—Continued

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: HVN VOR.	
BDR VOR	Pond Point Int.	Direct	2000	Climbing right turn to 2000' direct to MAD VOR and hold. Supplementary charting information: Hold SW, 1 minute, right turns, 047° Inbnd, Stack 297', 1.1 miles NNW of airport. Trees 259', 0.7 mile N of airport. Runway 2, TDZ elevation, 6'.	
Intersection V-16/BDR R 099°	Pond Point Int.	Direct	2000		
MAD VOR	HVN VOR	Direct	1600		
RVH VORTAC	Pond Point Int.	RVH R 004° and HVN R 205°	2000		
Seymour Int.	HVN VOR	Direct	2500		
HVN VOR	Pond Point Int.	Direct	1600		

Procedure turn not authorized.  
One-minute holding pattern S of Pond Point Int, 025° Inbnd, right turns, 1600'.  
FAF, Pond Point Int. Final approach crs, 025°. Distance FAF to MAP, 5.7 miles.  
Minimum altitude over Pond Point Int, 1600'.  
MSA: 000°-090°-2600'; 090°-180°-1600'; 180°-270°-1700'; 270°-360°-2600'.  
Notes: (1) Use Bridgeport altimeter setting when control zone not effective. (2) Inoperative components table does not apply to REILs.  
\* Circling and straight-in MDA increased 40' and alternate minimums not authorized when control zone not effective.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
B-2*	380	1	374	380	1	374	380	1	374	380	1	374
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C*	600	1	586	600	1	586	600	1½	586	600	2	586
A	Standard.*			T 2-eng. or less—300-1, Runways 2, 32; Standard all others.			T over 2-eng.—300-1 Runways 2, 32; Standard all others					

City, New Haven; State, Conn.; Airport name, Tweed-New Haven; Elev., 14'; Fac. Ident. HVN; Procedure No. VOR Runway 2, Amdt. 8; Eff. date, 2 Apr. 70; Sup. Amdt. No. 8; Dated, 1 Jan. 70

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: OWB VOR.	
Booneville Int.	OWB VOR	Direct	2100	Climb to 2100' on R 039°, left turn direct OWB VOR and hold. Supplementary charting information: Hold SW, 1 minute, right turns, 039° Inbnd. Final approach intercepts runway centerline 3000' from threshold. 803' tower 1.5 miles N of airport. 827' tower 1.9 miles E of airport. Runway 5, TDZ elevation, 404'.	
Apalona Int.	OWB VOR	Direct	2100		
EVV VORTAC	OWB VOR	Direct	2400		
CCT VOR	OWB VOR	Direct	2100		
Cloverport Int.	OWB VOR	Direct	2300		

Procedure turn E side of crs, 219° Outbnd, 039° Inbnd, 2100' within 10 miles of OWB VOR.  
Final approach crs, 039°.  
Minimum altitude over Panther Int. 940'.\*  
MSA: 000°-090°-1900'; 090°-180°-2000'; 180°-270°-1900'; 270°-360°-2500'.  
CAUTION: 803' tower 1.5 miles N and 827' tower 1.9 miles E of airport.  
\* Use Evansville altimeter setting when control zone not effective.  
\* Circling and straight-in MDA increased 100' when control zone not effective.  
#Standard alternate minimums apply for operators with approved weather reporting service.  
% Runway 35 departures, climb on magnetic heading 340° to 1500' before proceeding as cleared; Runway 5 departures, climb on magnetic heading 050° to 1500' before proceeding as cleared.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
B-5*	940	1	536	940	1	536	940	1	536		NA	
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C*	940	1	533	940	1	533	1120	1½	713	1140	2	733
	VOR/NDB Minimums:											
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
B-5*	840	1	436	840	1	436	840	1	436		NA	
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C*	840	1	433	860	1	453	1120	1½	713	1140	2	733
A	Not authorized.#			T 2-eng. or less—Standard.%			T over 2-eng.—Standard.%					

City, Owensboro; State, Ky.; Airport name, Owensboro-Davless County; Elev., 407'; Fac. Ident., OWB; Procedure No. VOR Runway 5, Amdt. 5; Eff. date, 2 Apr. 70; Sup. Amdt. No. 4; Dated, 5 June 69

RULES AND REGULATIONS

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR—Continued

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: OWB VOR.	
Booneville Int.	OWB VOR	Direct	2100	Climb to 2100' right turn direct OWB VOR and hold.	
Apalona Int.	OWB VOR	Direct	2100		
EVV VORTAC	OWB VOR	Direct	2400	Supplementary charting information:	
CCT VOR	OWB VOR	Direct	2100	Hold N 1 minute, right turns, 169° Inbnd.	
Cloverport Int.	OWB VOR	Direct	2300	Final approach intercepts runway centerline 3000' from threshold. 803' tower 1.5 miles N of airport. 827' tower 1.9 miles E of airport. Runway 17, TDZ elevation, 407'.	

Procedure turn W side of crs, 349° Outbnd, 169° Inbnd, 2100' within 10 miles of OWB VOR.  
Final approach crs, 169°.  
MSA: 000°-090°-1900'; 090°-180°-2000'; 180°-270°-1900'; 270°-360°-2500'.  
CAUTION: 803' tower 1.5 miles N and 827' tower 1.9 miles E of airport.  
\*Use Evansville altimeter setting when control zone not effective.  
\*Circling and straight-in MDA increased 100' when control zone not effective.  
#Standard alternate minimums apply for operators with approved weather reporting service.  
%Runway 35 departures, climb on magnetic heading 340° to 1500' before proceeding as cleared; Runway 5 departures, climb on magnetic heading 050° to 1500' before proceeding as cleared.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-17*	1120	1	713	1120	1	713	1120	1 1/4	713	1120	1 1/2	713
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C*	1120	1	713	1120	1	713	1120	1 1/2	713	1140	2	733
A	Not authorized.#			T 2-eng. or less—Standard.%			T over 2-eng.—Standard.%					

City, Owensboro; State, Ky.; Airport name, Owensboro-Daviess County; Elev., 407'; Fac. Ident., OWB; Procedure No. VOR Runway 17, Amdt. 1; Eff. date, 2 Apr. 70; Sup. Amdt. No. Orig.; Dated, 5 June 69

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: OWB VOR.	
EVV VORTAC	OWB NDB	Direct	2400	Climbing left turn to 2100' direct OWB	
CCT VOR	Nuckols Int.	Direct	2100	NDB and hold.	
Nuckols Int.	OWB NDB (NOPT)	Direct	1700	Supplementary charting information:	
Apalona Int.	OWB NDB	Direct	2100	Hold S 1 minute, right turns, 360° Inbnd.	
Booneville Int.	OWB NDB	Direct	2100	803' tower 1.5 miles N of airport.	
Cloverport Int.	OWB NDB	Direct	2300	827' tower 1.9 miles E of airport.	
OWB VOR	OWB NDB	Direct	2100	Final approach intercepts runway centerline 3000' from threshold. Runway 35, TDZ elevation, 401'.	

Procedure turn E side of crs, 178° Outbnd, 358° Inbnd, 2100' within 10 miles of OWB NDB.  
Final approach crs. VOR R 178°/358° Inbnd.  
Minimum altitude over OWB NDB, 1700'.  
MSA: 000°-090°-1900'; 090°-180°-2300'; 180°-270°-1900'; 270°-360°-2500'.  
NOTE: Inoperative table does not apply to ALS or REILs Runway 35.  
CAUTION: 803' tower 1.5 miles N and 827' tower 1.9 miles E of airport.  
\*Use Evansville altimeter setting when control zone not effective.  
\*Circling and straight-in MDA increased 100' when control zone not effective.  
#Standard alternate minimums apply for operators with approved weather reporting service.  
%Runway 35 departures, climb on magnetic heading 340° to 1500' before proceeding as cleared; Runway 5 departures, climb on magnetic heading 050° to 1500' before proceeding as cleared.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
B-35*	760	1	359	760	1	359	760	1	359	760	1	359
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C*	800	1	393	860	1	453	1120	1 1/4	713	1140	2	733
A	Not authorized.#			T 2-eng. or less—Standard.%			T over 2-eng.—Standard.%					

City, Owensboro; State, Ky.; Airport name, Owensboro-Daviess County; Elev., 407'; Fac. Ident., OWB; Procedure No. VOR Runway 35, Amdt. 5; Eff. date, 2 Apr. 70; Sup. Amdt. No. 4; Dated, 5 June 69

RULES AND REGULATIONS

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STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR—Continued

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: PFN VOR.	
Bruce Int.	PFN VOR	Direct	1600	Climb on PFN VOR R 127 to 1000', left	
Greenhead Int.	PFN VOR	Direct	1800	turn direct to PFN VOR at 1600' and	
Parker Int.	PFN VOR	Direct	1800	hold.	
Wilma Int.	PFN VOR	Direct	1600	Supplementary charting information:	
Chason Int.	PFN VOR	Direct	2000	Hold NW, 1 minute, left turns, 127° Inbnd.	
				Final approach crs intercepts runway	
				centerline 3040' from threshold.	
				LRCO 122.1R, 122.2R TLH FSS.	
				Runway 14, TDZ elevation, 12'.	

Procedure turn N side of crs, 307° Outbnd, 127° Inbnd, 1600' within 10 miles of PFN VOR.

Final approach crs, 127°.

MSA: 000°-090°-2100'; 090°-180°-1500'; 180°-360°-1600'.

Notes: (1) Radar vectoring. (2) Use Tyndall AFB altimeter setting when control zone not effective. (3) Inoperative table does not apply to HIRL Runway 14.

\*#Alternate minimums not authorized and straight-in, circling MDA increase 25', except for operators with approved weather reporting service, when control zone not effective.

DAY AND NIGHT MINIMUMS

Category	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-14*	420	1	408	420	1	408	420	1	408	420	1	408
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C*	420	1	400	480	1	460	480	1½	460	640	2	620

Takeoff Standard. Alternate—Standard.#

City, Panama City; State, Fla.; Airport name, Panama City-Bay County; Elev., 20'; Fac. Ident. PFN; Procedure No. VOR Runway 14, Amdt. 3; Eff. date, 2 Apr. 70; Sup. Amdt. No. 2; Dated, 5 June 69

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: PFN VOR.	
Bruce Int.	PFN VOR	Direct	1600	Right-climbing turn to 1600' direct to PFN	
Greenhead Int.	PFN VOR	Direct	1800	VOR and hold.	
Parker Int.	PFN VOR	Direct	1800	Supplementary charting information:	
Wilma Int.	PFN VOR	Direct	1600	Hold NE, 1 minute, right turns, 236° Inbnd.	
Chason Int.	PFN VOR	Direct	2000	Final approach crs intercepts runway	
				centerline 2620' from threshold.	
				Chart—322' tower 2 miles NE of Airport	
				on final approach.	
				LRCO 122.1R, 122.2R TLH FSS.	

Procedure turn N side of crs, 056° Outbnd, 236° Inbnd, 1600' within 10 miles of PFN VOR.

Final approach crs, 236°.

Minimum altitude over 1.5-mile Radar Fix, 640'.

MSA: 000°-090°-2100'; 090°-180°-1500'; 180°-360°-1600'.

Notes: (1) Radar vectoring. (2) Use Tyndall AFB altimeter setting when control zone not effective.

\*#Alternate minimums not authorized and circling MDA increases 25', except for operators with approved weather reporting service, when control zone not effective.

DAY AND NIGHT MINIMUMS

Category	A			B			C			D		
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C*	640	1	620	640	1	620	640	1½	620	640	2	629
	Radar Minimums:											
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C*	420	1	400	480	1	460	480	1½	460	640	2	620

Takeoff Standard. Alternate—Standard.#

City, Panama City; State, Fla.; Airport name, Panama City-Bay County; Elev., 20'; Fac. Ident. PFN; Procedure No. VOR Runway 22, Amdt. 3; Eff. date, 2 Apr. 70; Sup. Amdt. No. 2; Dated, 5 June 69

RULES AND REGULATIONS

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR/DME

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

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: 5.5 miles after passing Daniel Int.
EMR NDB	AGS VORTAC	Direct	2000	Climbing right turn to 2000' to Shell Bluff Int via AGS R 159° and hold; or, when directed by ATC, climbing left turn to 2000' direct to AGS VORTAC and hold. Hold NW, 1 minute, right turns, 142° Inbnd. Supplementary charting information: Hold S, 1 minute, left turns, 349° Inbnd. Final approach crs to center of landing area. Plot obstruction, pole 412' MSL at 33°22'40"/81°59'30".
R 238°, AGS VORTAC (CW)	R 322°, AGS VORTAC	8-mile DME Arc	2000	
R 072°, AGS VORTAC (CCW)	R 322°, AGS VORTAC	8-mile DME Arc	2000	
8-mile DME Arc	AGS VORTAC (NOPT)	R 322°, AGS VORTAC	2000	
Shell Bluff Int	AGS VORTAC	Direct	2000	

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

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	720	1	575	720	1	575	720	1½	575	720	2	575
A	Standard.			T 2-eng. or less.—Standard.#			T over 2-eng.—Standard.#					

City, Augusta; State, Ga.; Airport name, Bush Field; Elev., 145'; Fac. Ident., AGS; Procedure No. VOR/DME-1, Amdt. 11; Eff. date, 2 Apr. 70; Sup. Amdt. No. 10; Dated, 10 July 69

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: LIH R 010°, 2-miles DME Fix.
Lihue VOR	Keala DME Fix	Direct	3400	Climbing left turn to 2600' on LIH R 010° to Keala DME Fix and hold. Supplementary charting information: Hold N, within 4 miles, left turns, 190° Inbnd. Final approach crs intercepts runway centerline 5100' from threshold. Lighted radio tower 0.7 mile W, 365'. Lighted tower 1.8 miles S, 739'. Lighted pole 1.3 miles NW, 735'. Terrain 1.3 miles NW, 725'. Runway 21, TDZ elevation, 126'.
LIH R 119° CCW	LIH R 010° (NOPT)	12-mile Arc	2000	
12-mile Arc	Keala DME Fix (NOPT)	LIH R 010°	2000	

Procedure turn E side of crs, 010° Outbnd, 190° Inbnd, 2500' within 10 miles of Keala DME Fix. Final approach crs, 190°. Minimum altitude over Keala DME Fix, 2000'. MSA: 000°-090°-4000'; 090°-180°-3300'; 180°-360°-6200'. NOTE: Sliding scale not authorized. #Circling not authorized W of runway. \*Category C night minimums 820-1½, HAA 673'. % Runway 21 departures make immediate left turn, maintain visual conditions until crossing shoreline. All IFR departures climb between radials 030° and 135° to assigned altitude.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-21	380	1	254	380	1	254	380	1	254	380	1	254
C#	520	1	373	600	1	453	*660	1½	*513	1480	2½	1333
A	Categories A, B, C, Standard; Category D, 1400-3.			T 2-eng. or less.—Runway 21, 600-2 day, 700-2 night; Standard Runway 3%			T over 2-eng.—Runway 21, 600-2 day, 700-2 night; Standard Runway 3%					

City, Lihue; State, Hawaii; Airport name, Lihue; Elev., 147'; Fac. Ident. LIH; Procedure No. VOR/DME Runway 21, Amdt. 1; Eff. date, 2 Apr. 70; Sup. Amdt. No. Orig. Dated, 5 Feb. 70.



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

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE LOC

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

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: 3 miles after passing Caddy Int.	
Justin Int.	Caddy Int.	LOC crs	2700	Climb to 2000' on LOC crs 354° within 20 miles. Supplementary charting information: Depict Caddy Int 3 miles from runway threshold and Loop Int, 8 miles from threshold. Runway 35, TDZ elevation, 685'.	
Joshua Int.	Loop Int (NOPT)	Direct	2500		

Procedure turn E side of crs, 174° Outbnd, 354° Inbnd, 2500' within 10 miles of Caddy Int. FAF, Caddy Int. Final approach crs 354°. Distance FAF to MAP, 3 miles. Minimum altitude over Loop Int, 2500'; over Caddy Int, 1500'. MSA: Not authorized. NOTE: Radar vectoring. 1/2-300-1 required for takeoff Runway 35. \*Inoperative table does not apply to HIRL runway 35.

DAY AND NIGHT MINIMUMS

Category	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-35*	1080	1	395	1080	1	395	1080	1	395	1080	1	395
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	1180	1	488	1180	1	488	1260	1 1/2	568	1280	2	588

Takeoff Standard % Alternate—Standard. City, Fort Worth; State, Tex.; Airport name, Meacham Field; Elev., 692'; Fac. Ident. I-FTW; Procedure No. LOC (BC) Runway 35, Amdt. 12; Eff. date, 2 Apr. 70; Sup. Amdt. No. ILS-35 (BC), Amdt. 11; Dated, 31 July 65.

9. 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 miles after passing ROE NDB.	
BHM VORTAC	ROE NDB	Direct	3000	Climb to 3000' direct to BH LOM and hold; or, when directed by ATC, climbing right turn to 3000' direct to BHM VOR TAC and hold NE, 1 minute, right turns, 225° Inbnd. Supplementary charting information: Hold SW, 1 minute, left turns, 052° Inbnd. Chart tower 1400' 1.5 miles S of final approach crs. HIRLS Runways 5/23, 18/36. VASI Runway 23. Runway 23, TDZ elevation, 619'.	
Lewis Int.	ROE NDB	Direct	3000		
Helena Int.	ROE NDB	Direct	3000		
Bessemer Int.	ROE NDB	Direct	3000		
Trussville Int.	ROE NDB (NOPT)	Direct	1900		
R 310°, BHM VORTAC CW	BHM LOC (BC)	15-mile DME Arc BHM VOR TAC R 085° lead radial.	2800		
15-mile DME Arc	ROE NDB (NOPT)	LOC (BC)	1900		

Procedure turn N side of crs, 052° Outbnd, 232° Inbnd, 3000' within 10 miles of ROE NDB. FAF, abeam ROE NDB. Final approach crs, 232°. Distance FAF to MAP, 4 miles. Minimum altitude over abeam ROE NDB, 1900'. MSA: 000°-180°-2700'; 180°-270°-2900'; 270°-360°-2400'. NOTE: ASR. \*Circling not authorized in sector 050° clockwise through 180° from airport. #Inoperative table does not apply to HIRL Runway 23.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-23#	1180	1	561	1180	1	561	1180	1	561	1180	1 1/2	561
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C*	1240	1	597	1240	1	597	1240	1 1/2	597	1240	2	597
A	Standard. T 2-eng. or less—RVR 50', Runway 5; Standard all others. T over 2-eng.—RVR 24', Runway 5; Standard all others.											

City, Birmingham; State, Ala.; Airport name, Municipal; Elev., 643'; Fac. Ident. I-BHM; Procedure No. LOC (BC) Runway 23, Amdt. 2; Eff. date, 2 Apr. 70; Sup. Amdt. No. 1; Dated, 23 Oct. 69

RULES AND REGULATIONS

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 approach				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: 4.2 miles after passing Dunmore Int.	
Lake Henry VORTAC.....	Dickson Int.....	Direct.....	3300	Climb to 4000' direct to CYE NDB and hold. Supplementary charting information: Hold SW, 1 minute, left turns 044° Inbnd. Runway 22, TDZ elevation, 929'.	
Dickson Int.....	Dunmore Int (NOPT).....	Direct.....	2500		

One-minute holding pattern, NE of Dickson Int, 224° Inbnd, left turns, 3300'.  
FAF, Dunmore Int. Final approach crs, 224°. Distance FAF to MAP, 4.2 miles.  
Minimum altitude over Dickson Int, 3300'; over Dunmore Int, 2500'.  
NOTES: (1) ASR. (2) High terrain to 1820' E, SE, and S of airport, within 2.3 miles. (3) Reduction not authorized.  
#Runways 10/16 800-2 Night.  
\*Inoperative components table does not apply to HIRL Runway 22.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D			
	MDA	VIS	HAT	MDA	VIS	HAT	MDA*	VIS	HAT	MDA	VIS	HAT	
S-22*	1360	1	431	1360	1	431	1360	1	431	1360	1	431	
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	
C.....	1720	1	764	1820	1½	864	1840	1½	884	1940	2	984	
A.....	1200-2	T 2-eng. or less—Runway 4, 600-1; Runways 10/16, 600-2#; Standard all others.			T over 2-eng.—Runway 4, 600-1; Runways 10/16, 600-2#; Standard all others.								

City, Wilkes-Barre-Seranton; State, Pa.; Airport name, Wilkes-Barre-Seranton; Elev., 956'; Fac. Ident. I-AVP; Procedure No. LOC (BC) Runway 22, Amdt. 1; Eff. date, 2 Apr. 70; Sup. Amdt. No. Orig.; Dated, 20 Nov. 69

10. 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: CIR NDB.	
PUK VORTAC.....	CIR NDB.....	Direct.....	2300	Climb to 2300' within 10 miles, right turns to CIR NDB. Supplementary charting information: Final approach crs crosses runway centerline extended 3000' from threshold. Chart 2000' tower 13 miles NE.	
CGI VOR.....	CIR NDB.....	Direct.....	2400		
MAW VOR.....	CIR NDB.....	Direct.....	2300		
MWA VOR.....	CIR NDB.....	Direct.....	2500		

Procedure turn W side of crs, 028° Outbnd, 208° Inbnd, 2300' within 10 miles of CIR NDB.  
Final approach crs, 208°.  
Minimum altitude over Villa Int, 900'.  
MSA: 000°-090°-3000'; 090°-180°-1900'; 180°-270°-1600'; 270°-360°-3500'.  
NOTE: Use Cape Girardeau, Mo., altimeter setting.

DAY AND NIGHT MINIMUMS

Category	A			B			C			D	
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS
S-20.....	900	1	579	900	1	579	900	1	579	NA	
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA		
C.....	900	1	579	900	1	579	900	1½	579	NA	
NDB/VOR Minimums:											
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT		
S-20.....	780	1	459	780	1	459	780	1	459	NA	
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA		
C.....	780	1	459	780	1	459	780	1½	459	NA	

Takeoff Standard. Alternate—Not authorized.

City, Cairo; State, Ill.; Airport name, Cairo Municipal; Elev., 321'; Fac. Ident. CIR; Procedure No. NDB (ADF) Runway 20, Amdt. Orig.; Eff. date, 2 Apr. 70

RULES AND REGULATIONS

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

Terminal routes				Minimum altitudes (feet)	Missed approach MAP: 3.6 miles after passing FT LOM.
From—	To—	Via			
Joshua Int. ....	FT LOM .....	Direct .....		2500	Climb to 2500' on bearing 174° from FT LOM within 20 miles. Supplementary charting information: Obstruction 1227' on AL-159 plates, Oct. 24, 68, in error. Grain elevator 990'. This location (approximate coordinates 32°-52' / 97°-22'). Runway 17, TDZ elevation, 692'.
Justin Int. ....	FT LOM (NOPT) .....	Direct .....		2000	

Procedure turn E side of crs, 354° Outbnd, 174° Inbnd, 2000' within 10 miles of FT LOM.  
FAF, FT LOM. Final approach crs, 174°. Distance FAF to MAP, 3.6 miles.  
Minimum altitude over FT LOM, 2000'.  
MSA: 000°-090°-2300'; 090°-180°-3400'; 180°-270°-2500'; 270°-360°-2500'.  
NOTE: Radar vectoring.  
%300-1 required for takeoff Runway 35.

DAY AND NIGHT MINIMUMS

Category	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-17 .....	1300	1	608	1300	1	608	1300	1	608	1300	1 1/4	608
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C .....	1300	1	608	1300	1	608	1300	1 1/4	608	1300	2	608

Takeoff Standard.% Alternate—Standard.  
City, Fort Worth; State, Tex.; Airport name, Meacham Field; Elev., 692'; Fac. Ident. FT; Procedure No. NDB (ADF) Runway 17, Amdt. 2; Eff. date, 2 Apr. 70; Sup. Amdt. No. ADF1, Amdt. 1; Dated, 22 Jan. 66

Terminal routes				Minimum altitudes (feet)	Missed approach MAP: 3 miles after passing Caddy Int.
From—	To—	Via			
Justin Int. ....	FT LOM .....	Direct .....		2700	Climb to 2000' direct to FT LOM and bearing 354° from FT LOM within 20 miles. Supplementary charting information: Deplet Caddy Int 3 miles from Runway threshold. Runway 35, TDZ elevation, 685'.
FT LOM .....	Caddy Int. ....	Direct .....		2700	
Joshua Int. ....	Loop Int (NOPT) .....	Direct .....		2500	

Procedure turn E side of crs, 174° Outbnd, 354° Inbnd, 2500' within 10 miles of Caddy Int.  
FAF, Caddy Int. Final approach crs, 354°. Distance FAF to MAP, 3 miles.  
Minimum altitude over Loop Int, 2500'; over Caddy Int, 1500'.  
MSA: 000°-090°-2300'; 090°-180°-3400'; 180°-270°-2500'; 270°-360°-2500'.  
NOTE: Radar vectoring.  
%300-1 required for takeoff Runway 35.

DAY AND NIGHT MINIMUMS

Category	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-35 .....	1180	1	495	1180	1	495	1180	1	495	1180	1	495
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C .....	1180	1	488	1180	1	488	1280	1 1/4	568	1280	2	588

Takeoff. Standard.% Alternate—Standard.  
City, Fort Worth; State, Tex.; Airport name, Meacham Field; Elev., 692'; Fac. Ident. FT; Procedure No. NDB (ADF) Runway 35, Amdt. 2; Eff. date, 2 Apr. 70; Sup. Amdt. No. ADF 2, Amdt. 1; Dated, 23 July 66

## RULES AND REGULATIONS

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

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: Over HVS NDB.	
CTF VOR	HVS NDB	Direct	2000	Climb to 2000' right turn direct to HVS	
FLO VORTAC	HVS NDB	Direct	2000	NDB and hold.	
Charles Int.	HVS NDB	Direct	2000	Supplementary charting information:	
Dunbar Int.	HVS NDB	Direct	2000	Hold N, 1 minute, right turns, 197° Inbnd	
				Final approach crs intercepts runway centerline extended 3000' from threshold	
				Runway 20, TDZ elevation, 364'.	

Procedure turn E side of crs, 017° Outbnd, 197° Inbnd, 2000' within 10 miles of HVS NDB.

Final approach crs, 197°.

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

Notes: (1) Use FLO FSS altimeter setting. (2) No weather reporting. (3) Night minimums not authorized Runways 12/30.

## DAY AND NIGHT MINIMUMS

Category	A			B			C			D	
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS
S-20	1000	1	636	1000	1	636	1000	1½	636		NA
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA		VIS
C	1020	1	641	1020	1	641	1020	1½	641		NA

Takeoff Standard. Alternate—Not authorized.

City, Hartsville; State, S.C.; Airport name, Hartsville Municipal; Elev., 379'; Fac. Ident. HVS; Procedure No. NDB (ADF) Runway 20, Amdt. Orig.; Eff. date, 2 Apr. 70

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: 3.9 miles after passing HO LOM.	
HON VORTAC	HO LOM	Direct	2500	Climb to 2800' on 118° bearing from LOM within 10 miles, return to LOM. Supplementary charting information: Runway 12, TDZ elevation, 1287'.	

Procedure turn S side of crs, 298° Outbnd, 118° Inbnd, 2500' within 10 miles of HO LOM.

FAF, HO LOM. Final approach crs 118°. Distance FAF to MAP, 3.9 miles.

Minimum altitude over HO LOM, 2500'.

MSA: 000°-090°-2500'; 090°-180°-2600'; 180°-270°-3400'; 270°-360°-2400'.

## DAY AND NIGHT MINIMUMS

Category	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-12	1640	1	353	1640	1	353	1640	1	353	1640	1	353
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	1800	1	513	1800	1	513	1800	1½	513	1840	2	553

Takeoff Standard. Alternate—Standard.

City, Huron; State, S. Dak.; Airport name, W. W. Howes Municipal; Elev., 1287'; Fac. Ident. HO; Procedure No. NDB (ADF) Runway 12, Amdt. 10; Eff. date, 2 Apr. 70; Sup. Amdt. No. 9; Dated, 14 Oct. 67

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

Terminal routes				Minimum altitudes (feet)	Missed approach
From—	To—	Via			
ALIVOR.....	TKB NDB.....	Direct.....		1700	MAP: 4.1 miles after passing TKB NDB. Climb to 1700' right turn direct to TKB NDB and hold. Supplementary charting information: Hold NW, 1 minute, right turns, 127° Inbnd. Navy Kingsville Approach Control: 119.9, 383.6. UNICOM 122.8. Runway 13, TDZ elevation, 131'.

Procedure turn W side of crs, 307° Outbnd, 127° Inbnd, 1700' within 10 miles of TKB NDB.  
FAF, TKB NDB. Final approach crs, 127°. Distance FAF to MAP, 4.1 miles.  
Minimum altitude over TKB NDB, 1000'.  
MSA: 000°-090°-2100'; 090°-270°-1500'; 270°-260°-1700'.  
NOTE: Radar vectoring.

DAY AND NIGHT MINIMUMS

Category	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-13.....	520	1	389	520	1	389	520	1	389		NA	
C.....	520	1	389	580	1	449	580	1 1/4	449		NA	

Takeoff Standard. Alternate—Not authorized.

City, Kingsville; State, Tex.; Airport name, Kleberg County; Elev., 131'; Fac. Ident., TKB; Procedure No. NDB (ADF) Runway 13, Amdt. Orig.; Eff. date, 2 Apr. 70

Terminal routes				Minimum altitudes (feet)	Missed approach
From—	To—	Via			
Keystone Int.....	OXV NDB.....	Direct.....		2600	MAP: OXV NDB. Climbing left turn to 2600' on bearing 336° within 10 miles, return to OXV NDB. Supplementary charting information: Final approach crs intercepts runway centerline extended 2070' from threshold. Tower 1 mile NE of airport, 1096'.
Bussey Int.....	OXV NDB.....	Direct.....		2600	
Monroe Int.....	Red Rock Int (NOPT).....	Direct.....		2000	

Procedure turn E side of crs, 336° Outbnd, 156° Inbnd, 2600' within 10 miles of OXV NDB.  
Final approach crs, 156°.  
Minimum altitude over Red Rock Int, \*1580' (\*2000' from Monroe Int).  
MSA: 000°-090°-2300'; 090°-180°-2500'; 180°-270°-2300'; 270°-360°-2800'.  
NOTES: (1) Radar vectoring. (2) Use Des Moines, Iowa, altimeter setting.  
% IFR departure procedures: Takeoff Runways 15 and 33, climb to 1500' on runway heading before proceeding on crs.

DAY AND NIGHT MINIMUMS

Category	A			B			C			D	
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS
S-15.....	1580	1	653	1580	1	653	1580	1 1/4	653		NA
C.....	1580	1	653	1580	1	653	1580	1 1/4	653		NA
NDB/VOR Minimums:											
S-15.....	1520	1	593	1520	1	593	1520	1	593		NA
C.....	1520	1	593	1520	1	593	1520	1 1/4	593		NA

Takeoff Standard.% Alternate—Not authorized.

City, Knoxville; State, Iowa; Airport name, Municipal; Elev., 927'; Fac. Ident. OXV; Procedure No. NDB (ADF) Runway 15, Amdt. Orig.; Eff. date, 2 Apr. 70

RULES AND REGULATIONS

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

Terminal routes						Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: 5.6 miles after passing MB LOM.			
Wheeler Int.	MB LOM	Direct	2200	Climb to 2200' and proceed to Shoreline			
MOP VOR	MB LOM	Direct	2300	Int.			
MBS VORTAC	MB LOM	Direct	2200	Supplementary charting information:			
Birch Int.	MB LOM	Direct	2200	Runway 5, TDZ elevation 665'.			
Ithaca Int.	MB LOM (NOPT)	Direct	2200				

Procedure turn S side of crs, 229° Outbnd, 049° Inbnd, 2200' within 10 miles of MB LOM.  
 FAF, MB LOM, Final approach crs, 049°. Distance FAF to MAP, 5.6 miles.  
 Minimum altitude over MB LOM 2200'.  
 MSA: 000°-180°-2700'; 180°-270°-2200'; 270°-360°-2400'.

DAY AND NIGHT MINIMUMS

Category	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-5	1100	4000	435	1100	4000	435	1100	4000	435	1100	5000	435
C	1100	1	433	1120	1	453	1120	1½	453	1220	2	653

Takeoff Runway 5, RVR 2400', Standard all others. Alternate—Standard.

City, Saginaw; State, Mich.; Airport name, Tri-City; Elev., 667'; Fac. Ident., MB; Procedure No. NDB (ADF) Runway 5, Amdt. 1; Eff. date, 2 Apr. 70; Sup. Amdt. No. Orig. Dated, 12 Oct. 67

Terminal routes						Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: SG UNDB.			
MMM VOR	Dixie Int.	Direct	9000	Right turn, climb to 8800' in holding pattern.*			
Hurricane Int.	Dixie Int.	Direct	9000	Supplementary charting information:			
Dixie Int.	SG UNDB	Direct	9000	Hold SE, 1 minute, right turns, 298° Inbnd. Radio beacon located 450' E and 720' N of end of Runway 34.			

Procedure turn N side of crs, 116° Outbnd, 296° Inbnd, 6100' within 10 miles of SG UNDB.  
 Final approach crs, 296°.  
 MSA: 055°-325°-9000'; 325°-055°-11400'.

NOTES: (1) Final approach from holding pattern not authorized, procedure turn required. (2) Use Cedar City altimeter setting except operators with approved weather reporting service.  
 %IFR departure procedures: Categories A, B, and C climb visually to 3400' (Category D to 3900'), continue climb in holding pattern SE of SG U, 1 minute, right turns, 296° Inbnd, to cross SG UNDB at or above 8800'.  
 ‡Alternate minimums not authorized except operators with approved weather reporting service.

DAY AND NIGHT MINIMUMS

Category	A			B			C			D		
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	4600	2	1662	4600	2	1662	4600	2	1662	4600	2	1662

Takeoff Categories A, B, and C, 500-1; Category D, 1000-2% Alternate—Not authorized.‡

City, St. George; State, Utah; Airport name, St. George Municipal; Elev., 2938'; Fac. Ident., SGU; Procedure No. NDB (ADF)-1, Amdt. Orig.; Eff. date, 2 Apr. 70

Terminal routes						Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: 5.4 miles after passing Summit (US) LOM.			
STLVORTAC	Summit (SU) LOM	Direct	2400	Climbing right turn to 2400' direct to			
MTS VORTAC	Summit (SU) LOM	Direct	2400	Summit (SU) LOM.			
Howell Int.	Summit (SU) LOM	Direct	2400	Supplementary charting information:			
Lake Int.	Summit (SU) LOM	Direct	2400	HIRL Runways 7/25.			
Washington Int.	Summit (SU) LOM (NOPT)	Direct	2200	Runway 7 TDZ elevation, 462'.			
St. Paul Int.	Summit (SU) LOM	Direct	2400				

Procedure turn S side of crs, 253° Outbnd, 073° Inbnd, 2400' within 10 miles of Summit (SU) LOM.  
 FAF, Summit (SU) LOM, Final approach crs, 073°. Distance FAF to MAP, 5.4 miles.  
 Minimum altitude over Summit (SU) LOM 2200'.  
 MSA: 000°-180°-2700'; 180°-360°-2200'.

NOTES: Radar vectoring. Use St. Louis, Mo., altimeter setting when control zone not effective, and all MDAs increased 60' except for operators with approved weather reporting service.  
 \*Alternate minimums not authorized when control zone not effective, except for operators with approved weather reporting service.  
 %IFR departure procedures: Runways 7 and 25 climb on runway heading to 800' before turning on crs.

DAY AND NIGHT MINIMUMS

Category	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-7	1100	1	638	1100	1	638	1100	1¼	638	1100	1½	638
C	1100	1	638	1100	1	638	1100	1½	638	1100	2	638

Takeoff. Standard.% Alternate—Standard.\*  
 City, St. Louis; State, Mo.; Airport name, Spirit of St. Louis; Elev., 462'; Fac. Ident., SU; Procedure No. NDB (ADF) Runway 7, Amdt. Orig.; Eff. date, 2 Apr. 70

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

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: VKS NDB.	
V-18S	VKS NDB	272° bearing from VKS	2000	Climbing left turn to 2000' to VKS NDB and hold.	
V-18S	VKS NDB	011° bearing from VKS	2000	Supplementary charting information: Hold S, 1 minute, left turns, 011° Inbnd.	
V-9W	VKS NDB	122° bearing from VKS	2000	Final approach crs intercepts runway centerline 2620' from runway threshold. UNICOM 122.8. Runway 1, TDZ elevation, 103'.	

Procedure turn W side of crs, 191° Outbnd, 011° inbnd, 2000' within 10 miles of VKS NDB.

Final approach crs, 011°.

MSA: 000°-180°-3500'; 180°-360°-1700'.

NOTE: When local altimeter setting not available, use JAN FSS altimeter setting and add 180' to MDA and ¼ mile to Category B and C straight-in visibility minimums.

%Takeoff minimums Runway 1, 500-1.

DAY AND NIGHT MINIMUMS

Category	A			B			C			D	
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS
S-1	760	1	657	760	1	657	760	1¼	657		NA
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA		
C	760	1	654	760	1	654	760	1½	654		NA

Take off. Standard.% Alternate—Not authorized.

City, Vicksburg; State, Miss.; Airport name, Vicksburg Municipal; Elev., 106'; Fac. Ident., VKS; Procedure No. NDB (ADF) Runway 1, Amdt. Orig.; Eff. date, 2 Apr. 70

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

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE NDB (ADF)

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

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

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: 6.1 miles after passing AB LOM.	
Allentown VORTAC	AB LOM	Direct	2400	Climbing left turn to 2500' direct to AB LOM and hold.	
Coopersburg Int.	AB LOM	Direct	2500	Supplementary charting information: Hold SW, 1 minute, left turns, 061° Inbnd.	
East Texas VORTAC	AB LOM	Direct	2400	Runway 6, TDZ elevation, 386'.	
Pottstown VORTAC	Shamrock Int.	Direct	2400		
Shamrock Int.	AB LOM (NOPT)	Direct	2600		
Spring Int.	AB LOM	Direct	2500		

Procedure turn N side of crs, 241° Outbnd, 061° Inbnd, 2400' within 10 miles of AB LOM.

FAF, AB LOM. Final approach crs, 061°. Distance FAF to MAP, 6.1 miles.

Minimum altitude over Shamrock Int, 2400'; over AB LOM, 2000'.

MSA: 000°-090°-3500'; 090°-180°-2600'; 180°-270°-2500'; 270°-360°-3500'.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-6	960	RVR 40	574	960	RVR 40	574	960	RVR 40	574	960	RVR 50	574
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	960	1	572	960	1	572	960	1½	572	960	2	572
A	Standard. T 2-eng. or less—RVR 24', Runway 6; Standard all others. T over 2-eng.—Runway 24, Runway 6; Standard all others.											

City, Allentown; State, Pa.; Airport name, Allentown-Bethlehem-Easton; Elev., 388'; Fac. Ident., AB; Procedure No. NDB (ADF) Runway 6, Amd. 18; Eff. date, 2 Apr. 70; Sup. Amdt. No. 7; Dated, 27 Nov. 69

RULES AND REGULATIONS

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

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: 4.9 miles after passing EMR NDB.	
AGS VORTAC	EMR NDB	Direct	2000	Climb to 2000' direct to AG LOM; or when directed by ATC, climbing right turn to 2000' direct to EMR NDB and hold. EMR NDB hold NW, 1 minute, right turns, 167° Inbnd. Supplementary charting information: AG LOM hold S, 1 minute, left turns, 349° Inbnd. Plot obstruction, pole 412' MSL at 33°-22' 40"/81°59'30". Runway 17, TDZ elevation, 145'.	
Trenton Int.	EMR NDB (NOPT)	Direct	1700		
Mallard Int.	EMR NDB (NOPT)	Direct	1700		
Clarice Int.	EMR NDB (NOPT)	Direct	1700		
Langley Int.	EMR NDB	Direct	2900		
Shell Bluff Int.	EMR NDB	Direct	2000		
Bean Int.	EMR NDB	Direct	2000		

Procedure turn W side of crs, 347° Outbnd, 167° Inbnd, 2000' within 10 miles of EMR NDB. FAF, EMR NDB. Final approach crs, 167°. Distance FAF to MAP, 4.9 miles. Minimum altitude over EMR NDB, 1700'. MSA: 000°-180°-2900'; 180°-270°-2900'; 270°-360°-2000'. #300-1 required on Runway 8/26.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-17	700	1	555	700	1	555	700	1	555	700	1 1/4	555
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	720	1	575	720	1	575	720	1 1/2	575	720	2	575
A	Standard.			T 2-eng. or less—Standard.#			T over 2-eng.—Standard.#					

City, Augusta; State, Ga.; Airport name, Bush Field; Elev., 145'; Fac. Ident. EMR; Procedure No. NDB (ADF) Runway 17, Amdt. 5; Eff. date, 2 Apr. 70; Sup. Amdt. No. 4; Dated, 16 Jan. 69

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: 4.5 miles after passing AG LOM.	
AGS VORTAC	AG LOM	Direct	2000	Climb to 2000' to AGS VORTAC via R 142 and hold; or, when directed by ATC, climbing left turn to 2000' direct to AG LOM and hold. AG LOM hold S, 1 minute, left turns, 349° Inbnd. Supplementary charting information: AGS VORTAC hold NW, 1 minute, right turns 142° Inbnd. Plot obstruction, pole 412' MSL at 33°-22' 40"/81°59'30". Runway 35, TDZ elevation, 135'.	
EMR NDB	AG LOM	Direct	2000		
Langley Int.	AG LOM	Direct	2900		
Blythe Int.	AG LOM	Direct	2000		
Mallard Int.	AG LOM	Direct	2000		
Clarice Int.	AG LOM	Direct	2000		
Shell Bluff Int.	AG LOM (NOPT)	Direct	1500		
Trenton Int.	AG LOM	Direct	2000		
Granite Int.	AG LOM	Direct	2900		
Bean Int.	AG LOM (NOPT)	Direct	1500		
Blythe Int.	Shell Bluff Int.	ALD R-281	2000		

Procedure turn W side of crs, 169° Outbnd, 349° Inbnd, 1600' within 10 miles of AG LOM. FAF, AG LOM. Final approach crs, 349°. Distance FAF to MAP, 4.5 miles. Minimum altitude over AG LOM, 1500'. MSA: 000°-090°-2900'; 090°-180°-2000'; 180°-360°-2900'. #300-1 required on Runways 8/26.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-35	640	3/4	505	640	3/4	505	640	3/4	505	640	1	505
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	720	1	575	720	1	575	720	1 1/2	575	720	2	575
A	Standard.			T 2-eng. or less—Standard.#			T over 2-eng.—Standard.#					

City, Augusta; State, Ga.; Airport name, Bush Field; Elev., 145'; Fac. Ident. AG; Procedure No. NDB (ADF) Runway 35, Amdt. 15; Eff. date, 2 Apr. 70; Sup. Amdt. No. 14; Dated 16 Jan. 69



RULES AND REGULATIONS

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

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: 4 miles after passing BE LOM.	
Boston VOR	BE LOM	Direct	2000	Make left-climbing turn to 2000' direct to	
Manchester VOR	BE LOM	Direct	2000	LWM NDB and hold, or when directed	
Hollis Int.	BE LOM (NOPT)	Direct	1600	by ATC, make left-climbing turn to	
Millbury Int.	BE LOM	Direct	2000	1600' direct to BE LOM and hold. Hold	
Lawrence VOR	BE LOM	Direct	2000	W, 112° Inbnd, 1 minute, left turns.	
Lawrence NDB	BE LOM	Direct	2000	Supplementary charting information: LWM NDB—Hold SW, 051° Inbnd, 1 minute, right turns. 570' antenna 2.9 miles NE of airport. 649' antenna 4.3 miles ESE of airport. TDZ elevation, 133'.	

Procedure turn N side of crs, 292° Outbnd, 112° Inbnd, 1600' within 10 miles of BE LOM.  
FAF, BE LOM. Final approach crs, 112°. Distance FAF to MAP, 4 miles.  
Minimum altitude over BE LOM, 1600'.  
MSA: 000°-090°-1900'; 090°-180°-2400'; 180°-270°-3100'; 270°-360°-3100'.

NOTE: Radar vectoring.  
\*Inoperative table does not apply to ALS Runway 11.  
%IFR departures Runway 11: Climb straight ahead to 500', then left-climbing turn to 1500' before proceeding on crs.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-11*	620	1	487	620	1	487	620	1	487	620	1	487
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	680	1	547	680	1	547	680	1½	547	700	2	567
A	Standard.			T 2-eng. or less—Standard.%			T over 2-eng.—Standard.%					

City, Bedford; State, Mass.; Airport name, Laurence G. Hanscom Field; Elev., 133'; Fac. Ident., BE; Procedure No. NDB (ADF) Runway 11, Amdt. 7; Eff. date, 2 Apr. 70; Sup. Amdt. No. 6; Dated, 20 Nov. 69

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: 4.5 miles after passing BH LOM.	
BHM VOTRAC	BH LOM	Direct	2800	Climb to 3000' direct to ROE NDB and	
Lewis Int.	BH LOM	Direct	2800	hold; or, when directed by ATC, climbing	
Bessemer Int.	BH LOM (NOPT)	Direct	2000	left turn to 3000' direct to BHM	
				VORTAC and hold NE, 1 minute, right turns, 225° Inbnd.	
				Supplementary charting information: Hold NE, 1 minute, right turns, 232° Inbnd. Chart tower 1400' 2.2 miles E of airport. HIRLS Runways 5/23 and 18/36. VASI Runway 23. Runway 5, TDZ elevation, 604'.	

Procedure turn N side of crs, 232° Outbnd, 052° Inbnd, 2500' within 10 miles of BH LOM.  
FAF, BH LOM. Final approach crs, 052°. Distance FAF to MAP, 4.5 miles.  
Minimum altitude over BH LOM, 2000'.  
MSA: 000°-360°-2000'.

NOTE: ASR.  
\*Circling not authorized in sector 050° clockwise through 180° from airport.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-5	1300	RVR 40	606	1300	RVR 40	606	1300	RVR 50	606	1300	RVR 60	606
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C*	1300	1	657	1300	1	657	1300	1½	657	1300	2	657
A	Standard.			T 2-eng. or less—RVR 50', Runway 5; Standard all others.			T over 2-eng.—RVR 24', Runway 5; Standard all others.					

City, Birmingham; State, Ala.; Airport name, Municipal; Elev., 643'; Fac. Ident., BH; Procedure No. NDB (ADF) Runway 5, Amdt. 20; Eff. date, 2 Apr. 70; Sup. Amdt. No. 19; Dated, 23 Oct. 69

RULES AND REGULATIONS

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

Terminal routes			Minimum altitudes (feet)	Missed approach MAP: 4 miles after passing ROE NDB.
From—	To—	Via		
BHM VORTAC	ROE NDB	Direct	3000	Climb to 3000' direct to BH LOM and hold; or, when directed by ATC, climbing right turn to 3000' direct to BHM VORTAC and hold NE, 1 minute, right turns, 225° Inbnd. Supplementary charting information: Hold SW, 1 minute, left turns, 052° Inbnd. Chart tower 1400' MSL 1.6 miles S of final approach crs. HIRLS Runways 5/23 and 18/36. VASI Runway 23. Runway 23, TDZ elevation, 619'.
Lewis Int.	ROE NDB	Direct	3000	
Helena Int.	ROE NDB	Direct	3000	
Bessemer Int.	ROE NDB	Direct	3000	
Trussville Int.	ROE NDB (NOPT)	Direct	1900	

Procedure turn N side of crs, 053° Outbnd, 233° Inbnd, 3000' within 10 miles of ROE NDB. FAF, ROE NDB. Final approach crs, 233°. Distance FAF to MAP, 4 miles. Minimum altitude over ROE NDB, 1900'. MSA: 000°-180°-2600'; 180°-270°-2900'; 270°-360°-2400'. NOTE: ASR. \*Circling not authorized in sector 050° clockwise through 180° from airport.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-23	1420	1	801	1420	1¼	801	1420	1½	801	1420	1¼	801
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C*	1420	1	777	1420	1¼	777	1420	1½	777	1420	2	777
A	1000-2.			T 2-eng. or less—RVR 50', Runway 5; Standard all others.			T over 2-eng.—RVR 24', Runway 5; Standard all others					

City, Birmingham; State, Ala.; Airport name, Municipal; Elev., 643'; Fac. Ident., ROE; Procedure No. NDB (ADF) Runway 23, Amdt. 8; Eff. date, 2 Apr. 70; Sup. Amdt. No. 7; Dated, 23 Oct. 69

Terminal routes			Minimum altitudes (feet)	Missed approach MAP: TEC NDB.
From—	To—	Via		
PSK VORTAC	TEC NDB	Direct	5000	Climbing left turn to 4500' on heading 247° then direct to TEC NDB and hold. Supplementary charting information: Hold SW, 1 minute, right turns, 067° Inbnd. Final approach crs intercepts runway centerline 3000' from threshold. Chart: 2591' tower, 37°11'14" N.; 80°27'34" W.
ROA VORTAC	TEC NDB	Direct	5000	

Procedure turn S side of crs, 247° Outbnd, 067° Inbnd, 4500' within 10 miles of TEC NDB. Final approach crs, 067°. MSA: 000°-090°-5100'; 090°-180°-5100'; 180-270°-5100'; 270°-360°-5400'. NOTE: Use Roanoke altimeter setting. CAUTION: Mountainous terrain higher than airport in all quadrants. \*Day only—Runways 8/26 unlighted. %Climb visually over the airport to 2600'; thence climb S on a 180° bearing from TEC NDB to 5000' proceeding as cleared.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	VIS
S-8*	3200	1½	1066	3200	1¼	1066	3200	2	1066	NA
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	
C	3200	1½	1066	3200	1¼	1066	3200	2	1066	NA
A	Not authorized.			T 2-eng. or less—500-1.0%			T over 2-eng.—500-1.0%			

City, Blacksburg; State, Va.; Airport name, VPI; Elev., 2134'; Fac. Ident., TEC; Procedure No. NDB (ADF) Runway 8, Amdt. 1; Eff. date, 2 Apr. 70; Sup. Amdt. No. Orig. Dated, 18 Sept. 69

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

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: 4.4 miles after passing DA LOM.	
DAB VORTAC.....	DA LOM.....	Direct.....	1500	Climbing right turn to 1500', direct to DA LOM and hold.	
Barberville Int.....	DA LOM.....	Direct.....	1600	Supplementary charting information:	
Lake Helen Int.....	DA LOM.....	Direct.....	1600	Hold SW, 1 minute, left turns, 065° Inbnd.	
Smyrna Int.....	DA LOM.....	Direct.....	1600	HIRL Runways 6L/24R; ALS Runway 6L.	
Woodruff Int.....	DA LOM.....	Direct.....	1600	TDZ Elevation, 30'.	

Procedure turn N side of crs, 245° Outbnd, 065° Inbnd, 1400' within 10 miles of DA LOM.  
 FAF, DA LOM. Final approach crs, 065°. Distance FAF to MAP, 4.4 miles.  
 Minimum altitude over DA LOM, 1400'.  
 MSA: 000°-180°-1600'; 180°-270°-2100'; 270°-360°-1400'.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-6L.....	480	¾	450	480	¾	450	480	¾	450	480	1	450
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	480	1	446	500	1	466	500	1½	466	600	2	566
A.....	Standard.			T 2-eng. or less—Standard.			T over 2-eng.—Standard.					

City, Daytona Beach; State, Fla.; Airport name, Daytona Beach Regional; Elev., 34'; Fac. Ident., DA; Procedure No. NDB (ADF) Runway 6L, Amdt. 11; Eff. date, 2 Apr. 70; Sup. Amdt. No. 10; Dated, 24 July 69

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: 4.3 miles after passing TSD NDB.	
AVP VORTAC.....	Daleville Int.....	Direct.....	4000	Right turn, climbing to 4000' direct to TSD NDB and hold; or, when directed by ATC, right turn to heading of 230° climbing to 4000', intercept and proceed via LHY R 188 northbound to Resort Int and hold 8, 1 minute, right turns, 008° Inbnd.	
LHY VORTAC.....	Daleville Int.....	Direct.....	4000	Supplementary charting information:	
Daleville Int.....	TSD NDB (NOPT).....	Direct.....	3200	Hold N TSD NDB, 1 minute, left turns, 193° Inbnd. 2143' terrain vicinity of TSD NDB.	

Procedure turn not authorized. Approach crs (profile) starts at Daleville Int.  
 FAF, TSD NDB. Final approach crs, 163°. Distance FAF to MAP, 4.3 miles.  
 Minimum altitude over Daleville Int, 4000'; over TSD NDB, 3200'.  
 MSA: 000°-180°-3500'; 180°-360°-4000'.  
 NOTES: (1) Radar vectoring. (2) Use Wilkes-Barre altimeter setting.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	VIS
C.....	2460	1	544	2460	1	544	2460	1½	544	NA
A.....	Not authorized.			T 2-eng. or less—Standard.			T over 2-eng.—Standard.			

City, Mount Pocono; State, Pa.; Airport name, Mount Pocono; Elev., 1916'; Fac. Ident., TSD; Procedure No. NDB (ADF)-1, Amdt. 3; Eff. date, 2 Apr. 70; Sup. Amdt. No. 2; Dated, 27 Feb. 69

RULES AND REGULATIONS

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

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: 4.3 miles after passing OWB NDB.	
EVV VORTAC	OWB NDB	Direct	2400	Climbing left turn to 2100' direct OWB NDB	
CCT VOR	OWB NDB	Direct	2100	and hold.	
Apalona Int.	OWB NDB	Direct	2100	Supplementary charting information:	
Booneville Int.	OWB NDB	Direct	2100	Hold S, 1 minute, right turns, 360° Inbnd.	
Cloverport Int.	OWB NDB	Direct	2300	803' tower 1.5 miles N of airport. 827' tower 1.9 miles E of airport. Runway 35, TDZ elevation, 401'.	

Procedure turn E side of crs, 180° Outbnd, 360° Inbnd, 2100' within 10 miles of OWB NDB.  
 FAF, OWB NDB. Final approach crs, 360°. Distance FAF to MAP, 4.3 miles.  
 Minimum altitude over OWB NDB, 1700'.  
 MSA: 000°-090°-1900'; 090°-180°-2300'; 180°-270°-1900'; 270°-360°-2500'.  
 NOTE: Inoperative table does not apply to ALS Runway 35.  
 CAUTION: 803' tower 1.5 miles N and 827' tower 1.9 miles E of airport.  
 \*Use Evansville altimeter setting when control zone not effective.  
 #Circling and straight-in MDA increased 100' when control zone not effective.  
 #Standard alternate minimums apply for operators with approved weather reporting service.  
 %Runway 35 departures, climb on magnetic heading 340° to 1500' before proceeding as cleared; Runway 5 departures, climb on magnetic heading 050° to 1500' before proceeding as cleared.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-35*	800	1	399	800	1	399	800	1	399	800	1	399
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C*	800	1	393	860	1	453	1120	1½	713	1140	2	733
A	Not authorized.#			T 2-eng. or less—Standard.%			T over 2-eng.—Standard.%					

City, Owensboro; State, Ky.; Airport name, Owensboro-Daviess County; Elev., 407'; Fac. Ident. OWB; Procedure No. NDB (ADF) Runway 35, Amdt. 3; Eff. date, 2 Apr. 70; Sup. Amdt. No. 2; Dated, 5 June 69

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: 3.7 miles after passing UKT NDB.	
Dublin Int.	UKT NDB	Direct	2000	Climbing left turn to 2000' direct to UKT	
Coopersburg Int.	UKT NDB	Direct	2500	NDB and hold.	
Pottstown VORTAC	UKT NDB	Direct	2000	Supplementary charting information: Hold E, 1 minute, right turns, 289° Inbnd. Runway 29, TDZ elevation, 528'.	

Procedure turn S side of crs, 109° Outbnd, 289° Inbnd, 2000' within 10 miles of UKT NDB.  
 FAF, UKT NDB. Final approach crs, 289°. Distance FAF to MAP, 3.7 miles.  
 Minimum altitude over UKT NDB, 1300'.  
 MSA: 000°-090°-3100'; 090°-270°-2400'; 270°-360°-2700'.  
 NOTE: Use ABE altimeter setting.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	VIS
S-20	1060	1	534	1060	1	534	NA			NA
	MDA	VIS	HAA	MDA	VIS	HAA				
C	1060	1	534	1060	1	534	NA			NA
A	Not authorized.			T 2-eng. or less—Standard.			T over 2-eng.—Standard.			

City, Quakertown; State, Pa.; Airport name, Upper Bucks County; Elev., 528'; Fac. Ident. UKT; Procedure No. NDB (ADF) Runway 29, Amdt. 1; Eff. date, 2 Apr. 70; Sup. Amdt. No. Orig.; Dated, 28 Aug. 69

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

Terminal routes			Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: 5.8 miles after passing RS LOM.
Gardner VORTAC	RS LOM	Direct	3000	Make right climbing turn to 2900' direct RS LOM and hold. Supplementary charting information: Hold W of RS LOM, 1 minute, left turns, 108° Inbnd. 1663' antenna 2.1 miles N of airport. Runway 11, TDZ elevation, 980'.
Millbury Int.	RS LOM	Direct	3000	
Templeton Int.	Lakeside Int.	EEN, R 183°	3000	
Lakeside Int.	Spencer Int.	EEN, R 183°	3000	
Eagle Int.	Spencer Int.	GDM, R 209°	3000	
Spencer Int.	RS LOM (NOPT)	Direct	2900	
BE LOM	RS LOM	Direct	3000	
Weston Int.	RS LOM	Direct	3000	
Westfield VOR	Spencer Int.	Direct	3000	

Procedure turn N side of crs, 288° Outbnd, 108° Inbnd, 2900' within 10 miles of RS LOM.

FAF, RS LOM. Final approach crs, 108°. Distance FAF to MAP, 5.8 miles.

Minimum altitude over RS LOM, 2900'.

MSA: 000°-090°-3100'; 090°-180°-2700'; 180°-270°-2400'; 270°-360°-2800'.

Departure procedures: Runway 33, climb on heading 290° to 2000' before proceeding northeastbound; Runway 2, climb on heading 050° to 2000' before proceeding westbound.

\*Category D, 1000-2.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-11	1560	1	580	1560	1	580	1560	1	580	1560	1 1/4	580
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	1660	1	551	1560	1	551	1620	1 1/2	611	2000	2	991
A	Standard.*			T 2-eng. or less—300-1, Runways 29 and 33; standard all others.			T over 2-eng.—300-1, Runways 29 and 33; Standard all others.					

City, Worcester; State, Mass.; Airport name, Worcester Municipal; Elev., 1009'; Fac. Ident. RS; Procedure No. NDB (ADF) Runway 11, Amdt., 2; Eff. date 2 Apr. 70; Sup Amdt. 1; Dated, 11 Dec. 69

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

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS

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

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

Terminal routes			Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: DH 992'. LOC 3.6 miles after passing FT LOM.
Joshua Int.	FT LOM	Direct	2500	Climb to 2500' on LOC (BC) 174° within 20 miles. Supplementary charting information: Obstruction 1227' on AL-159 plates, 24 Oct. 68, in error. Grain elevator 990'. This location (approximate coordinates 32°52' 97°22'). Runway 17, TDZ elevation, 692'.
Justin Int.	FT LOM (NOPT)	Direct	2000	

Procedure turn E side of crs, 354° Outbnd, 174° Inbnd, 2000' within 10 miles of FT LOM.

FAF, FT LOM. Final approach crs, 174°. Distance FAF to MAP 3.6 miles.

Minimum glide slope interception altitude, 2000'. Glide slope altitude at OM, 2011'; MM, 958'.

Distance to runway threshold at: OM, 3.6 miles; MM, 0.6 mile.

MSA: 000°-090°-2300'; 090°-180°-3400'; 180°-270°-2500'; 270°-360°-2500'.

NOTE: Radar vectoring.

% 300-1 required for takeoff Runway 35.

\* When Meacham tower not in operation, increase DH by 100' and all straight-in visibilities by 1/4 mile. Inoperative table does not apply to SALS Runway 17. SALS inoperative visibility 1 mile.

DAY AND NIGHT MINIMUMS

Category	A			B			C			D		
	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT
S-ILS 17*	992	3/4	300	992	3/4	300	992	3/4	300	992	1	300
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-LOC 17*	1240	3/4	548	1240	3/4	548	1240	3/4	548	1240	1	548
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
Circling	1240	1	548	1240	1	548	1260	1 1/2	568	1280	2	588

Takeoff Standard.% Alternate—Standard.

City, Fort Worth; State, Tex.; Airport name, Meacham Field; Elev., 692'; Fac. Ident. I-FTW; Procedure No. ILS Runway 17, Amdt. 20; Eff. date, 2 Apr. 70; Sup. Amdt. No. ILS-17, Amdt. 19; Dated, 22 Jan. 66

**RULES AND REGULATIONS**

**STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS—Continued**

Terminal routes			Minimum altitudes (feet)	Missed approach MAP: ILS DH 1537', LOC 3.9 miles after passing HO LOM.
From—	To—	Via		
HON VORTAC	HO LOM	Direct	2500	Climb to 2800' on Southeast course of ILS within 10 miles, return to LOM. Supplementary charting information: Runway 12, TDZ elevation, 1287'.
R 093, HON VORTAC CCW	HON LOC	7-mile Arc, 315° lead radial	2900	
7-mile Arc	HO LOM (NOPT)	LOC crs	2500	
R 115°, HON VORTAC CW	R 288°	10-mile Arc	2900	
10-mile DME Fix, R 288° HON VORTAC	HON LOC	073° crs, 2 miles	2000	
DR position HON LOC	HO LOM (NOPT)	LOC crs	2500	

Procedure turn S side of crs, 298° Outbnd, 118° Inbnd, 2500' within 10 miles of HO LOM.  
 FAF, HO LOM. Final approach crs, 118°. Distance FAF to MAP, 3.9 miles.  
 Minimum altitude over HO LOM, 2500'.  
 Minimum glide slope interception altitude 2500'. Glide slope altitude at OM, 2465'; MM, 1488'.  
 Distance to runway threshold at: OM, 3.9 miles; MM, 0.5 mile.  
 MSA: 090°-090°-2500'; 090°-180°-2600'; 180°-270°-3400'; 270°-360°-2400'.  
 NOTES: (1) No approach lights. (2) Inoperative table does not apply to REIL Runway 12.

**DAY AND NIGHT MINIMUMS**

Category	A			B			C			D		
	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT
S-ILS 12	1537	¾	250	1537	¾	250	1537	¾	250	1537	¾	250
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-LOC 12	1600	¾	313	1600	¾	313	1600	¾	313	1600	1	313
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
Circling	1800	1	513	1800	1	513	1800	1½	513	1840	2	553

Takeoff Standard. Alternate—Standard.

City, Huron; State, S. Dak.; Airport name, W. W. Howes Municipal; Elev., 1287'; Fac. Ident. I-HON; Procedure No. ILS Runway 12, Amdt. 12; Eff. date, 2 Apr. 70; Sup. Amdt. No. 11; Dated, 14 Oct. 67

Terminal routes			Minimum altitudes (feet)	Missed approach MAP: ILS DH 262'. LOC 7.8 miles after passing OM.
From—	To—	Via		
Bruce Int	LOC crs (NOPT)	190° crs, 3.3 miles	2500	Climb to 1000' on heading 139° then left turn to PFN VOR at 1600' and hold. Supplementary charting information: Hold NW., 1 minute, left turns, 127° Inbnd. HIRL Runways 14/32. Runway 14 TDZ elevation, 12'.
LOC crs interception	OM (NOPT)	LOC crs	2500	

Procedure turn not authorized.  
 Approach crs (profile) starts at OM (glide slope interception altitude, 2444').  
 FAF, OM. Final approach crs, 139°. Distance FAF to MAP, 7.8 miles.  
 Minimum altitude over OM, 2500'.  
 Minimum glide slope interception altitude 2500'. Glide slope altitude at OM, 2444'; MM, 230'.  
 Distance to runway threshold at: OM, 7.8 miles; MM, 0.6 mile.

NOTES: (1) Radar vectoring. (2) Use Tyndall AFB altimeter setting when control zone not effective. (3) Inoperative table does not apply to HIRL Runway 14.  
 \*#Alternate minimums not authorized and straight-in, circling MDA increase 25' except for operators with approved weather reporting service, when control zone not effective.

**DAY AND NIGHT MINIMUMS**

Category	A			B			C			D		
	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT
S-ILS 14	262	¾	250	262	¾	250	262	¾	250	262	¾	250
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-LOC 14	360	1	348	360	1	348	360	1	348	360	1	348
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
Circling	420	1	400	480	1	460	480	1½	460	640	2	620

Takeoff Standard. Alternate—Standard.#

City, Panama City; State, Fla.; Airport name, Panama City-Bay County; Elev., 20'; Fac. Ident. I-PFN; Procedure No. ILS Runway 14, Amdt. Orig.; Eff. date, 2 Apr. 70

**RULES AND REGULATIONS**

**STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS—Continued**

Terminal routes			Minimum altitudes (feet)	Missed approach MAP: ILS DH: 865; LOC 5.6 miles after passing MB LOM
From—	To—	Via		
R 134°, MBS VORTAC CW	MBS LOC (NOPT)	12-mile ARC MBS, R 221° lead radial.	2200	Climb to 2200' and proceed to Shoreline Int via MBS VORTAC R 016°. Supplementary charting information: Runway 5, TDZ elevation 665'.
R 320°, MBS VORTAC CCW	MBS LOC (NOPT)	12-mile ARC MBS, R 240° lead radial.	2200	
Wheeler Int.	MB LOM	Direct	2200	
MOP VOR	MB LOM	Direct	2200	
MBS VORTAC	MB LOM	Direct	2200	
Birch Int.	MB LOM	Direct	2200	
Ithaca Int.	MB LOM (NOPT)	090° crs and LOC crs.	2200	

Procedure turn S side of crs, 220° Outbnd, 049° Inbnd, 2200' within 10 miles of MB LOM.  
 FAF, MB LOM. Final approach crs, 049°. Distance FAF to MAP, 5.6 miles.  
 Minimum altitude over MB LOM 2200'.  
 Minimum glideslope interception altitude 2200'. Glideslope altitude at OM, 2192'; MM, 864'.  
 Distance to runway threshold at: OM, 5.6 miles; MM, 0.5 mile.  
 MSA: 000°-180°-2700'; 180°-270°-2200'; 270°-360°-2400'.

**DAY AND NIGHT MINIMUMS**

Category	A			B			C			D		
	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT
8-ILS 5	865	2400	200	865	2400	200	865	2400	200	865	2400	200
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
8-LOC 5	1060	2400	395	1060	2400	395	1060	2400	395	1060	4000	395
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
Circling	1080	1	413	1120	1	453	1120	1½	453	1220	2	553

Takeoff Runway 5, RVR 2400', Standard all-others. Alternate—Standard.

City, Saginaw; State, Mich; Airport name, Tri-City; Elev., 667'; Fac. Ident. I-MBS; Procedure No. ILS Runway 5, Amdt. 3; Eff. date, 2 Apr. 70; Sup Amdt. No. 2; Dated 16 Oct. 69

Terminal routes			Minimum altitudes (feet)	Missed approach MAP: ILS DH 712'. LOC 5.4 miles after passing Summit (SU) LOM.
From—	To—	Via		
STL VORTAC	Summit (SU) LOM	Direct	2400	Climbing right turn to 2400' direct to Summit (SU) LOM. Supplementary charting information: Runway 7 TDZ elevation 462'.
MTS VORTAC	Summit (SU) LOM	Direct	2400	
Howell Int.	Summit (SU) LOM	Direct	2400	
Lake Int.	Summit (SU) LOM	Direct	2400	
St. Paul Int.	Summit (SU) LOM	Direct	2400	
Washington Int.	Summit (SU) LOM (NOPT)	Direct	2200	
R 278°, MTS VORTAC CCW	SUS LOC	14-mile Arc MTS, R 258° lead radial.	2400	
R 097°, MTS VORTAC CW	SUS LOC	14-mile Arc MTS, R 240° lead radial.	2600	
14-mile DME Arc	Summit (SU) LOM (NOPT)	LOC crs.	2200	

Procedure turn S side of crs, 253° Outbnd, 073° Inbnd, 2400' within 10 miles of Summit (SU) LOM.  
 FAF, Summit (SU) LOM. Final approach crs, 073°. Distance FAF to MAP, 5.4 miles.  
 Minimum altitude over Summit (SU) LOM 2200'.  
 Minimum glide slope interception altitude, 2200'. Glide slope altitude at OM, 2103'; MM, 728'.  
 Distance to runway threshold at: OM, 5.4 miles; MM 0.7 mile.  
 MSA: 000°-180°-2700'; 180°-360°-2200'.

NOTES: Radar vectoring. Inoperative component tables do not apply.  
 #One mile required Category D with inoperative OM or MM.  
 Use St. Louis, Mo., altimeter setting when control zone not effective; DH and all MDAs increased 60', except for operators with approved weather reporting service.  
 \*Alternate minimums not approved when control zone not effective, except for operators with approved weather reporting service.  
 %IFR departure procedures: Runways 7 and 25 climb on runway heading to 800' before turning on crs.

**DAY AND NIGHT MINIMUMS**

Category	A			B			C			D		
	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT
8-ILS 7#	712	¾	250	712	¾	250	712	¾	250	712	¾	250
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
8-LOC 7	940	1	478	940	1	478	940	1	478	940	1	478
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
Circling	980	1	518	980	1	518	1020	1½	558	1020	2	558

Takeoff Standard. % Alternate—Standard.\*

City, St. Louis; State, Mo.; Airport name, Spirit of St. Louis; Elev., 462'; Fac. Ident. I-SUS; Procedure No. ILS Runway 7, Amdt. Orig.; Eff. date, 2 Apr. 70

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

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS

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

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

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: ILS DH, 586'; LOC 6.1 miles after passing AB LOM.	
Allentown VORTAC	AB LOM	Direct	2400	Climb to 3000' to Belfast Int via LOC	
Coopersburg Int.	AB LOM	Direct	2500	back crs and ABE R 115° and hold.	
East Texas VORTAC	AB LOM	Direct	2400	Supplementary charting information:	
Pottstown VORTAC	Shamrock Int.	Direct	2400	Hold SE, 1 minute, right turns, 205° Inbd.	
Shamrock Int.	AB LOM (NOPT)	Direct	2400	Runway 6, TDZ elevation, 386'.	
Spring Int.	AB LOM	Direct	2500		

Procedure turn N side of crs, 241° Outbnd, 061° Inbd, 2400' within 10 miles of AB LOM.  
 FAF, AB LOM. Final approach crs, 061°. Distance FAF to MAP, 6.1 miles.  
 Minimum glide slope interception altitude, 2400'. Glide slope altitude at OM, 2300'; at MM, 603'.  
 Distance to runway threshold at OM, 6.1 miles; at MM, 0.6 mile.  
 MSA: 003°-090°-3500'; 090°-180°-2600'; 180°-270°-2500'; 270°-360°-3500'.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT
S-6	586	RVR 24	200	586	RVR 24	200	586	RVR 24	200	586	RVR 24	200
LOC:	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-6	720	RVR 24	334	720	RVR 24	334	720	RVR 24	334	720	RVR 40	334
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	740	1	352	840	1	452	840	1½	452	940	2	552
A	Standard.			T 2-eng. or less—RVR 24', Runway 6; Standard all others.			T over 2-eng.—RVR 24', Runway 6; Standard all others					

City, Allentown; State, Pa.; Airport name, Allentown-Bethlehem-Easton; Elev., 388'; Fac. Ident. I-ABE; Procedure No. ILS Runway 6, Amdt. 11; Eff. date, 2 Apr. 70; Sup. Amdt. No. 10; Dated, 27 Nov. 69

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: ILS DH, 335'; LOC 4.5 miles after passing AG LOM.	
R 279°, AGS VORTAC (CCW)	AGS LOC	24-mile Arc AGS, R 164° lead radial.	3000	Climb to 2000' to AGSVORTAC via R 142° and hold; or, when directed by ATC, climbing left turn to 2000' direct to AG LOM and hold. AG LOM hold S, 1 minute, left turns, 349° Inbd.	
24-mile DME Arc	AG LOM (NOPT)	LOC crs	1500		
AGS VORTAC	AG LOM	Direct	2000		
EMR NDB	AG LOM	Direct	2000		
Langley Int.	AG LOM	Direct	2000	Supplementary charting information:	
Mallard Int.	AG LOM	Direct	2000	AGS VORTAC hold NW, 1 minute, right turns, 142° Inbd.	
Charlie Int.	AG LOM	Direct	2000	Plot obstruction pole 412' MSL at 33°22'40"/81°59'30".	
Blythe Int.	AG LOM (NOPT)	Direct	1500		
Shell Bluff Int.	AG LOM	Direct	2000	Runway 35, TDZ elevation, 135'.	
Trenton Int.	AG LOM	Direct	2000		
Granite Int.	AG LOM	Direct	2000		
Bean Int.	AG LOM (NOPT)	Direct	1500		
Blythe Int.	Shell Bluff Int.	ALD, R 281°	2000		

Procedure turn W side of crs, 169° Outbnd, 349° Inbd, 1600' within 10 miles of AG LOM.  
 FAF, AG LOM. Final approach crs, 349°. Distance FAF to MAP, 4.5 miles.  
 Minimum glide slope interception altitude, 1500'. Glide slope altitude at OM, 1470'; at MM, 332'.  
 Distance to runway threshold at OM, 4.5 miles; at MM, 0.6 mile.  
 MSA: 000°-090°-2900'; 090°-180°-2000'; 180°-360°-2900'.  
 Note: LOC back crs unusable.  
 #300-1 required on Runways 8/26.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT
S-35	335	½	200	335	½	200	335	½	200	335	½	200
LOC:	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-35	580	½	445	580	½	445	580	½	445	580	¾	445
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	720	1	575	720	1	575	720	1½	575	720	2	575
A	Standard.			T2-eng. or less—Standard.#			T over 2-eng.—Standard.#					

City, Augusta; State, Ga.; Airport name, Bush Field; Elev., 145'; Fac. Ident. I-AGS; Procedure No. ILS Runway 35, Amdt. 14; Eff. date, 2 Apr. 70; Sup. Amdt. No. 13; Dated 16 Jan. 69



RULES AND REGULATIONS

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STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS—Continued

Terminal routes			Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: ILS DH 383'. Loc 4 miles after passing BE LOM.
Boston VOR	BE LOM	Direct	2000	Climb straight ahead to 500' then left climbing turn to 2000' direct LWM VOR and hold, or when directed by ATC, climb straight ahead to 500' then left-climbing turn to 1600' direct to BE NDB and hold. Hold W 112° Inbnd, 1 minute, left turns. Supplementary charting information: LWM VOR—Hold SW, 1 minute, right turns, 057° Inbnd. 570' antenna 2.9 miles NE of airport. 649' antenna 4.3 miles ESE of airport. TDZ elevation, 133'.
Manchester VOR	BE LOM	Direct	2000	
Hollis Int.	BE LOM (NOPT)	Direct	1600	
Millbury Int.	BE LOM	Direct	3000	
Lawrence VOR	BE LOM	Direct	2000	
Lawrence NDB	BE LOM	Direct	2000	

Procedure turn N side of crs, 292° Outbnd, 112° Inbnd, 1600' within 10 miles of BE LOM.  
FAF, BE LOM. Final approach crs, 112°. Distance FAF to MAP, 4 miles.  
Minimum glide slope interception altitude, 1600'. Glide slope altitude at OM, 1455'; at MM, 357'.  
Distance to runway threshold at OM, 4 miles; at MM, 0.6 mile.  
MSA: 000°-090°-1900'; 090°-180°-2400'; 180°-270°-3100'; 270°-360°-3100'.  
NOTE: Radar vectoring.  
\*Inoperative table does not apply to ALS or HIRL Runway 11.  
%IFR departures Runway 11: Climb straight ahead to 500', then left-climbing turn to 1500' before proceeding on crs.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT
S-11*	383	1	250	383	1	250	383	1	250	383	1	250
LOC:	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-11*	580	1	447	580	1	447	580	1	447	580	1	447
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	680	1	547	680	1	547	680	1½	547	700	2	567
A	Standard.			T 2-eng. or less—Standard. %			T over 2-eng.—Standard. %					

City, Bedford; State, Mass.; Airport name, Lawrence G. Hanscom Field; Elev., 133'; Fac. Ident., I-BED; Procedure No. ILS Runway 11, Amdt. 10; Eff. date, 2 Apr. 70; Sup. Amdt. No. 9; Dated, 20 Nov. 69

Terminal routes			Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: ILS DH, 804'; LOC 4.5 miles after passing BH LOM.
BHM VORTAC	BH LOM	Direct	2800	Climb to 3000' direct to ROE NDB and hold; or, when directed by ATC climbing left turn to 3000' to BHM VORTAC and hold NE, 1 minute, right turns, 225° Inbnd. Supplementary charting information: Hold NE, 1 minute, right turns, 232° Inbnd. Chart 1400' tower 2.2 miles E of airport. HIRL Runways 5/23. VASI Runway 23. Runway 5, TDZ elevation, 604'.
Lewis Int.	BH LOM	Direct	2800	
Bessemer Int.	BH LOM (NOPT)	Direct	2000	
R 332°, BHM VORTAC CCW	BHM LOC	16-mile Arc BHM VORTAC, R 202° lead radial.	2300	
16-mile DME Arc	BH LOM (NOPT)	LOC crs	2000	

Procedure turn N side of crs, 232° Outbnd, 052° Inbnd, 2500' within 10 miles of BH LOM.  
FAF, BH LOM. Final approach crs, 052°. Distance FAF to MAP, 4.5 miles.  
Minimum glide slope interception altitude, 2000'. Glide slope altitude at OM, 2000'; at MM, 815'.  
Distance to runway threshold at OM, 4.5 miles; at MM, 0.6 mile.  
MSA: 000°-360°-2900'.  
NOTES: (1) ASR. (2) LOC unusable below 2800' beyond 15 miles; unusable below 3500' beyond 25 miles.  
\*Circling not authorized in sector 050° clockwise through 180° from airport.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT
S-3	804	RVR 24	200	804	RVR 24	200	804	RVR 24	200	804	RVR 24	200
LOC:	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-3	1000	RVR 24	396	1000	RVR 24	396	1000	RVR 24	396	1000	RVR 40	396
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	1240	1	597	1240	1	597	1240	1½	597	1240	2	597
A	Standard.			T 2-eng. or less—RVR 50', Runway 5; Standard all others.			T over 2-eng.—RVR 24', Runway 5; Standard all others.					

City, Birmingham; State, Ala.; Airport name, Municipal; Elev., 643'; Fac. Ident., I-BHM; Procedure No. ILS Runway 5, Amdt. 24; Eff. date, 2 Apr. 70; Sup. Amdt. No. 23; Dated, 23 Oct. 69

RULES AND REGULATIONS

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS—Continued

Terminal routes			Minimum altitudes (feet)	Missed approach MAP: ILS DH 230'; LOC 4.4 miles after passing DA LOM.
From—	To—	Via		
DAB VORTAC	DA LOM	Direct	1500	Climb to 1500' on NE LOC crs, left turn, 1600 direct to DAB VORTAC via R 140° or, when directed by ATC, climbing right turn to 2000' to Smyrna Int via DAB R 161°. Supplementary charting information: TDZ elevation, 30'. HIRL 6L-24R; ALS Runway 6L.
Lake Helen Int	DA LOM	Direct	1600	
Smyrna Int	DA LOM	Direct	1600	
Barberville Int	DA LOM	Direct	1600	
Barberville Int CCW	LOC crs (NOPT)	16-mile Arc DAB R 224° lead radial.	1600	
16-mile Arc	DA LOM (NOPT)	LOC crs	1400	
Woodruff Int	DA LOM	Direct	1600	

Procedure turn N side of crs, 245° Outbnd, 065° Inbnd, 1400' within 10 miles of DA LOM.  
 FAF, DA LOM. Final approach crs, 065°. Distance FAF to MAP, 4.4 miles.  
 Minimum glide slope interception altitude, 1400'. Glide slope altitude at OM, 1268'; at MM, 231'.  
 Distance to runway threshold at OM, 4.4 miles; at MM, 0.6 mile.  
 MSA: 000°-180°-1600'; 180°-270°-2100'; 270°-360°-1400'.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT
S-6L	230	1/2	200	230	1/2	200	230	1/2	200	230	1/2	200
LOC:	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-6L	380	3/4	350	380	3/4	350	380	3/4	350	380	3/4	350
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	480	1	466	500	1	466	500	1 1/4	466	600	2	566
A	Standard.			T 2-eng. or less—Standard.			T over 2-eng.—Standard.					

City, Daytona Beach; State, Fla.; Airport name, Daytona Beach Regional; Elev., 34'; Fac. Ident., I-DAB; Procedure No. ILS Runway 6L, Amdt. 12; Eff. date, 2 Apr. 70; Sup. Amdt. No. 11; Dated, 24 July 69

Terminal routes			Minimum altitudes (feet)	Missed approach MAP: ILS DH 773', LOC 4.7 miles after passing HU LOM.
From—	To—	Via		
HUF VORTAC	HU LOM	Direct	2100	Climb to 2100' on NE crs HUF ILS and proceed direct to Carbon Int. Supplementary charting information: Runway 5, TDZ elevation, 573'.
LEU VORTAC	HU LOM	Direct	2200	
Sandford Int	HU LOM	Direct	2300	
Spencer Int	HU LOM	Direct	2300	
Clinton Int	HU LOM	Direct	2200	
Int R 248° LEU and HUF ILS SW crs	Prairie Creek Int	Direct	2200	
Prairie Creek Int	HU LOM (NOPT)	Direct	1900	
R 280°, HUF VORTAC CCW	HUF LOC	13-mile Arc HUF, R 237° lead radial.	2500	
R 180°, HUF VORTAC CW	HUF LOC	13-mile Arc HUF, R 213° lead radial.	2500	
Fairbanks Int	HU LOM (NOPT)	DR 340° and LOC crs	1900	

Procedure turn N side of crs, 225° Outbnd, 045° Inbnd, 2000' within 10 miles of HU LOM.  
 FAF, HU LOM. Final approach crs, 045°. Distance FAF to MAP, 4.7 miles.  
 Minimum glide slope interception altitude, 1900'. Glide slope altitude at OM, 1848'; at MM, 761'.  
 Distance to runway threshold at OM, 4.7 miles; at MM, 0.6 mile.  
 MSA: 000°-090°-2300'; 090°-270°-2600'; 270°-360°-2300'.

\*LOC inoperative component table does not apply to ALS. For Categories A, B, and C aircraft increase visibility to 1 mile when ALS inoperative;

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT
S-5	773	1/2	200	773	1/2	200	773	1/2	200	773	1/2	200
LOC:	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
S-5*	920	3/4	347	920	3/4	347	920	3/4	347	920	3/4	347
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	980	1	395	1040	1	455	1040	1 1/4	455	1140	2	555
A	Standard.			T 2-eng. or less—Standard.			T over 2-eng.—Standard.					

City, Terre Haute; State, Ind.; Airport name, Hulman Field; Elev., 585'; Fac. Ident., I-HUF; Procedure No. ILS Runway 5, Amdt. 10; Eff. date, 2 Apr. 70; Sup. Amdt. No. 9; Dated, 9 Jan. 69

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS—Continued

Terminal routes			Via	Minimum altitudes (feet)	Missed approach MAP: ILS DH, 1556'; LOC 3.9 miles after passing AV LOM.
From—	To—				
Sweet Valley Int.	CYE NDB	Direct		3900	Or, 8.6 miles after passing Crystal Lake NDB, climb to 4000' to LHY VORTAC via ILS BC and LHY R 250° and hold; or, when directed by ATC, climb to 3900' on ILS BC, left turn direct to CYE NDB and hold SW, 1 minute, left turns, 044° Inbnd. Supplementary charting information: LHY VORTAC hold E, 1 minute, right turns, 268° Inbnd. Runway 4, TDZ elevation, 956'. LOC crs crosses centerline extended 3115' prior to runway threshold.
Wilkes-Barre VOR	CYE NDB	Direct		3900	
Seranton Int.	CYE NDB	Direct		3900	
Lopez Int.	CYE NDB	Direct		3900	
Hackett VOR	CYE NDB (NOPT)	Direct		3900	
Resort Int.	CYE NDB	Direct		3900	
White Haven Int.	CYE NDB	Direct		3900	
Freeland Int.	CYE NDB	Direct		3900	

Procedure turn W side of crs, 224° Outbnd, 044° Inbnd, 3900' within 10 miles of CYE NDB.  
FAF, CYE NDB. Final approach crs, 044°. Distance FAF to MAP, 8.6 miles.  
Minimum altitude over LOM, 2229'.  
Minimum glide slope interception altitude, 3900'. Glide slope altitude at OM, 2229'; at MM, 1177'.  
Distance to runway threshold at OM, 3.9 miles; at MM, 0.6 mile.  
MSA: 090°-270°-4000'; 270°-090°-3800'.  
Notes: (1) ASR. (2) This approach is authorized only when Crystal Lake NDB is operating or when radar is utilized. (3) High terrain to 1820' E, SE, and S of airport within 2.3 miles. (4) Reduction not authorized.  
# Runways 10/16, 800-2 Night.  
\* Inoperative components table does not apply to ALS or HIRLS Runway 4.  
\$ Maintain 3900' until past Crystal Lake NDB Inbnd; maintain 2300' until past LOM.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT
S-4*	1556	1	600	1556	1	600	1556	1	600	1556	1½	600
LOC:	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-4*	1960	1½	1004	1960	1½	1004	1960	2	1004	1960	2½	1004
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	1960	1½	1004	1960	1½	1004	1960	2	1004	1960	2½	1004
A	I200-2.			T 2-eng. or less—Runway 4, 600-1; Runways 10/16, 600-2#; Standard all others.			T over 2-eng.—Runway 4, 600-1; Runways 10/16, 600-2#; Standard all others.					

City, Wilkes-Barre-Seranton; State, Pa.; Airport name, Wilkes-Barre-Seranton; Elev., 956'; Fac. Ident. I-APP; Procedure No. ILS Runway 4, Amdt. 23; Eff. date, 2 Apr. 70; Sup. Amdt. No. 22; Dated, 20 Nov. 69

Terminal routes			Via	Minimum altitudes (feet)	Missed approach MAP: ILS DH, 1440'; LOC 5.8 miles after passing RS LOM.
From—	To—				
Gardner VORTAC	RS LOM	Direct		3000	Make right-climbing turn to 2900' direct RS LOM and hold. Supplementary charting information: Hold W of RS LOM, 1 minute, left turns, 108° Inbnd. 1663' antenna 2.1 miles N of airport. Runway 11, TDZ elevation, 980'.
Millbury Int.	RS LOM	Direct		3000	
Templeton Int.	Lakeside Int.	EEN, R 183°		3000	
Lakeside Int.	Spencer Int.	EEN, R 183°		3000	
Eagle Int.	Spencer Int.	GDM, R 200°		3000	
Spencer Int.	RS LOM (NOPT)	Direct		2900	
RE LOM	RS LOM	Direct		3000	
Weston Int.	RS LOM	Direct		3000	
Westfield VOR	Spencer Int.	Direct		3000	

Procedure turn N side of crs, 288° Outbnd, 108° Inbnd, 2900' within 10 miles of RS LOM.  
FAF, RS LOM. Final approach crs, 108°. Distance FAF to MAP, 5.8 miles.  
Minimum glide slope interception altitude, 2900'. Glide slope altitude at OM, 2892'; at MM, 1212'.  
Distance to runway threshold at OM, 5.8 miles; at MM, 0.6 mile.  
MSA: 000°-090°-3100'; 090°-180°-2700'; 180°-270°-2400'; 270°-360°-2800'.  
Departure procedures: Runway 33, climb on heading 290° to 2000' before proceeding northeastbound; Runway 2, climb on heading 050° to 2000' before proceeding westbound.  
\*Category C, 700-2; Category D, 1000-2.  
#Inoperative components table does not apply to HIRL Runway 11 for Categories A, B, and C.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT
S-11	1440	1	400	1440	1	400	1440	1	400	1440	1	400
LOC:	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-11#	1440	1	400	1440	1	400	1440	1	400	1440	1	400
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	1460	1	451	1540	1	531	1620	1½	611	2000	2	901
A	Standard.*			T 2-eng. or less—300-1, Runways 29 and 33; Standard all others.			T over 2-eng.—300-1, Runways 29 and 33; Standard all others.					

City, Worcester; State, Mass.; Airport name, Worcester Municipal; Elev., 1009'; Fac. Ident. I-RSR; Procedure No. ILS Runway 11, Amdt. 2; Eff. date, 2 Apr. 70; Sup. Amdt. No. 1; Dated, 11 Dec. 69

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

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE RADAR

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

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

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

From—	To—	Distance	Altitude	Distance	Altitude	Distance	Altitude	Distance	Altitude	Distance	Altitude	Notes
000°	360°	0-15	2500'	15-25	3500'							Descend aircraft after passing final approach fix 6 miles from runway threshold. Runway 5—Minimum altitude over 3-mile fix, 1600'. Runway 23—Positive orientation over ROE NDB fix required prior to descent below 1900' on final. Minimum altitude over 2.2-mile Radar Fix, 1460'. VASI—Runway 23. HIRLS—Runways 5/23, 18/30. Runway 5, TDZ elevation, 604'; Runway 23, TDZ elevation, 619'.

As established by Birmingham ASR minimum altitude vectoring charts. Radar will provide 1000' vertical clearance within 3-mile radius of radio tower 1809' located 4 miles SW of airport.

Missed approach:

Runway 5—Climb to 3000' on crs 052° from BH LOM within 15 miles.  
Runway 23—Climbing right turn to 3000' direct to BHM VORTAC; or when directed by ATC, climb to 3000' direct to BH LOM.  
NOTE: Circling not authorized in sector 050° clockwise through 180° from airport.

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
8-5	1240	RVR 40	636	1240	RVR 40	636	1240	RVR 40	636	1240	RVR 50	636	1240	RVR 50	636
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
8-23	1180	1	561	1180	1	561	1180	1	561	1180	1 1/4	561	1180	1 1/4	561
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	1240	1	597	1240	1	597	1240	1 1/4	597	1240	2	597	1240	2	597
A	Standard.		T 2-eng. or less—RVR 50', runway 5; Standard all others.				T over 2-eng.—RVR 24, runway 5; Standard all others.								

City, Birmingham; State, Ala.; Airport name, Municipal; Elev., 643'; Fac. Ident. Birmingham Radar; Procedure No. Radar-1, Amdt. 11; Eff. date, 2 Apr. 70; Sup. Amdt. No. 10 Dated, 8 Jan. 70

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE RADAR

Radar terminal area maneuvering sectors and altitudes (sectors and distances measured from radar antenna)											Notes		
From—	To—	Distance	Altitude	Distance	Altitude	Distance	Altitude	Distance	Altitude	Distance	Altitude		
340° CW	260°	50 miles	2500	.....	.....	.....	.....	.....	.....	.....	.....	Standard clearance of 1000' from 0-3 miles must be provided over: (1) 1349' antennas bearing 268°/10 miles from airport (2) 849' antenna bearing 220°/10 miles from airport. Reduction of minimums not authorized.	
260° CW	340°	50 miles	4000	.....	.....	.....	.....	.....	.....	.....	.....		
065° CW	220°	25 miles	1500	.....	.....	.....	.....	.....	.....	.....	.....		
220° CW	270°	25 miles	2000	.....	.....	.....	.....	.....	.....	.....	.....		
270° CW	205°	25 miles	2100	.....	.....	.....	.....	.....	.....	.....	.....		
205° CW	065°	25 miles	2000	.....	.....	.....	.....	.....	.....	.....	.....		
340° CW	220°	15 miles	1500	.....	.....	.....	.....	.....	.....	.....	.....		
220° CW	340°	15 miles	1800	.....	.....	.....	.....	.....	.....	.....	.....	.....	

Inoperative components table does not apply to HIRLs on Runways 15R, 22L, 22R, and 27.  
 Inoperative components table does not apply to ALS Runways 4R and 33L, with ALS inoperative 1 mile required.  
 Displaced threshold lights 2508' and ILS touchdown point approximately 3500' from approach end of Runway 4R. Nonstandard approach lights Runway 4R.  
 #900-2 for Category C aircraft; 1000-2 for Category D aircraft.  
 % Left turn to 260° as soon as practicable after takeoff.  
 Missed approach: Runways 22L/R, 15R, and 27, make left climbing turn; Runways 4R, 33L, make right climbing turn to 2000' direct Danvers Int and hold; or, when directed by ATC, make climbing turn (as applicable) to 2000' direct Skipper Int and hold. Hold E, Skipper Int, 1 minute, right turns, 279° Inbnd.  
 Supplementary charting information: Hold NE of Danvers Int, 1 minute, right turns, 210° Inbnd.  
 TDZ elevations: Runway 4R, 16'; Runway 15R, 15'; Runway 22L, 16'; Runway 22R, 15'; Runway 27, 16'; Runway 33L, 16'.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
Surveillance approaches:												
8-4R	620	RVR 40	604	620	RVR 40	604	620	RVR 40	604	620	RVR 50	604
8-15R	640	1	625	640	1	625	640	1	625	640	1 1/2	625
8-22L	540	1	524	540	1	524	540	1	524	540	1 1/2	524
8-22R	540	1	525	540	1	525	540	1	525	540	1 1/2	525
8-27	460	1	444	460	1	444	460	1	444	460	1	444
8-33L	460	RVR 40	444	460	RVR 40	444	460	RVR 40	444	460	RVR 50	444
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	680	1	661	680	1	661	820	1 1/2	801	940	2	921
A	Standard.#		T 2-eng. or less—RVR 24', Runways 4R and 33L; %600-1 Runway 27; Standard all other runways.			T over 2-eng.—RVR 24', Runways 4R and 33L; %600-1 Runway 27; Standard all other runways.						

City, Boston; State, Mass.; Airport name, General Edward Lawrence Logan International; Elev., 19'; Fac. Ident., Boston Radar; Procedure No. Radar-1, Amdt. 18; Eff. date 2 Apr. 70; Sup. Amdt. No. 17; Dated, 25 Sept. 69

These procedures shall become effective on the dates specified therein.

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

Issued in Washington, D.C., on February 27, 1970.

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

[F.R. Doc. 70-2769; Filed, Mar. 12, 1970; 8:45 a.m.]

Title 21—FOOD AND DRUGS

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

SUBCHAPTER B—FOOD AND FOOD PRODUCTS

PART 120—TOLERANCES AND EXEMPTIONS FROM TOLERANCES FOR PESTICIDE CHEMICALS IN OR ON RAW AGRICULTURAL COMMODITIES

O,O-Diethyl S-[2-(ethylthio)ethyl] Phosphorodithioate

A petition (PP 0F0866) was filed with the Food and Drug Administration by Chemagro Corp., Post Office Box 4913, Kansas City, Mo. 64120, proposing establishment of a tolerance of 0.5 part per million for residues of the insecticide O,O-diethyl S-[2-(ethylthio)ethyl] phosphorodithioate and its cholinesterase-inhibiting metabolites, calculated as demeton, in or on the raw agricultural commodity hops.

The Secretary of Agriculture has certified that this pesticide chemical is use-

ful for the purpose for which the tolerance is being established.

Based on consideration given data submitted in the petition, and other relevant material, the Commissioner of Food and Drugs concludes that:

1. Since residues of the pesticide are not reasonably expected to transfer to meat or milk from the proposed or established uses, tolerances regarding these items are unnecessary. The usage is in the category specified in § 120.6(a)(3).

2. The tolerance established by this order will protect the public health.

Therefore, pursuant to provisions of the Federal Food, Drug, and Cosmetic Act (sec. 408(d)(2), 68 Stat. 512; 21 U.S.C. 346a(d)(2)) and under authority delegated to the Commissioner (21 CFR 2.120), § 120.183 is amended by revising the paragraph "0.5 part per million \* \* \*" to read as follows:

§ 120.183 O,O-Diethyl S-[2-(ethylthio)ethyl] phosphorodithioate; tolerances for residues.

\* \* \* \* \*  
0.5 part per million in or on hops and sugarbeets.

\* \* \* \* \*  
Any person who will be adversely affected by the foregoing order may at any

time within 30 days from the date of its publication 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 objections thereto, preferably in quintuplicate. Objections shall show wherein the person filing will be adversely affected by the order and specify with particularity the provisions of the order deemed objectionable and the grounds for the objections. If a hearing is requested, the objections must state the issues for the hearing. A hearing will be granted if the objections are supported by grounds legally sufficient to justify the relief sought. Objections may be accompanied by a memorandum or brief in support thereof.

Effective date. This order shall become effective on the date of its publication in the FEDERAL REGISTER.

(Sec. 408(d)(2), 68 Stat. 512; 21 U.S.C. 346a(d)(2))

Dated: March 4, 1970.

R. E. DUGGAN,  
Acting Associate Commissioner  
for Compliance.

[F.R. Doc. 70-3043; Filed, Mar. 12, 1970; 8:45 a.m.]

## PART 121—FOOD ADDITIVES

## Subpart F—Food Additives Resulting From Contact With Containers or Equipment and Food Additives Otherwise Affecting Food

## ADHESIVES; ANTIOXIDANTS AND/OR STABILIZERS FOR POLYMERS

The Commissioner of Food and Drugs, having evaluated data in a petition (FAP 0B2463) filed by Imperial Chemical Industries, Ltd., Heavy Organic Chemicals Division, Organic House, Billingham, Teesside, England, and other relevant material, concludes that the food additive regulations should be amended as set forth below to provide for the safe use of tris(2-methyl-4-hydroxy-5-*tert*-butylphenyl)butane as a component of food-packaging adhesives. Therefore, pursuant to provisions of the Federal Food, Drug, and Cosmetic Act (sec. 409(c)(1), 72 Stat. 1786; 21 U.S.C. 348(c)(1)) and under authority delegated to the Commissioner (21 CFR 2.120), Part 121 is amended as follows:

1. Section 121.2520(c)(5) is amended by alphabetically inserting in the list of substances a new item as follows:

## § 121.2520 Adhesives.

(c) \* \* \*  
(5) \* \* \*

## COMPONENTS OF ADHESIVES

Substances	Limitations
Tris(2-methyl-4-hydroxy-5- <i>tert</i> -butylphenyl)butane.	

Tris(2-methyl-4-hydroxy-5-*tert*-butylphenyl)butane.

2. Section 121.2566(b) is amended by adding an additional limitation to the subject item, as follows:

## § 121.2566 Antioxidants and/or stabilizers for polymers.

(b) \* \* \*

List of substances	Limitations
Tris(2-methyl-4-hydroxy-5- <i>tert</i> -butylphenyl)butane.	For use only:

Tris(2-methyl-4-hydroxy-5-*tert*-butylphenyl)butane.

4. As provided in § 121.2520.

Any person who will be adversely affected by the foregoing order may at any time within 30 days from the date of its publication 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 objections thereto, preferably in quintuplicate. Objections shall show wherein the person filing will be adversely affected by the order and specify with particularity the provisions of the order deemed objectionable and the grounds for the objections. If a hearing is requested, the objections must state the issues for the hearing. A hearing will be granted if the objections are supported by grounds legally sufficient to justify the relief sought. Objections may be accompanied

by a memorandum or brief in support thereof.

*Effective date.* This order shall become effective on the date of its publication in the FEDERAL REGISTER.

(Sec. 409(c)(1), 72 Stat. 1786; 21 U.S.C. 348(c)(1))

Dated: March 4, 1970.

R. E. DUGGAN,  
*Acting Associate Commissioner  
for Compliance.*

[F.R. Doc. 70-3042; Filed, Mar. 12, 1970;  
8:45 a.m.]

## Title 26—INTERNAL REVENUE

Chapter I—Internal Revenue Service,  
Department of the TreasurySUBCHAPTER E—ALCOHOL, TOBACCO AND  
OTHER EXCISE TAXES

[T.D. 7031]

## PART 240—WINE

## Miscellaneous Amendments

On June 17, 1969, a notice of proposed rule making to amend 26 CFR Part 240, Wine, was published in the FEDERAL REGISTER (34 F.R. 9440). In accordance with the notice, interested persons were afforded an opportunity to submit written comments or suggestions pertaining thereto. After consideration of all relevant matter presented and further study of the regulations and proposed amendments, the regulations as so published, including the correction published in the FEDERAL REGISTER (34 F.R. 9932), are hereby adopted, subject to the changes set forth below:

1. A new paragraph 21a is added, immediately following paragraph 21.

2. Paragraph 23 is changed by deleting the third sentence of paragraph (a) of § 240.383.

3. A new paragraph 44a is added, immediately following paragraph 44.

4. Paragraph 47 is changed to make it clear that the consent of surety required by § 240.620 may be continuing and may be filed in advance of the actual occurrence of a leaking tank car or tank truck.

5. Paragraph 71 is changed to make further amendments to § 240.1051.

This Treasury decision shall become effective on the first day of the first month which begins not less than 30 days after the date of its publication in the FEDERAL REGISTER.

(Sec. 7805, Internal Revenue Code (68A Stat. 917; 26 U.S.C. 7805))

[SEAL] WILLIAM H. SMITH,  
*Acting Commissioner  
of Internal Revenue.*

Approved: March 9, 1970.

EDWIN S. COHEN,  
*Assistant Secretary  
of the Treasury.*

In order to: (1) Prescribe minimum production and storage requirements; (2) authorize wine spirits storage tanks and wine spirits addition tanks to be

located outside of buildings; (3) provide for retention by the proprietor of formulas on Forms 698—Supplemental, and for voluntary surrender of obsolete formulas; (4) provide for riders to formulas and for the adoption by a successor of a predecessor's approved formulas; (5) provide for return to the consignor of a leaking tank car or tank truck containing wine being transferred in bond; (6) provide for the submission of one Form 257 to cover all wine spirits to be transferred to the wine cellar during the calendar year; (7) strengthen and clarify requirements respecting entries on daily records; (8) expand the range of Table V, gallons of water required to reduce 1 gallon of concentrated juice to a desired degree Brix; (9) update the list of materials authorized for treatment of wine; and (10) make a number of less significant liberalizing and clarifying changes, and minor editorial and technical changes; the regulations in 26 CFR Part 240, Wine, are amended as follows:

§§ 240.2, 240.134, 240.940, 240.941, 240.942 [Amended]

PARAGRAPH 1. Sections 240.2, 240.134, 240.940, 240.941, and 240.942 are amended by deleting "Director, Alcohol and Tobacco Tax Division," wherever such term appears and inserting in lieu thereof the term "Director".

PAR. 2. Section 240.15 is amended to change the term "Assistant Regional Commissioner, Alcohol and Tobacco Tax" to "Assistant regional commissioner (alcohol, tobacco and firearms)". As amended, § 240.15 reads as follows:

§ 240.15 Assistant regional commissioner.

"Assistant regional commissioner" shall mean the assistant regional commissioner, alcohol, tobacco and firearms, who is responsible to, and functions under the direction and supervision of, a regional commissioner of internal revenue.

PAR. 3. The heading and text of § 240.19 are amended to reflect the changes in the title of the "Director, Alcohol and Tobacco Tax Division" to "Director, Alcohol, Tobacco and Firearms Division". As amended, the heading and text of § 240.19 read as follows:

§ 240.19 Director.

"Director" shall mean the Director, Alcohol, Tobacco and Firearms Division, Internal Revenue Service, Treasury Department, Washington, D.C. 20224.

PAR. 4. Section 240.120 is amended to require a special application from persons wishing to establish a bonded wine cellar having a production capacity of less than 1,000 gallons or a storage capacity of less than 5,000 gallons. As amended, § 240.120 reads as follows:

§ 240.120 Bonded wine cellars.

Every person desiring to establish premises for the production, blending, cellar treatment, storage, bottling, packaging, or repackaging of untaxed wine (other than cider, family wine, or experimental wine produced free of tax under section 5042, I.R.C., and Subpart

Y of this part) shall provide premises, make application to and file bond with the assistant regional commissioner, and receive his permission to operate a bonded wine cellar: *Provided*, That a person desiring to establish premises having a production capacity of less than 1,000 gallons or a storage capacity of less than 5,000 gallons shall, before providing premises, making application, and filing bond, submit a letter application, in triplicate, to the Director, setting forth the necessity for establishing such premises, and receive his approval thereof. The Director will approve such application if he is satisfied that the applicant will engage in the bona fide business of producing, blending, cellar treating, storing, bottling, packaging, or repackaging untaxpaid wine, and that there will be no jeopardy to the revenue. (68A Stat. 867, 72 Stat. 1378; 26 U.S.C. 7302, 5351)

PAR. 5. Section 240.130 is amended to specifically refer to the receipt, preparation, use, or removal of concentrated or unconcentrated juice in the production of wine. As amended, § 240.130 reads as follows:

**§ 240.130 Activity on bonded wine cellar premises.**

Except as authorized in this subpart, bonded wine cellar premises shall be used exclusively for (a) the receipt, production, blending, cellar treatment, storage, bottling, packaging, repackaging, and removal of untaxpaid wine (including distilling material, vinegar stock, heavy bodied blending wine, Spanish type blending sherry, and other wine products made from natural wine for nonbeverage purposes), and (b) the receipt, preparation, use, or removal of fruit, concentrated or unconcentrated fruit juice, or other materials authorized by this part for use in the production and cellar treatment of wine. Wine not produced in the manner authorized for standard wine, for example, substandard beverage wine, made by the use of water in excess of limitations prescribed for standard wine, may not be produced or stored on premises used for the production or storage of standard wine. Any wine produced in accordance with the requirements for standard wine, which becomes substandard by reason of its condition, may not be retained on such premises unless the condition is corrected.

(72 Stat. 1378, 1380; 26 U.S.C. 5351, 5361)

PAR. 6. Sections 240.140, 240.142, 240.160, and 240.166 are amended to provide for the location of wine spirits storage tanks and wine spirits addition tanks outside of buildings, and §§ 240.140 and 240.142 are further amended to make clarifying changes. As amended, §§ 240.140, 240.142, 240.160, and 240.166 read as follows:

**§ 240.140 Buildings or rooms of bonded wine cellars.**

Bonded wine cellars shall be so located, constructed, and equipped, subject to approval by the assistant regional

commissioner, as to be suitable for the production or storage of wine, and to afford protection of the revenue. The buildings, outside tanks, or rooms in which wines are stored or treated shall be securely constructed of substantial material. All doors, windows, or other openings shall be so arranged that they may be locked or fastened, and shall be kept locked in the absence of the proprietor or his agents. Except for necessary openings for ventilation and for the passage of water, electric, sewer, or similar lines, the wine cellar shall be separated from adjoining buildings or rooms by suitable partitions: *Provided*, That where a bonded wine cellar, a distilled spirits plant, a taxpaid wine bottling house, another bonded wine cellar, or a wine vinegar plant are located in contiguous buildings or rooms, pipelines may be installed for the transfer of wine or wine spirits. Pursuant to a letter application, in triplicate, submitted by the proprietor, the assistant regional commissioner may approve doors in the partitions separating the bonded wine cellar from the production facility, bottling premises, or general premises of a distilled spirits plant, or from a taxpaid wine bottling house, wine vinegar plant, another bonded wine cellar, or a contiguous taxpaid room operated by the proprietor.

(72 Stat. 1379; 26 U.S.C. 5357)

**§ 240.142 Wine spirits storage room.**

Where wine spirits are to be received in packages at a bonded wine cellar for use in wine production a wine spirits storage room shall be provided except where the wine spirits are withdrawn under the provisions of §§ 240.836 and 240.837. The room shall be sufficiently large to permit the storage of all wine spirits to be received or possessed at any one time. The room shall be securely constructed of substantial material so as to prevent unlawful access to the wine spirits. The door shall be equipped with a hasp and staple for locking with a Government lock. A sign bearing the words "Wine Spirits Storage Room" shall be placed over the entrance door of the room.

(72 Stat. 1379; 26 U.S.C. 5357)

**§ 240.160 Location of tanks.**

(a) *General*. Tanks used for the storage or treatment of wine shall be located within wine cellar buildings, except as provided in paragraph (b) of this section. All fermenters, storage tanks, wine spirits storage tanks, bottling tanks, and other containers shall be so arranged and located as to permit ready examination and determination of their contents by inspecting officers. Tanks to be used for the addition of wine spirits to wine shall be so constructed as to permit examination of every part thereof, and so arranged as to leave an open space of not less than four feet between the top of the tank and the ceiling or roof above.

(b) *Tanks located outside of buildings*. Open fermenting tanks, except those used exclusively for the production of distilling material, shall be under a

roof or other suitable covering, but need not be enclosed in a building. Closed tanks for storage of wine may be located outside of buildings on the bonded premises, and unless the premises are enclosed by a fence or wall which the assistant regional commissioner deems adequate for protection of the revenue, such tanks shall be enclosed within a secure fence. The assistant regional commissioner may approve wine spirits addition tanks located outside of buildings on bonded premises if he finds that such tanks are so constructed as to afford adequate protection from the elements and to create no jeopardy to the revenue.

(72 Stat. 1379; 26 U.S.C. 5357)

**§ 240.166 Wine spirits storage tanks, weighing tanks, and measuring tanks.**

Where wine spirits are to be received in tank cars, tank trucks, or by pipelines, and are not to be used immediately in wine production, wine spirits storage tanks shall be provided in the wine cellar: *Provided*, That tanks for storage of wine spirits may be located outside of buildings, and unless the premises are enclosed by a fence or wall which the Director deems adequate for protection of the revenue, such tanks shall be enclosed within a secure fence. The fence directly enclosing tanks shall be embedded in a concrete foundation, shall be at least 10 feet high, and shall have three rows of barbed wire superimposed on top, or shall be constructed in such manner as the Director considers equally effective; the gate shall be fitted for locking. Wine spirits storage tanks shall be constructed of metal and be of uniform dimension from top to bottom. If a weighing tank is to be used, it shall be of suitable size with suitable and accurate scales. If a measuring tank is to be used for measuring wine spirits, it shall be of suitable size and shall be accurately calibrated.

(72 Stat. 1379, 1395; 26 U.S.C. 5357, 5552)

PAR. 7. Section 240.169 is amended to provide that wine spirits pipelines may be painted either black or blue. As amended, § 240.169 reads as follows:

**§ 240.169 Wine spirits pipelines.**

Pipelines used for the conveyance of wine spirits from the bonded premises of a distilled spirits plant to wine spirits storage tanks, measuring tanks, weighing tanks, and wine spirits addition tanks shall be constructed in accordance with the requirements of regulations prescribed in Part 201 of this chapter. If wine spirits are to be received by tank car or tank truck, a secure pipeline shall be provided from the unloading point to the storage tank, measuring tank, weighing tank, or wine spirits addition tank. Where wine spirits are stored in wine spirits storage tanks, a fixed pipeline, unbroken except for necessary short hose connections to pumps or weighing tanks, shall be provided from the wine spirits storage tank to the wine spirits addition tank. All joints in such pipelines shall be brazed, welded, or otherwise permanently joined. Valves, suitably

equipped for locking, shall be provided to control the flow of the wine spirits from or into each tank. Pipelines for wine spirits shall be painted either black or blue, but all such pipelines within the bonded wine cellar shall be painted the same color.

(72 Stat. 1395; 26 U.S.C. 5552)

PAR. 8. Sections 240.196 and 240.197 are amended to liberalize provisions relating to the description of certain buildings and equipment on Form 698. As amended, §§ 240.196 and 240.197 read as follows:

**§ 240.196 Description of buildings and rooms.**

All buildings on the bonded wine cellar premises shall be accurately described on Form 698. If the premises consist of one or more entire buildings, each building shall be described as to size, material of which constructed, and the purpose for which it will be used: *Provided*, That buildings which will not be used in connection with the operations authorized by this part may be described only as to size and the purpose for which used. If the premises consist of a part of a building, in addition to giving the size of the building and material of which constructed, there shall be described separately the rooms of floors constituting the bonded premises and the walls of floors separating the premises from adjoining portions of the buildings, and the activities conducted in adjoining and adjacent portions. The means of egress and ingress shall also be described.

(72 Stat. 1379; 26 U.S.C. 5356)

**§ 240.197 Description of equipment.**

All equipment, including tanks, crushing and pressing equipment, instruments and measures for testing and measuring wine shall be described on the Form 698. Tanks shall be listed by their intended use, stating, for each use, the total number of tanks and their total capacity. Barrels or other readily portable containers under 60 gallons capacity need not be listed but the approximate number of such containers used for the storage of wine shall be shown. Unless required by the assistant regional commissioner, hoses, filters, pumps, pasteurizers, coolers, and similar equipment need not be listed on the Form 698.

(72 Stat. 1379; 26 U.S.C. 5356)

PAR. 9. Section 240.205 is amended to delete the reference to the number of copies of Form 1534. As amended, § 240.205 reads as follows:

**§ 240.205 Power of attorney, Form 1534.**

If the application or other qualifying documents are signed by an attorney in fact for an individual, partnership, association, or corporation, or by one of the members for a partnership, or association, or, in the case of a corporation, by an officer or other person not authorized to sign by the corporate documents described in § 240.203, such application or other qualifying documents shall be supported by a duly authenticated copy of the power of attorney conferring au-

thority upon the person signing the document to execute the same. Such powers of attorney will be executed on Form 1534 and submitted to the assistant regional commissioner.

**§ 240.206 [Deleted]**

PAR. 10. Section 240.206 is deleted.

PAR. 11. Section 240.213 is amended to provide for retention of approved Forms 698—Supplemental, and for voluntary surrender of obsolete formulas. As amended, § 240.213 reads as follows:

**§ 240.213 Retention of documents.**

The proprietor shall keep at the bonded wine cellar premises or in an office adjacent thereto, the copies of all approved qualifying documents which have been returned to him by the assistant regional commissioner, and copies of formulas on Form 698—Supplemental which have been returned by the Director. Such copies shall be made available, without delay, for the examination of any internal revenue officer. Obsolete formulas for which the proprietor no longer has any use may be surrendered to the Director, through the assistant regional commissioner.

PAR. 12. Sections 240.220 and 240.225 are amended to delete the phrase "in triplicate". As amended, §§ 240.220 and 240.225 read as follows:

**§ 240.220 General requirements.**

Every person required to file a bond or consent of surety under this part shall prepare and execute such document on the prescribed form in accordance with this subpart and the instructions printed on the form or issued in respect thereto, and shall submit it to the assistant regional commissioner.

**§ 240.225 Bond, Form 1676.**

The proprietor of a wine vinegar plant desiring to withdraw wine from bonded wine cellars without payment of tax for use in the manufacture of vinegar shall file with the assistant regional commissioner of the region in which the vinegar plant is located, bond on Form 1676. The penal sum of the bond shall be not less than the tax on all wine to be withdrawn plus the tax on all wine on hand at the vinegar plant which has not been converted into vinegar and all wine in transit to the wine vinegar plant, but in no case shall the penal sum be less than \$500. If the proprietor of the wine vinegar plant is also the proprietor of a bonded wine cellar located on adjacent premises, he may file consent of surety, Form 1533, extending the terms of his wine cellar bond as provided in § 240.651, instead of filing bond on Form 1676.

(72 Stat. 1380; 26 U.S.C. 5362)

**§§ 240.237, 240.905 [Amended]**

PAR. 13. Sections 240.237 and 240.905 are amended by deleting "Director, Alcohol and Tobacco Tax Division" wherever such term appears, and by inserting in lieu thereof the term "Director".

PAR. 14. Sections 240.256, 240.257, and 240.259 are amended to correct the title of Form 1490. As amended, §§ 240.256, 240.257, and 240.259 read as follows:

**§ 240.256 Release or termination of Form 700 or 2053.**

When the proprietor of a bonded wine cellar discontinues business and the notice of discontinuance has been approved, the assistant regional commissioner will issue a notice of termination of the bond on Form 1490 and will forward copies to the principal and to the surety; or, in the case of bond, Form 2053, the notice of termination of the bond will be issued upon receipt from the proprietor of written advice that he has discontinued removal of wine requiring a tax deferral bond. When a valid superseding bond has been approved, the assistant regional commissioner will issue a notice of termination of the bond on Form 1490 and will forward copies to the principal and to the surety.

(72 Stat. 1379; 26 U.S.C. 5354)

**§ 240.257 Release or termination, Form 1676.**

When the principal on a bond, Form 1676, notifies the assistant regional commissioner that he has discontinued the withdrawal of wine without payment of tax for use in the manufacture of vinegar, the assistant regional commissioner will issue a notice of termination of the bond on Form 1490. When a superseding bond on Form 1676 is approved by the assistant regional commissioner, he will issue a notice of termination of the bond on Form 1490 for the superseded bond.

(72 Stat. 1380; 26 U.S.C. 5362)

**§ 240.259 Release of collateral, Form 1676.**

Collateral pledged and deposited to support a bond on Form 1676 will ordinarily be released by the assistant regional commissioner upon issuance of a notice of termination of the bond on Form 1490, provided all liabilities under the bond have been satisfied.

(61 Stat. 646; 6 U.S.C. 15)

PAR. 15. Section 240.272 is amended to liberalize provisions relating to depiction of certain buildings on the plat. As amended § 240.272 reads as follows:

**§ 240.272 Depiction of premises.**

The plat shall show the outer boundaries of the premises in contrasting color. The location and size of each building, and the purpose for which each will be used will be shown. If the bonded premises consist of only a room or floor of a building, the precise location of the room or floor, together with the means of access to a public street or yard, or to a public hall or elevator shaft leading to a public street or yard, will be shown. The first floor exterior doors and windows of each building used in connection with the operations authorized by this part will be shown on the plat. The surrounding driveways, streets, and sidings also shall be indicated.

PAR. 16. Section 240.274 is amended to delete the requirement that a draftsman certify to the accuracy of a plat he has prepared. As amended, § 240.274 reads as follows:



§ 240.274 Certificate of accuracy.

Each sheet of the plat shall contain in the lower right-hand corner a certificate of accuracy, signed by the proprietor, and a provision for approval by the assistant regional commissioner, substantially in the following form:

Accuracy certified by:

-----  
 (Name of proprietor)  
 -----  
 (Registry number)  
 -----  
 (Address)  
 -----  
 (By: Name and title)

Approved: -----  
 (Date)

-----  
 (Assistant Regional Commissioner)

PAR. 17. Sections 240.285 and 240.286 are amended, and a new section, § 240.290a, is added immediately following § 240.290, to provide for adoption of formulas. Sections 240.285 and 240.286, as amended, and § 240.290a, as added, read as follows:

§ 240.285 Nonfiduciary successor.

If a change in proprietorship of the bonded wine cellar is brought about otherwise than by appointment of an administrator, executor, receiver, trustee, or other fiduciary, the successor shall qualify in the same manner as the proprietor of a new bonded wine cellar, except that he may adopt the plat of the predecessor, as provided in § 240.290, and the formulas of the predecessor, as provided in § 240.290a.

(72 Stat. 1379; 26 U.S.C. 5354, 5356)

§ 240.286 Fiduciary.

If the bonded wine cellar is to be operated by an administrator, executor, receiver, trustee, assignee, or other fiduciary, the fiduciary must comply with provisions of Subpart G to the extent that such provisions are applicable, except that in lieu of filing a new bond and a new plat, the fiduciary may furnish a consent of surety extending the terms of his predecessor's bond, may adopt the plat of such predecessor, and, as provided in § 240.290a, may also adopt the formulas of the predecessor. The fiduciary shall furnish certified copies, in triplicate, of the order of the court, or other pertinent documents, showing his qualification as such fiduciary. The effective date of the qualifying documents filed by a fiduciary shall be the same as the date of the court order, or the date specified therein for him to assume control. If the fiduciary was not appointed by the court, the date of his assuming control shall coincide with the effective date of the qualifying documents filed with him.

(72 Stat. 1379; 26 U.S.C. 5354, 5356)

§ 240.290a Adoption of formulas, Forms 698—Supplemental.

If a successor desires to adopt the approved Forms 698—Supplemental of his predecessor, he shall submit, in triplicate, a letter application to, and receive approval from, the Director. Such letter shall list the formulas by number, date of

approval, and name of the product. The application shall show that the predecessor has authorized the use of his previously approved formulas by the successor.

PAR. 18. Section 240.292 is amended to specify the number of copies of certain required applications. As amended, § 240.292 reads as follows:

§ 240.292 Successor to bonded wine cellar with bonded wine warehouse.

Where a bonded wine warehouse has been established at a bonded wine cellar under the provisions of § 240.201, and it is desired to continue the operation of the bonded wine warehouse subsequent to a change in proprietorship of the bonded wine cellar, it will be necessary for the proprietor of the bonded wine warehouse to file a new letter application, in quadruplicate, accompanied by a statement, in triplicate, from the new proprietor (applicant) of the bonded wine cellar requesting the continuation of such warehouse, and by consent of his surety thereto.

(72 Stat. 1379; 26 U.S.C. 5353)

PAR. 19. Section 240.296 is amended to provide that changes in required list of stockholders may, under certain conditions, be submitted annually. As amended, § 240.296 reads as follows:

§ 240.296 Changes in officers, directors, or stockholders of a corporation.

Where there is a change in officers or directors, or in the stockholders required to be listed under § 240.204, the proprietor shall submit, within 10 days of such change, a written notice to the assistant regional commissioner: *Provided*, That changes in the list of stockholders may be submitted annually on May 1, except where the sale or transfer of capital stock results in a change in the control or management of a business. The notice shall be filed in triplicate, shall describe the changes, and be prepared as required by § 240.204.

PAR. 20. Section 240.353 and its heading are amended to provide for certain operations respecting concentrated and unconcentrated juice. As amended, § 240.353 reads as follows:

§ 240.353 Concentrated and unconcentrated fruit juice.

Concentrated fruit juice reduced with water to its original density, or to 22 degrees Brix, or to any degree of Brix between its original density and 22 degrees Brix, and unconcentrated fruit juice reduced with water to not less than 22 degrees Brix, shall be deemed to be juice for the purpose of standard wine production. Where concentrated fruit juice is received on bonded wine cellar premises the proprietor shall procure from the producer thereof a certificate stating the kind of fruit juice from which it was produced and the total solids content of such juice before and after concentration. In addition, if the concentrated fruit juice is received from a concentrate plant, the certificate shall also state whether the volatile fruit flavor has been removed therefrom, and, if so, whether

the identical fruit flavor has been restored thereto. Where unconcentrated fruit juice, processed at a concentrate plant, is received on bonded wine cellar premises, the proprietor shall procure from the producer thereof a certificate stating whether the volatile fruit flavor has been removed therefrom, and, if so, whether the identical fruit flavor has been restored thereto. Concentrated or unconcentrated fruit juice may be used in juice or wine made from the same kind of fruit for purposes of developing alcohol by fermentation or for sweetening as provided in this part. Concentrated fruit juice, or juice which has been concentrated and reconstituted, shall not be used in standard wine production if at any time it was concentrated to more than 80 degrees Brix.

(72 Stat. 1383, as amended; 26 U.S.C. 5382)

PAR. 21. Section 240.366 is amended to provide that the acid content of ameliorated wine shall be determined as before fermentation. As amended, § 240.366 reads as follows:

§ 240.366 Limitations on amelioration.

In producing wine from grapes or grape juice having a high acid content, there may be added to the juice or to the wine, or both, ameliorating material consisting of either water, pure dry sugar, a combination of water and pure dry sugar, liquid sugar, or invert sugar syrup. The total volume of ameliorating material shall not reduce the natural fixed acid content of the juice and ameliorating material combined to less than five parts per thousand. The acid content shall be determined as before fermentation, and calculated as tartaric acid. The volume of ameliorating material shall not exceed 35 percent of the total volume of the ameliorated juice or wine (calculated exclusive of pulp). The ameliorating material may be added before, during, or after fermentation. Where ameliorating material is added after fermentation, the gallons of wine before and after such addition shall be determined and entered on the record provided for in § 240.908. See Subpart XX of this part for tables showing the maximum quantity in gallons of ameliorating material that may be added to each 1,000 gallons of juice (exclusive of pulp) based on the acid expressed in parts per thousand of tartaric acid.

(72 Stat. 1384, as amended; 26 U.S.C. 5383)

PAR. 21a. Section 240.374 is amended to make it clear that a proprietor who produces wine by fermentation of juice may add wine spirits to wine at any bonded wine cellar operated by him. As amended, § 240.374 reads as follows:

§ 240.374 General.

Grape wine spirits may be added only to natural grape wine in a bonded wine cellar, the proprietor of which produces natural wine by fermentation of juice or must, and which is located in the same State as the bonded wine cellar where the natural grape wine was produced. The wine spirits may be added only in wine spirits addition tanks approved as

provided in § 240.198. If the wine has been ameliorated, wine spirits may be added (whether or not wine spirits were previously added) only if the wine contains not more than 14 percent of alcohol by volume derived from fermentation. The wine spirits will be procured as provided in Subpart PP of this part and will be added to the wine under the supervision of an internal revenue officer. The proprietor will advise the assistant regional commissioner, or other designated officer, in sufficient time that an internal revenue officer may be assigned. The assistant regional commissioner may permit the addition of wine spirits without supervision.

(72 Stat. 1381, 1382, as amended, 1383, as amended, 1384, as amended; 26 U.S.C. 5366, 5373, 5382, 5383)

PAR. 22. Section 240.375 is amended to delete the provision relating to the numbering of Forms 275. As amended, § 240.375 reads as follows:

**§ 240.375 Application for release of wine spirits.**

Prior to the addition of wine spirits, the wine will be placed in tanks (approved for the addition of wine spirits) located, equipped, and calibrated as provided in Subpart F of this part. The proprietor will accurately measure the wine, determine its alcohol content, the proof of the wine spirits to be added, calculate the quantity of wine spirits required (in accordance with instructions in Subpart XX of this part), and enter the details on Form 275. The alcohol content of the wine after the addition of wine spirits shall not exceed 24 percent by volume. The proprietor will certify on Form 275 that the wine has been produced in accordance with the requirements of this subpart and is eligible for the addition of wine spirits, and will make application for the release of the quantity of wine spirits desired by delivering one copy of Form 275 to the internal revenue officer. In the discretion of the internal revenue officer, a sample of the wine spirits may be taken before addition of the wine spirits.

(72 Stat. 1381, 1382; 26 U.S.C. 5367, 5373)

PAR. 23. Section 240.385 is amended to provide for riders to formulas and to make minor editorial changes. As amended, § 240.385 reads as follows:

**§ 240.385 Production of Flor sherry wine.**

(a) *General.* Proprietors desiring to produce sherry wine by the Flor process may add wine spirits to such wine at two different times, once before and once after the Flor treatment. A statement of process on Form 698—Supplemental, in triplicate, giving details of the production process, shall be filed with the Director and approved prior to the commencement of production. If the wine spirits are to be added at two different times a record shall be kept showing dates and quantities of first addition of wine spirits for Flor sherry production, inoculation with Flor sherry yeast and a record showing storage and movement of the wine to the time of the second addi-

tion of wine spirits. In case wine spirits are to be added only once, no separate record is required.

(b) *Change in formula.* The addition or elimination of ingredients, changes in quantities used, and changes in the process of production are permissible only after approval of a new Form 698—Supplemental: *Provided*, That where a change in the quantity of ingredients or in the process of production does not alter the character of the product, the change may be accomplished by filing a rider to the formula with, and obtaining approval from, the Director. The rider shall be filed in triplicate, shall identify the original formula by number, date of approval, name of the product, and by name and number of the wine cellar, shall specify the quantity of the ingredients or the change in process, and shall be signed and processed in the same manner as the original formula.

(72 Stat. 1382, 1383, as amended; 26 U.S.C. 5373, 5382)

PAR. 24. In order to provide that the acid content of ameliorated wine shall be determined as before fermentation, the fourth sentence of § 240.407 is amended to read as follows:

**§ 240.407 Limitations on amelioration.**

\* \* \* The acid content shall be determined as before fermentation, and calculated as malic acid for apple wine and as citric acid for other fruit wine. \* \* \*

PAR. 25. Section 240.441 is amended to provide for riders to formulas and to make minor editorial changes. As amended, § 240.441 reads as follows:

**§ 240.441 Formula required.**

(a) *General.* Before producing any special natural wine, the proprietor shall receive approval of the formula by which it is to be made. The formula and process will be described on Form 698—Supplemental, which will be filed in triplicate with the Director. Two  $\frac{1}{2}$ -quart samples of the base wine used and two  $\frac{1}{2}$ -quart samples of the finished special natural wine shall be submitted under separate cover at the time of filing the formula. The samples will be taken to be representative of the finished product, and any material change in the flavor or other characteristics from those of the approved sample will require the filing of a new formula, even though the ingredients may be the same. All ingredients used will be shown on Form 698—Supplemental, and in the case of the basic wine, fruit juices, essences, sugar, water, or other soluble ingredients, the quantities required to make 1,000 gallons of special natural wine will be stated. In the case of roots, herbs, or similar materials, the quantity need not be stated, but each ingredient will be listed. The process of production will be stated in detail.

(b) *Change in formula.* The addition or elimination of ingredients, changes in quantities used, and changes in the process of production are permissible only after approval of a new Form 698—Supplemental: *Provided*, That where a

change in the quantity of ingredients or in the process of production does not alter the character of the product, the change may be accomplished by filing a rider to the formula with, and obtaining approval from, the Director. The rider shall be filed in triplicate, shall identify the original formula by number, date of approval, name of the product, and by name and number of the wine cellar, shall specify the quantity of the ingredients or the change in process, and shall be signed and processed in the same manner as the original formula.

(72 Stat. 1386; 26 U.S.C. 5386)

PAR. 26. Section 240.444 is amended to delete the one-day restriction on the use of storage tanks in the production of special natural wine. As amended, § 240.444 reads as follows:

**§ 240.444 Use of natural wine in production of special natural wine.**

If flavoring materials are not to be added before or during fermentation, as provided in § 240.443, they may be added only to natural wine for the production of special natural wine. Any natural wine produced as provided in Subparts P and Q of this part may be used for this purpose. Caramel, pure dry sugar, liquid sugar, or invert sugar syrup, or pure dry sugar-water solution of not less than 60 degrees (Brix) may be used in special natural wine made under this section: *Provided*, That the minimum 60 degrees (Brix) limitation contained in §§ 240.40a and 240.40b, and in this section, shall not apply to such materials used in the manufacture of vermouth. Where vermouth is produced under this section the finished product shall contain not less than 80 percent by volume of natural wine. Heavy bodied blending wine (including juice or concentrated juice to which wine spirits have been added) may be used in the production of special natural wine if its use is specified in the formula. Special natural wine may be made in storage tanks. Precautions shall be taken to prevent the accidental flavoring of other wine.

(72 Stat. 1386; 26 U.S.C. 5386)

**§ 240.447 [Amended]**

PAR. 27. Section 240.447 is amended by deleting "Director, Alcohol and Tobacco Tax Division, Internal Revenue Service, Washington 25, D.C.," "Director, Alcohol and Tobacco Tax Division, Internal Revenue Service, Washington 25, D.C.," and "Director, Alcohol and Tobacco Tax Division," from the first, second, and seventh sentences, respectively, and by inserting in lieu thereof the terms "Director", "Director.", and "Director", respectively.

PAR. 28. Section 240.465 is amended to provide for riders to formulas and to make minor editorial changes. As amended, § 240.465 reads as follows:

**§ 240.465 Formula required.**

(a) *General.* Before producing any agricultural wine, the proprietor of the bonded wine cellar shall procure approval of the formula and process by which it is to be made. The formula and

process will be described in detail on Form 698—Supplemental which will be filed in triplicate with the Director.

(b) *Change in formula.* The addition or elimination of ingredients, changes in quantities used, and changes in the process of production are permissible only after approval of a new Form 698—Supplemental: *Provided*, That where a change in the quantity of ingredients or in the process of production does not alter the character of a product, the change may be accomplished by filing a rider to the formula with, and obtaining approval from, the Director. The rider shall be filed in triplicate, shall identify the original formula by number, date of approval, name of product, and by name and number of the wine cellar, shall specify the quantity of the ingredients or the change in process, and shall be signed and processed in the same manner as the original formula. (72 Stat. 1386; 26 U.S.C. 5387)

PAR. 29. Section 240.481 is amended to make minor conforming and editorial changes. As amended, § 240.481 reads as follows:

§ 240.481 Classes of wine other than standard wine.

The following classes of wine are not standard wine:

- (a) High fermentation wine, produced as provided in § 240.483;
- (b) Heavy bodied blending wine, produced as provided in § 240.484;
- (c) Spanish type blending sherry, produced as provided in § 240.485;
- (d) Wine products not for beverage use, produced as provided in § 240.485a;
- (e) Distilling material, produced as provided in § 240.486;
- (f) Vinegar stock, produced as provided in § 240.487;
- (g) Wines other than those in classes listed in paragraphs (a), (b), (c), (d), (e), and (f) of this section, not produced within the limitations of Subparts P, Q, and T of this part, but within limitations of § 240.352; and
- (h) Spoiled wine, of the kind described in § 240.489.

Wines of classes listed in paragraphs (a), (b), (c), (d), (e), and (f) of this section may be produced, stored, and handled on standard wine premises. Wines of the class listed in paragraph (g) of this section may not be produced, stored, or handled on standard wine premises. Wine of the class listed in paragraph (h) of this section may not remain on standard wine premises, except as provided in § 240.489.

(72 Stat. 1381; 26 U.S.C. 5364)

PAR. 30. Section 240.482 is amended to provide for riders to formulas and to make minor editorial changes. As amended, § 240.482 reads as follows:

§ 240.482 Formula required.

(a) *General.* Each proprietor desiring to produce wine other than standard wine shall first procure approval of the formula by which it is to be made, except that no formula is required for distilling material or vinegar stock. The

formula will be filed on Form 698—Supplemental, in triplicate, with the Director. Where the proprietor has on file on the effective date of this part approved formulas covering the production of high fermentation wine, heavy bodied blending wine, or Spanish type blending sherry, new formulas need not be filed unless requested by the assistant regional commissioner.

(b) *Change in formula.* The addition or elimination of ingredients, changes in quantities used, and changes in the process of production are permissible only after approval of a new Form 698—Supplemental: *Provided*, That where a change in the quantity of ingredients or in the process of production does not alter the character of a product, the change may be accomplished by filing a rider to the formula with, and obtaining approval from, the Director. The rider shall be filed in triplicate, shall identify the original formula by number, date of approval, name of the product, and by name and number of the wine cellar, shall specify the quantity of the ingredients or the change in process, and shall be signed and processed in the same manner as the original formula.

PAR. 31. Sections 240.484 and 240.485 are amended to specifically provide for the transfer in bond of heavy bodied blending wine and Spanish type blending sherry, respectively, and § 240.485 is further amended to provide requirements for the marking of shipping containers, to delete provisions relating to production of other wine products not for beverage use, and to make minor editorial changes. As amended, §§ 240.484 and 240.485 read as follows:

§ 240.484 Heavy bodied blending wine.

Wine made from grapes or other fruit without added sugar, and with or without added wine spirits, may be made for blending purposes with a total solids content in excess of 21 percent. Heavy bodied blending wine is not natural wine or standard wine, but may be produced, stored, and handled on, or transferred in bond between, standard wine premises for use in blending with other wine made from the same kind of fruit, or for removal upon payment of tax, not for sale or consumption as beverage wine. A separate record shall be kept showing the quantities of heavy bodied blending wine produced, received, used, shipped, and on hand. Upon removal, the shipping containers (and Form 703, if in bond) will be marked "Heavy Bodied Blending Wine—Not for Sale or Consumption as Beverage Wine."

(72 Stat. 1380, 1381, 1387; 26 U.S.C. 5361, 5364, 5388)

§ 240.485 Spanish type blending sherry.

Blending wine made with partially caramelized grape concentrate may be produced, stored, and handled on, or transferred in bond between, bonded wine cellar premises, but not for sale or consumption as beverage wine. Wine of a high solids content and dark in color, produced under this section, shall be designated "Spanish Type Blending

Sherry," and other wine containing caramelized concentrate shall be designated "Caramelized Blending Wine." The particular kind of wine, such as "sherry," may be shown, if desired. A separate record showing the production and disposition of such blending wine shall be maintained. Upon removal, the shipping containers (and Form 703, if in bond) shall be marked with the applicable designation and the legend "Not for Sale or Consumption as Beverage Wine." Blending wine of this class is not natural wine or standard wine, and may not be blended with natural wine or standard wine except under an approved formula in the further production of this class of blending wine.

(72 Stat. 1380, 1381, 1387; 26 U.S.C. 5361, 5364, 5388)

PAR. 32. A new section, § 240.485a, is added, immediately following § 240.485, to provide requirements respecting wine products not for beverage use. As added, § 240.485a reads as follows:

§ 240.485a Wine products not for beverage use.

In addition to wine products produced under §§ 240.484 and 240.485, wine products subject to tax as wine but not for sale or consumption as beverage wine may be made on bonded wine cellar premises from natural wine for non-beverage purposes pursuant to formula on Form 698—Supplemental filed in accordance with the provisions of § 240.482. Wine products produced under this section may be stored and handled on, and transferred in bond between, bonded wine cellar premises. Each container used to remove such wine products from bond shall be marked in accordance with the provisions of § 240.562 and with the legend "Not for Sale or Consumption as Beverage Wine." A separate record shall be kept of wine products produced under this section showing the quantity produced, received, used, shipped, and on hand.

(72 Stat. 1380; 26 U.S.C. 5361)

PAR. 33. Section 240.486 is amended to liberalize provisions relating to the transfer of lees, filter wash, and other wine residues, to the distilling material account. As amended, § 240.486 reads as follows:

§ 240.486 Distilling material.

Wine may be produced on bonded wine cellar premises from grapes and other fruit, natural fruit products, or fruit residues, for use as distilling material, using any quantity of water desired to facilitate fermentation or distillation. No sugar may be added in the production of distilling material. Distillates containing aldehydes may be used in the fermentation of wine to be used as distilling material as provided in §§ 240.490 and 240.491 and Subpart YY of this part. Distilling material will be reported as produced at the time of removal from fermenting tanks. Lees, filter wash, and other wine residues may also be accumulated on bonded wine cellar premises for use as distilling material. Such materials will be reported as wine on Form 702

until transferred to the distilling material account. If water is added to facilitate handling or distillation, the entire quantity, including the water, will be transferred to the distilling material account at the time the water is added. If wine is re-fermented for use as distilling material as provided in Subpart V of this part, the wine will be transferred to the distilling material account at the time fermentation is started, or when water is added to facilitate re-fermentation.

(72 Stat. 1380, 1381, 1382; 26 U.S.C. 5361, 5364)

PAR. 34. Section 240.512 is amended to specifically provide for the use of liquid sugar in the production of sparkling wine, and to make a minor editorial change. As amended, § 240.512 reads as follows:

§ 240.512 Process and materials.

In preparing still wine for the production of sparkling wine, pure sugar or a solution of pure sugar and water of not less than 60° Brix, and a small amount of tartaric acid, malic acid (for sparkling apple wine), or citric acid, may be added with yeast or yeast culture to facilitate the process of secondary fermentation or to correct the wine. Fruit syrup, pure sugar, a solution of pure sugar and water of not less than 60° Brix, wine, wine spirits, and the acids named above may be used in preparing a finishing dosage for sparkling wine or carbonated wine. The fruit syrup, wine spirits and wine so used shall come from the same kind of fruit as the wine from which the sparkling wine or carbonated wine is made. In the production of effervescent natural wine, taxpaid wine spirits or wine spirits withdrawn tax-free under the provisions of Subpart PP of this part may be used. Tax-free wine spirits may not be used in the production of effervescent wine which is not natural wine. In the re-fermentation and finishing of the effervescent wine, the materials specifically authorized in § 240.1051 may be used.

(72 Stat. 1383, as amended; 26 U.S.C. 5382)

PAR. 35. Section 240.513 is amended to provide for riders to formulas and to make minor editorial changes. As amended, § 240.513 reads as follows:

§ 240.513 Statement of process for effervescent wine.

(a) *General.* Each proprietor intending to produce sparkling wine or artificially carbonated wine shall submit to the Director a statement in detail on Form 698—Supplemental showing each process by which he intends to make the product and giving the designation as to kind (class and type) under which he desires to market it. The statement shall set forth whether the product will be naturally or artificially carbonated, and if naturally carbonated, whether it will be carbonated in bottles or in tanks or other bulk containers, the kind of wine to be used, and any other materials to be used in connection with secondary fermentation, cellar treatment, and finishing of the product. The approximate period of

time required to complete production shall also be stated. If more than one process is to be employed, or more than one product is to be made, a separate statement shall be filed for each process and for each product. Each statement of process shall bear the name, registry number, and address of the bonded wine cellar, shall be numbered in serial order beginning with "1" for each bonded wine cellar, shall be filed in triplicate, and be approved by the Director, before commencing manufacture. Where the proprietor has on file on the effective date of this part approved formulas covering production of effervescent wine, new formulas need not be filed unless requested by the assistant regional commissioner.

(b) *Change in formula.* The addition or elimination of ingredients, changes in quantities used, and changes in the process of production are permissible only after approval of a new Form 698—Supplemental: *Provided*, That where a change in the quantity of ingredients or in the process of production does not alter the character of a product, the change may be accomplished by filing a rider to the formula with, and obtaining approval from, the Director. The rider shall be filed in triplicate, shall identify the original formula by number, date of approval, name of the product, and by name and number of the wine cellar, shall specify the quantity of the ingredients or the change in process, and shall be signed and processed in the same manner as the original formula.

(72 Stat. 1383, as amended, 1387; 26 U.S.C. 5382, 5387)

PAR. 36. Section 240.520 is amended to make a minor conforming change. As amended, § 240.520 reads as follows:

§ 240.520 Storage of wine.

Wine shall be stored in buildings or tanks on the bonded premises constructed and secured in accordance with the provisions of §§ 240.140 and 240.160. Wine may be stored in tanks, casks, barrels, cased or uncased bottles, or any other suitable receptacles, which will not contaminate the wine.

PAR. 37. Sections 240.525 and 240.534 are amended to specify the type and number of copies of certain required applications. As amended, §§ 240.525 and 240.534 read as follows:

§ 240.525 Use of tannin.

When fining agents, such as gelatin and isinglass, which require the presence of a certain amount of tannin in grape wine in order to work effectively, are used for clarification of grape wine, and the wine to be clarified does not contain sufficient tannin to permit the fining agents to precipitate completely, a small amount of tannin may be added to the grape wine for the purpose of assisting the fining agents. Tannin may also be added to grape wine after clarification to the extent necessary to raise the tannin content of the wine to that normally contained therein: *Provided*, That white wines in which tannin is used shall not contain more than 0.08 gram of

tannin per 100 ml. after clarification, and red grape wine in which tannin is used shall not contain more than 0.3 gram of tannin per 100 ml. after clarification, unless the assistant regional commissioner authorizes a higher tannin content, pursuant to a letter application, in duplicate, in which the necessity for a higher tannin content is shown by the proprietor. Only tannin of a yellowish white or very light brown color, which does not color the wine, may be used in the cellar treatment of wine. The records required by § 240.918 will be kept covering the use of tannin.

(72 Stat. 1383, as amended; 26 U.S.C. 5382)

§ 240.534 Test and records of carbon dioxide in still wine.

The carbon dioxide contained in wines shall be determined in accordance with authorized test procedures announced by the Director. For purposes of this section, each proprietor bottling still wine containing carbon dioxide shall keep commercial records showing each item (that is, wine of the same class and type bottled under the same brand or label) bottled each day. A single day's bottling of the same item shall be considered a single batch, unless the proprietor desires to divide such a day's bottling of each item into two or more batches. The proprietor's commercial records shall show (a) by appropriate description or symbol, the batch identification of the wine; (b) the kind and quantity of the wine in each batch; and (c) the results of the individual tests of carbon dioxide contents made with respect to each such batch. Unless the proprietor has filed, in duplicate, a letter application with, and received approval from, the assistant regional commissioner to use a code identification on the label of the bottle, he shall mark on each case of wine at the time of filling (1) the date of filling, and (2) the batch identification of the wine. The method of marking the label or case shall be stated in the proprietor's notice under § 240.532.

(72 Stat. 1381; 26 U.S.C. 5367)

PAR. 38. Section 240.537 is amended to make a conforming technical change. As amended, § 240.537 reads as follows:

§ 240.537 Application.

Where a proprietor desires to reduce the acid content of wine below 5 parts per thousand, other than as authorized in § 240.1051, he shall file an application with the assistant regional commissioner. The application shall be filed in letter form in triplicate. The application shall contain the following information:

- (a) Name, address, and registry number of the proprietor;
- (b) Statement of process or method to be used in effecting the acid reduction;
- (c) Gallons of wine to be treated; and
- (d) Kind of wine to be treated.

A 1 pint sample of the wine prior to treatment shall be submitted by the proprietor direct to the regional laboratory at the same time the application is filed. The sample will be labeled and marked

in a manner that it may be readily identified. The proprietor shall not proceed to reduce the acid content of the wine until he receives approval of the application by the assistant regional commissioner.

(72 Stat. 1383, as amended; 26 U.S.C. 5382)

PAR. 39. Section 240.540 is amended to include the recognized rule for determining whether a person is the head of a family for the purposes of production of tax-free wine for family use. As amended, § 240.540 reads as follows:

§ 240.540 Registered producer.

A duly registered head of any family may produce annually for family use, and not for sale, not in excess of 200 gallons of wine without payment of tax. A person is deemed to be the head of a family only if he exercises family control or responsibility over one or more individuals closely connected with him by blood relationship, relationship by marriage, or by adoption, and who are living with him in one household. This exemption does not authorize the production of wine for such use contrary to State law.

(72 Stat. 1331; 26 U.S.C. 5042)

PAR. 40. Section 240.542 is amended to specify the retention period for Forms 1541. As amended, § 240.542 reads as follows:

§ 240.542 Registration, Form 1541.

Every person (other than the operator of a bonded wine cellar) coming within the statutory exemption and desiring to produce wine for the exclusive use of his family shall file Form 1541 in accordance with the instructions on the form. Upon production of the wine, the registrant will enter the quantity produced and the date of production on the copy of the form returned to him by the assistant regional commissioner. Such form shall be retained at the place of production while the wine produced pursuant thereto remains on hand. A new form shall be submitted each succeeding year during which it is desired to produce wine for family use, the year to be reckoned as commencing on July 1 and ending June 30 following.

(72 Stat. 1331; 26 U.S.C. 5042)

PAR. 41. Section 240.550 is amended to specify the type and number of copies of certain required applications. As amended, § 240.550 reads as follows:

§ 240.550 Discontinuance of experimental wine operations.

When an institution discontinues experimental wine operations, all wine spirits must be disposed of either by their destruction or shipment to premises authorized to receive them. Prior to destruction or shipment, a letter application, in duplicate, shall be filed with the assistant regional commissioner, and authorization obtained for such destruction or shipment. When such authorized disposition of wine and wine spirits has been completed a letter of notification will be sent to the assistant regional commissioner.

(72 Stat. 1331; 26 U.S.C. 5042)

PAR. 42. Sections 240.562 and 240.564 are amended to provide that cases may be marked to show the number and size of bottles in each case in lieu of, or in addition to, showing wine gallons. As amended, §§ 240.562 and 240.564 read as follows:

§ 240.562 Marks.

Each cask, barrel, keg, tank, tank truck, railroad tank car, or case, or other approved container, used to remove wine shall be marked in a plain and durable manner with (a) the serial number, or the alternate marks in lieu of the serial numbers as provided in § 240.561, or (if recased in the taxpaid room) with the marks authorized in § 240.561 in lieu of the serial number, (b) the name of the proprietor and the registry number and location (by State, or city or town and State) of the wine cellar, (c) the kind (class and type) and the alcohol content of the wine, (d) the contents of the container in wine gallons, except that where wine is removed in cases, the cases may be marked to show the number and size of bottles in each case, and (e) except for cases, the date of removal or shipment. The kind of wine shall be stated in accordance with 27 CFR Part 4. The formula number shall be marked on bulk containers of special natural wine. When wine is packed or bottled under an authorized trade name other than that under which the bonded wine cellar is operated, such trade name may be marked on the shipping container as the name of the proprietor as authorized in § 240.192. These marks may be cut, printed, or otherwise legibly and durably marked upon the container, or placed upon a label or tag securely affixed to the container. The marks shall be placed upon the head of the package, or the side of the case, or on the prescribed route board attached to the tank truck, tank car, tank ship, barge, or deep tank of a vessel, where they may be readily examined by internal revenue officers: *Provided*, That the serial number, or the alternate marks in lieu of a serial number, may be placed on a side other than the Government side as described in § 240.564 where such other side bears no marks in conflict with such serial number or alternate marks.

(72 Stat. 1381, 1387, 1407; 26 U.S.C. 5368, 5388, 5662)

§ 240.564 Other marks.

The head of the package, or the side of the case, bearing the prescribed marks shall be known as the "Government Head," and "Government Side," respectively, and shall contain no other marks except those authorized or required by Federal law or regulations: *Provided*, That the name and address of the consignee, brand name, bottle label, and other related data, including identifying marks such as lot numbers, which do not conflict with or detract from the prescribed marks, may be shown on the Government head or side of the container.

(72 Stat. 1381; 26 U.S.C. 5368)

PAR. 43. Section 240.567 is amended to make a minor conforming change. As amended, § 240.567 reads as follows:

§ 240.567 Fractional parts of gallons.

The wine gallon content of tank cars, tank trucks, tank ships, barges, or deep tanks of vessels, will be marked on the containers in whole gallons. The wine gallon content of casks, barrels, kegs, cases (if so marked), or demijohns, will be marked on the containers in gallons and tenths of gallons. Where markings are in whole gallons, fractions of a gallon will be converted to the nearest gallon, and five-tenths gallon will be converted to the next full gallon. Similarly, where markings are in tenths of gallons, fractions less than one-tenth will be converted to the nearest one-tenth gallon, and five-hundredth gallon will be converted to the next full one-tenth gallon. Contents of bottles will be stated on the bottle labels in the manner prescribed by 27 CFR Part 4.

(72 Stat. 1331, 1381; 26 U.S.C. 5041, 5368)

PAR. 44. Paragraph (d) of § 240.579 is amended to make a minor editorial change. As amended, paragraph (d) reads as follows:

§ 240.579 Labeling bottled wine.

(d) The net contents of the bottle, unless displayed on the bottle as provided in 27 CFR 4.37(d).

(72 Stat. 1381, 1407; 26 U.S.C. 5368, 5662)

PAR. 44a. Section 240.597 is amended to state the method of determining tax on wine removed in cases not marked to show the wine gallon content. As amended, § 240.597 reads as follows:

§ 240.597 Tax on wine.

Section 5041, I.R.C., imposes a tax, at rates prescribed therein, on all wines (including imitation, substandard, or artificial wine, and compounds sold as wine, which contain 24 percent or less of alcohol by volume) in bond in, produced in, or imported into, the United States; such tax to be determined as of the time of removal for consumption or sale. Wine containing more than 24 percent of alcohol by volume shall be classed as distilled spirits and taxed accordingly. The tax shall be determined and paid (a) on the quantity of wine required to be marked on the containers as provided in §§ 240.562 and 240.567, or (in case of pipeline removals) on the quantity determined as provided in § 240.600, or (b) where cases are marked to show the number and size of bottles in each case, on the quantity of wine that would have been required to be marked on each such case had such cases been so marked.

(72 Stat. 1331; 26 U.S.C. 5041)

PAR. 45. Section 240.614 is amended to provide that a consignor prepare one additional copy of Form 703 which he will retain for his files. As amended, § 240.614 reads as follows:

§ 240.614 Preparation and handling of Form 703.

Where shipments are made to other premises in the same region, the proprietor will prepare four copies of Form 703 and, on the date of shipment, forward

one copy to the assistant regional commissioner of his region, and two copies to the consignee and retain the remaining copy for his files. Upon receipt of the shipment the consignee will note on both copies of the form any loss in transit or other discrepancy, sign the form, retain one copy, and forward one copy to the assistant regional commissioner before the close of the following business day. When wine is shipped in bond to premises in another region, the consignor will prepare five copies of Form 703, and, on the date of shipment, forward one copy to the assistant regional commissioner of his region, one copy to the assistant regional commissioner of the region to which the wine is shipped, and two copies to the consignee, and retain the remaining copy for his files. Upon receipt of the shipment the consignee will note on the form any loss in transit or other discrepancy, sign the form, retain one copy, and forward one copy to the assistant regional commissioner of his region.

(72 Stat. 1380; 26 U.S.C. 5362)

PAR. 46. Section 240.618 is amended to change the word "division", at the end of the first sentence, to "diversion". As amended, § 240.618 reads as follows:

§ 240.618 Reconsignment by consignor.

When the consignor desires to reconsign a shipment of wines, he will obtain the approval of the assistant regional commissioner of the consignor region, then prepare new Form 703 and attach thereto a notice of diversion. The substitute consignee is liable for the tax on all losses sustained in shipment, and shall file a consent of surety with the assistant regional commissioner of his region, in accordance with § 240.231, extending the terms of his bond to cover such losses.

(72 Stat. 1380; 26 U.S.C. 5362)

PAR. 47. A new section, § 240.620, is added, immediately following § 240.619, to provide for the return to the consignor of a leaking tank car or tank truck containing wine being transferred in bond. As added, § 240.620 reads as follows:

§ 240.620 Return to consignor.

A tank car or tank truck containing wine being transferred in bond may, as provided in this section, be returned to the consignor in order to avoid an excessive loss of wine if the consignor has on file with the assistant regional commissioner a consent of surety extending the terms of his bond to cover the tax on the quantity of wine originally transferred in bond. Such consent shall contain a statement of purpose as follows:

To extend the terms of said bond (including all extensions or limitations of terms and conditions previously consented to and approved) to cover the internal revenue tax on the quantity of wine shipped in bond from the principal's bonded wine cellar when, under the provisions of 26 CFR Part 240, such shipments are returned to and received at said wine cellar.

The consignor will cancel the covering Form 703 and will notify all persons who received copies thereof that the wine was returned to him and the reasons therefor.

The consignor will record in his daily records and on Form 702 the receipt of the wine returned, showing as received the actual quantity of wine originally shipped.

PAR. 48. Section 240.652 is amended to delete the phrase "in triplicate" from the first sentence. As amended, § 240.652 reads as follows:

§ 240.652 Consent of surety.

The required consent of surety, Form 1533, shall be filed with the assistant regional commissioner. Upon approval of the consent of surety, removals may be made thereunder from time to time. The reporting of such removals on Form 703 shall be in accordance with §§ 240.613 to 240.616.

(72 Stat. 1380; 26 U.S.C. 5362)

PAR. 49. Paragraph (c) of § 240.657 is amended to provide the complete method for calculating the quantity of vinegar produced. As amended, paragraph (c) reads as follows:

§ 240.657 Vinegar plant records.

(c) The quantity of vinegar produced, and the date of production. (This quantity will be reported on a 100-grain strength basis and will be determined by multiplying the wine gallons of vinegar produced by the grain strength thereof and dividing the result by 100); and

PAR. 50. Section 240.660 is amended to specify the number of copies required of the prescribed application. As amended, § 240.660 reads as follows:

§ 240.660 Application for removal.

The proprietor of a bonded wine cellar desiring to remove still wine which has acetic acid and contains not less than 4 percent of acetic acid by volume will make letter application, in duplicate, to the assistant regional commissioner for each lot to be removed, showing the quantity and the acetic acid content. If the application is approved, the soured wine may be removed as vinegar.

PAR. 51. Section 240.741 is amended to delete the requirement that the name and address of the laboratory to which wine samples are to be sent be shown in the application for removal of such samples. As amended, § 240.741 reads as follows:

§ 240.741 Application.

A proprietor desiring to remove samples of wine for analysis or testing by a laboratory shall make application, in duplicate, to the assistant regional commissioner. The application may be for the taking of samples from a specified lot or lots of wine, or it may be for continuing authority. The size of each sample should be limited to 1 quart from each lot to be analyzed or tested, unless the necessity for a larger quantity is established. The application shall state the number of samples to be taken, the size thereof, the kind or kinds of wine, and the frequency with which the sam-

ples will be taken. If the application is approved, the assistant regional commissioner will retain one copy, and return the other to the proprietor.

(72 Stat. 1380; 26 U.S.C. 5362)

PAR. 52. Section 240.783 is amended to provide that semiannual inventories of unexpired wine be taken as of the close of business June 30 and December 31. As amended, § 240.783 reads as follows:

§ 240.783 Losses during fiscal year.

Losses on bonded wine cellar premises during the fiscal year, beginning July 1 and ending June 30, will be entered on monthly report, Form 702, as the extent thereof is determined. The proprietor shall take actual inventory of all unexpired wine on hand in the bonded wine cellar as of the close of business June 30 and December 31 of each year. The inventories will be reported on Form 702-C, as required by § 240.903, and losses disclosed by the inventories will be reported on Form 702 for the months of June and December. No claim for allowance of loss will be required for losses in production or storage provided (a) there are no circumstances indicating that the wine reported lost, or any part thereof, was unlawfully removed, and (b) the loss did not exceed 3 percent of the aggregate quantity of wine on hand at the beginning of the fiscal year and received in bond during the fiscal year, 6 percent of the still wine produced by fermentation, 6 percent of the sparkling wine produced by fermentation in bottles, 3 percent of the special natural wine produced under § 240.444, 3 percent of the artificially carbonated wine produced, and 3 percent of the bulk process sparkling wine produced, at the bonded wine cellar during the fiscal year.

(72 Stat. 1381; 26 U.S.C. 5370)

PAR. 53. Section 240.800 is amended to clarify provisions relating to the return of unmerchantable wine to bond. As amended, § 240.800 reads as follows:

§ 240.800 General.

Taxpaid unmerchantable foreign wine may be received on bonded wine cellar premises for reconditioning and removal without retaxpayment, or for destruction. Taxpaid unmerchantable U.S. wine may be returned to any bonded wine cellar premises for reconditioning or destruction and the tax paid on such wine may, when the wine is returned to bond, be refunded or credited in accordance with the provisions of this subpart: *Provided*, That no refund or credit of tax may be given under the provisions of this subpart in respect of any tax paid on unmerchantable U.S. wine which is returned to bond for reconditioning and removal without retaxpayment or for which a claim has been or will be made under the provisions of Subpart O of Part 170 of this chapter.

(72 Stat. 1332, 1380; 26 U.S.C. 5044, 5361)

PAR. 54. Section 240.801 is amended to provide for the marking of each lot of unmerchantable wine returned to bond. As amended, § 240.801 reads as follows:

§ 240.801 Receipt.

The unmerchable taxpaid wine shall be received and retained off the bonded premises, or in the taxpaid room on the bonded premises; such wine, pending its disposition, shall be completely segregated from all other wine, be identified as returned wine, and be accessible for inspection by internal revenue officers until it is transferred to the general bonded area. A record of the wine received shall be maintained in accordance with § 240.921. Each lot of wine returned must be marked or identified so that it may readily be associated with credit memoranda or similar papers covering return of the wine.

(72 Stat. 1332, 1380; 26 U.S.C. 5044, 5361)

PAR. 55. The first sentence of § 240.802 is amended to provide that a notice of intention to transfer unmerchable wine to bonded premises be filed in triplicate. As amended, § 240.802 reads as follows:

§ 240.802 Transfer of unmerchable taxpaid wine to general bonded premises.

When the proprietor intends to transfer unmerchable taxpaid wine (U.S. or foreign) to the general bonded area after receipt thereof, he shall give written notice of his intention, in triplicate, to the assistant regional commissioner or to an officer designated by him: *Provided*, That such notice may be submitted directly to an internal revenue officer at the bonded wine cellar. Each notice shall be serially numbered commencing with "1" on January 1 of each year. Separate notices shall be given for U.S. and foreign wines. The notice shall, except as otherwise provided in this section, specify the date on which the proprietor intends to effect the transfer, which shall not be less than 10 days from the date of mailing or otherwise furnishing the notice to the assistant regional commissioner or designated officer. Where the notice is given to an internal revenue officer at the bonded wine cellar, such officer may, without regard to the time otherwise provided in this section, supervise the transaction or transmit the notice to the assistant regional commissioner. Where it appears that delay in disposing of unmerchable taxpaid wine may impose an undue hardship on the proprietor, the assistant regional commissioner may, on request by the proprietor, permit disposition of such wine without regard to the time otherwise provided in this section. This notice shall contain, as applicable, the following information:

(72 Stat. 1332, 1380; 26 U.S.C. 5044, 5361)

PAR. 56. Section 240.806 is amended to delete the reference to the number of copies of Form 2635. As amended, § 240.806 reads as follows:

§ 240.806 Claim for allowance of credit for tax.

A proprietor may file with the assistant regional commissioner a claim on Form 2635 for allowance of credit for the tax paid on unmerchable taxpaid U.S. wine returned to bond. Such claim shall

not be filed for a quantity on which credit of tax would be in amount of less than \$10: *Provided*, That, as to any returned wine on which the 6-month period for filing a claim will expire, a claim for allowance of tax on a lesser quantity of wine may be filed. Any such claim shall be executed by the proprietor under penalties of perjury. The proprietor shall state in the body of the claim that the wine covered by the claim was returned to bond and so recorded on the records required by this part. A copy of each notice filed under § 240.802, covering wine for which the claim is filed, shall be attached to the claim. When allowance of the credit or any part thereof is made by the assistant regional commissioner, the proprietor shall make a proper adjusting entry and explanatory statement in the next subsequent wine tax return (or returns) to the extent necessary to exhaust the credit.

(72 Stat. 1332; 26 U.S.C. 5044)

PAR. 57. Section 240.822 is amended to delete the requirement that the approximate desired date of receipt of wine spirits be shown on Form 257, and to conform the provisions to those of § 240.825. As amended, § 240.822 reads as follows:

§ 240.822 Application, Form 257.

Where it is desired to withdraw wine spirits for use in wine production, from the bonded premises of a distilled spirits plant, application will be made by the proprietor on Form 257. The proprietor shall specify in the application whether the wine spirits are to be withdrawn in packages, railroad tank cars, tank trucks, or by pipeline. The same application may not include wine spirits from more than one distilled spirits plant, nor two or more lots to be removed from the same bonded premises of a distilled spirits plant at different times, except as provided in § 240.825.

(72 Stat. 1382; 26 U.S.C. 5373)

PAR. 58. Section 240.824 and its heading are amended to provide for the deposit of wine spirits into a wine spirits addition tank directly from a tank car or tank truck, under certain conditions. As amended, § 240.824 reads as follows:

§ 240.824 Deposit of wine spirits.

On receipt of the wine spirits at the bonded wine cellar they will be deposited in the wine spirits storage room or tank, or in a wine spirits addition tank in which is contained the wine to which the wine spirits are to be added. If an internal revenue officer is not assigned to the bonded wine cellar, the proprietor will on receipt of the wine spirits request the assistant regional commissioner or designated officer to detail an officer to supervise the deposit or immediate use.

(72 Stat. 1382; 26 U.S.C. 5373)

PAR. 59. Section 240.825 and its heading are amended to provide for the annual filing of Form 257. As amended, § 240.825 reads as follows:

§ 240.825 Annual withdrawals.

(a) *Contiguous premises*. If the distilled spirits plant and the wine cellar

are located on contiguous premises and wine spirits are to be transferred to the bonded wine cellar from time to time, under supervision of an internal revenue officer, the proprietor's application on Form 257 may cover all wine spirits to be transferred to the wine cellar during the calendar year. However, if the bond of the proprietor is not in the maximum penal sum, the proprietor shall specify on Form 257 the maximum quantity of wine spirits that will be on hand, removed from the distilled spirits plant, and unaccounted for, on any one day.

(b) *Noncontiguous premises*. If the distilled spirits plant and the wine cellar are not located on contiguous premises and the proprietor's bond is in the maximum penal sum, the proprietor's application on Form 257 may cover all wine spirits to be transferred from the noncontiguous distilled spirits plant to the wine cellar during the calendar year. In such case, a separate Form 257 shall be submitted for each noncontiguous distilled spirits plant from which wine spirits will be transferred during the calendar year.

(72 Stat. 1382; 26 U.S.C. 5373)

PAR. 60. Section 240.829 and its heading are amended to conform to the provisions of § 240.166. As amended, § 240.829 reads as follows:

§ 240.829 Transfer of wine spirits by pipeline to wine spirits storage tank.

Where it is desired to transfer wine spirits by pipeline to bonded wine cellar premises and store such spirits thereon prior to use, there shall be provided a suitable tank for storing the wine spirits. The pipeline from the adjacent bonded premises of the distilled spirits plant shall be connected to such tank as provided in § 240.169. The wine spirits will be transferred under supervision of the internal revenue officer, and if not gauged in the bonded premises of the distilled spirits plant, shall be gauged by weight or volume on the bonded wine cellar premises.

(72 Stat. 1382; 26 U.S.C. 5373)

PAR. 61. Sections 240.830 and 240.832 are amended to conform to the provisions of § 240.824, and § 240.830 is further amended to make minor technical changes. As amended, §§ 240.830 and 240.832 read as follows:

§ 240.830 General.

Wine spirits may be withdrawn in railroad tank cars (where receiving premises have suitable railroad siding facilities) and tank trucks, provided appropriate weighing tanks or tanks suitable for measuring the spirits are provided in the bonded wine cellar, or the wine spirits are transferred in accurately calibrated tank cars or tank trucks with calibration charts available at the wine cellar, and a wine spirits storage tank (or tanks) or wine spirits addition tank (or tanks) of sufficient capacity is provided on bonded wine cellar premises. Pipelines for transfer of wine spirits from the tank car or tank truck to the tank on the bonded wine cellar premises shall be provided in accordance with § 240.169.

(72 Stat. 1360, 1362, 1382; 26 U.S.C. 5206, 5214, 5373)

**§ 240.832 Examination of tank car or tank truck upon arrival at wine cellar.**

Upon arrival of the tank car or tank truck at the bonded wine cellar, the seals will not be broken nor will any wine spirits be removed except in the presence of the internal revenue officer, who will first carefully examine the car or truck to see whether the seals are intact and whether there is any evidence of loss by leakage or otherwise. The contents of the tank car or tank truck will be gauged by weight or volume at the time of receipt by the proprietor under the supervision of the internal revenue officer. If the tank car or tank truck has been accurately calibrated, and the calibration chart is available at the wine cellar, the wine spirits may be gauged by volume in the tank car or tank truck. In any case where a volume gauge is made, the actual measurements of the spirits in the gauging tank, tank car, or tank truck, and the temperature of the spirits, shall be recorded on Form 2629. The transfer of the wine spirits from the tank car or tank truck to the wine spirits storage tank, or wine spirits addition tank, shall be made under the supervision of the internal revenue officer. The label attached to the tank car or tank truck at the distilled spirits plant shall be destroyed by the proprietor immediately after the car or truck is emptied.

(72 Stat. 1360, 1362, 1381; 26 U.S.C. 5206, 5214, 5366)

PAR. 62. Section 240.854 is amended to delete the references to obsolete Form 1520 and insert in lieu thereof references to Forms 2629 and 2630. As amended, § 240.854 reads as follows:

**§ 240.854 In wine cellar.**

Losses by theft, or from other causes, in the bonded wine cellar, will be determined and reported at the time the losses are discovered. A physical inventory of wine spirits storage tanks shall be taken at the close of the month during which wine spirits are used in wine production, or upon completion of such use for the month and at any other time required by the assistant regional commissioner or a designated internal revenue officer. Any losses which have not previously been reported will be determined by the inventory. Where a loss is discovered requiring filing of a claim as provided in § 240.855, the proprietor will gauge the contents of the container from which the loss occurred and prepare a report of gauge on Form 2629, accompanied by Form 2630 if the loss was from packages, in quadruplicate. Three copies of Form 2629 and Form 2630, if any, will be delivered to the internal revenue officer at the premises.

(72 Stat. 1323; 26 U.S.C. 5008)

PAR. 63. Section 240.902 is amended to clarify the instructions for preparing Form 2052. As amended, § 240.902 reads as follows:

**§ 240.902 Form 2052.**

When the proprietor is required to prepay tax, as provided in §§ 240.594 and 240.595, he shall first prepare Form 2052, in quadruplicate, in an amount sufficient to cover the tax on the quantity of wine proposed to be removed that day. The original and two copies of Form 2052 shall be delivered to the district director of internal revenue or deposited in the U.S. mail properly addressed to him, together with a remittance as provided in § 240.594, prior to removal of the wine. At the same time a copy shall be forwarded to the assistant regional commissioner. Form 2052 will be serially numbered by the proprietor, commencing with "1" on January 1 of each year. Form 2052 shall be executed by the proprietor under penalties of perjury. Credit for the amount prepaid on Form 2052 will be taken on the tax return, Form 2050, covering all removals for consumption or sale for the period covered by the return.

PAR. 64. Paragraph (a) of § 240.914a is amended to delete the requirement for reporting a summary of ameliorating materials on Form 702. As amended, § 240.914a reads as follows:

**§ 240.914a Record of amelioration.**

(a) *General.* Each proprietor who ameliorates juice or wine shall maintain daily records of such amelioration. Separate records shall be kept for each kind of fruit or berries, including grapes. No form of record is prescribed, but the records maintained shall contain all data necessary to enable internal revenue officers to readily ascertain whether the limitations on amelioration have been complied with. All quantities shall be recorded in gallons, and, where dry sugar is used, the quantity shall be determined either by measuring the increase in volume or by considering that each 13.5 pounds of dry sugar results in a volumetric increase of 1 gallon. Each separate record shall include the following:

(1) The quantity of juice (exclusive of pulp) deposited in fermenters.

(2) For juice from fruit and berries, other than grapes, the maximum quantity of pure dry sugar or liquid sugar authorized for adjustment, as provided in § 240.407.

(3) The maximum quantity of ameliorating material to which the juice is entitled, as provided in § 240.366 or § 240.407, as applicable.

(4) The quantity of ameliorating materials used, including pure dry sugar or liquid sugar used for adjustment of the total solids.

(5) The quantity of ameliorating material authorized but not yet used.

Supporting records shall be maintained showing the basis for entries and calculations, including determination of the natural fixed acid content and total solids content of juice, as applicable. The records of amelioration shall be maintained on the basis of annual accounting periods, with each period commencing on July 1 of a year and ending on June 30 of the following year: *Provided*, That the record for an accounting period shall be continued after June 30, where the

juice or wine included therein is to be held after that date for completion of fermentation or amelioration. When the amelioration of wine included in the record for one accounting period is complete, the record shall be closed and any unused ameliorating material shall not be used. Wines included in the records for different accounting periods shall not be mixed with each other until the amelioration of both wines is complete.

(72 Stat. 1381, 1385, as amended; 26 U.S.C. 5367, 5384)

PAR. 65. Section 240.922 is amended to strengthen and clarify requirements respecting entries on daily records. As amended, § 240.922 reads as follows:

**§ 240.922 Time of making entries.**

All operations and transactions shall be recorded in daily records or commercial papers at the time the operation or transaction occurs, except that where records are posted from work orders or from supplemental or auxiliary records of individual operations or transactions prepared at the time the operation or transaction occurs, entries in the prescribed records (or approved substitutes therefor) may be deferred until the next succeeding business day. Each proprietor shall retain as part of his records all work orders and supplemental and auxiliary records needed (a) to support entries in his daily records or commercial papers, or (b) for verification by internal revenue officers.

(72 Stat. 1381; 26 U.S.C. 5367)

PAR. 66. Section 240.943 is amended to provide proprietors 45 days in which to submit a protest to a proposed assessment. As amended, § 240.943 reads as follows:

**§ 240.943 Assessment of tax.**

If an investigation or an examination of records discloses that liability for wine tax, distilled spirits tax, rectification tax, or occupational tax has been incurred by the proprietor of a bonded winery or a bonded wine cellar, the assistant regional commissioner will notify the proprietor by letter of the basis and the amount of the proposed assessment in order to afford him an opportunity to submit a protest, with supporting facts, within 45 days, or to request a conference with regard to the tax liability.

PAR. 67. Section 240.979 is amended to clarify the instructions respecting the use of Table V. As amended, § 240.979 reads as follows:

**§ 240.979 Instructions.**

Section 240.980 (Table V) shows the gallons of water required to reduce 1 gallon of concentrated juice to a desired degree Brix according to the Brix of the concentrated juice and the Brix to which it is desired to reduce the concentrated juice. When standard wine is to be produced from concentrated juice, Table V may be used in calculating the quantity of water required to reduce the concentrate to a degree of Brix authorized by § 240.353.

PAR. 68. Section 240.980 is amended to expand the range of Table V. As amended, § 240.980 reads as follows:



S 240.980 - Gallons of water required to reduce 1 gallon of concentrate and in column 20 Brix is desired degree Brix.

TABLE V Brix desired after dilution

Table with columns for Brix of concentrate (4-11) and Gallons of water required per gallon of concentrate (12-20). Includes sub-sections for 'Brix desired after dilution' and 'Brix desired after dilution'.

Table with columns for Brix of concentrate (40-59) and Gallons of water required per gallon of concentrate (12-20). Includes sub-sections for 'Brix desired after dilution' and 'Brix desired after dilution'.

TABLE V (Continued)

Brix desired after dilution

Table with columns for Brix of concentrate (60-80) and Gallons of water required per gallon of concentrate (12-20). Includes sub-sections for 'Brix desired after dilution' and 'Brix desired after dilution'.

Table with columns for Brix of concentrate (40-80) and Gallons of water required per gallon of concentrate (12-20). Includes sub-sections for 'Brix desired after dilution' and 'Brix desired after dilution'.

PAR. 69. Section 240.1042 is amended to make a minor technical change. As amended, § 240.1042 reads as follows:

§ 240.1042 Application, Form 257.

A proprietor who intends to withdraw distillates containing aldehydes shall make application on Form 257 in accordance with § 240.822.

(72 Stat. 1382; 26 U.S.C. 5373)

§ 240.1044 [Deleted]

PAR. 70. Section 240.1044 is deleted.

PAR. 71. Section 240.1051 is amended to include additional materials authorized by revenue rulings, to delete mate-

rials which are no longer authorized or available, and to provide one category for ion exchange resins and for pectolytic enzymes. As amended, § 240.1051 reads as follows:

§ 240.1051 Materials authorized for treatment of wine.

The following materials are approved, as being consistent with good commercial practice, for use by proprietors of bonded wine cellars in the production, cellar treatment, or finishing of wine (including distilling material), within the general limitations of § 240.524, or the specific limitations shown in the table, or given in the sections referred to:

Materials	Use	Reference or limitation
Acetic acid	To correct natural deficiencies in grape wine.	The use of acetic acid shall not exceed 0.4 gallon of the equivalent of 100 percent pure acetic acid per 1,000 gallons of grape wine and such acid shall not be added in a solution of less than 50 percent strength. Acetic acid in finished red grape wine shall not exceed 0.14 gram per 100 cubic centimeters or 0.12 gram per 100 cubic centimeters in other finished grape wine. § 240.364, 21 CFR 121.101(d)(8).
Actiferm (Roviferm)	Fermentation adjunct.	The amount used shall not exceed 2 pounds per 1,000 gallons of wine. G.R.A.S. §§ 240.361, 240.366, 240.401, 240.405. G.R.A.S.
Activated carbon	To assist precipitation during fermentation.	G.R.A.S. § 240.527. G.R.A.S.
Aferrin	To remove excess color in white wine.	No insoluble or soluble residue in excess of one part per million shall remain in the finished wine, and the basic character of the wine shall not be changed by such treatment. G.R.A.S.
AMA special gelatine solution "A"; Antifoam "A"; Antifoam C	To reduce trace metals from wine.	The residual silicone content in the wine shall not exceed 10 parts per million. 21 CFR 121.1069.
Ascorbic acid (Erythorbic acid)	To prevent darkening of color and deterioration of flavor in wines and wine yeasts, and the over oxidation of yeast and other wines.	May be added to fruit, grapes, berries, and other materials used in wine production, to the juice of such materials, or to the wine, within limitations which do not alter the class or type of the wine. Its use need not be shown on labels. 21 CFR 121.101(d)(2).
Atmos 300	Antifoaming agent.	No soluble residue in excess of 25 parts per million shall remain in the finished wine. G.R.A.S.
Bentonite (Wyoming Clay)	To clarify wine.	Copper added in the form of copper sulfate shall not exceed 0.5 part per million of copper with a residual level not in excess of 0.2 part per million of copper. G.R.A.S.
Bentonite compound (Bentonite, activated carbon, copper sulfate)	To clarify and stabilize wine.	Not more than 2 gallons of water shall be added to each pound of Bentonite used. The total quantity of water shall not exceed 1% of the volume of wine treated. G.R.A.S.
Bentonite slurry	To clarify wine.	The natural or fixed acids shall not be reduced below five parts per 1,000. 21 CFR 121.101(d)(8).
Bone charcoal	To reduce the excess natural acids in high acid wine.	§ 240.385. Finished wine shall not contain more than 2 grams of calcium sulphate per 1,000 ml. of wine. G.R.A.S.
Calcium carbonate	Production of Spanish type or Flor sherry wine.	§ 240.531 through 240.535. 21 CFR 121.101(d)(8); G.R.A.S.
Calcium sulphate (Gypsum)	To clarify and purify wine.	To stabilize and preserve wine.
Carbon	To clarify and purify wine.	To clarify wine.
Carbon dioxide, CO <sub>2</sub>	To stabilize and preserve wine.	
Casein	To clarify wine.	

Materials	Use	Reference or limitation
Citric acid	To increase the acidity of wine.	§§ 240.364, 240.404. 21 CFR 121.101(d)(9).
Combustion product gas	To stabilize grape wine. To maintain pressure during filtering and bottling of sparkling wines. To stabilize wine and prevent oxidation in still wines.	§§ 240.526, 240.539. 21 CFR 121.101(d)(8). The carbon dioxide content of the combustion gas shall not exceed 1%. 21 CFR 121.1060. § 240.531. 21 CFR 121.1060.
Compressed air	Aeration of sherry wine.	The use of compressed air shall not cause changes in the wine other than those occurring during the usual storage in wooden coopers over a period of time. G.R.A.S.
Copper sulfate	To clarify and stabilize grape wine.	Copper added in the form of copper sulfate shall not exceed 0.5 part per million of copper with a residual level not in excess of 0.2 part per million of copper. G.R.A.S.
Cutex	To remove trace metal from wine.	No insoluble or soluble residue in excess of one part per million shall remain in the finished wine, and the basic character of the wine shall not be changed by such treatment. G.R.A.S.
Defoaming agents (polyoxyethylene-40-monostearate and silicon dioxide) (sorbic acid, carboxy methyl cellulose, dimethyl polysiloxane, polyoxyethylene (40) monostearate, and sorbitan monostearate)	Defoaming agent.	Defoaming agents which are 100 percent active may be used in amounts not exceeding 0.15 pound per 1,000 gallons of wine. Defoaming agents which are 30 percent active may be used in amounts not exceeding 0.5 pound per 1,000 gallons of wine. Silicon dioxide shall be completely removed by filtration. 21 CFR 121.1069, 121.101(d)(2), 121.101(d)(9).
Diethyl pyrocarbonate	Yeast food in distilling material.	The amount used shall not exceed 10 pounds per 1,000 gallons of distilling material. 21 CFR 121.101(d)(8).
Eggs (albumen or yolks); Egg C-318 (octafluorocyclobutane)	To preserve wine.	The amount used shall not exceed 200 parts per million. 21 CFR 121.1117.
Fulgur (aluminum silicate and albumin)	To clarify wine.	GRAS. Only a minute amount of the egg shall remain in the dispensed vermouth. 21 CFR 121.1065.
Fumaric acid	To clarify wine.	The amount used shall not exceed 6.6 pounds per 1,000 gallons of wine. G.R.A.S.
Gelatin	To stabilize grape wine and to correct natural deficiencies in grape and fruit wine.	The amount used shall not exceed 25 pounds per 1,000 gallons of wine. The fumaric acid content of the finished wine shall not exceed 0.3 percent. §§ 240.364, 240.404. 21 CFR 121.1130.
Glycine (amino acetic acid)	To clarify wine.	GRAS.
Granular cork	Yeast food in fermentation of wines.	The amount used shall not exceed 2 pounds per 1,000 gallons of wine. G.R.A.S.
Gum arabic	To treat wines stored in redwood and concrete tanks.	The amount used shall not exceed 10 pounds per 1,000 gallons of wine. G.R.A.S.
Gypsum (see calcium sulphate)	To clarify and stabilize wine.	The amount used shall not exceed 2 pounds per 1,000 gallons of wine. 21 CFR 121.101(d)(7).
Hydrogen peroxide	To reduce aldehydes in distilling material.	The amount used shall not exceed 200 parts per million. G.R.A.S.
Ion exchange resins	To facilitate secondary fermentation in production of sparkling wine.	The finished product shall not contain any hydrogen peroxide. G.R.A.S.
	Treatment of wine.	Anion, cation, and non-ionic resins, except those anionic resins in the mineral acid state, may be used in batch or continuous column processes as total or partial treatment of wine, provided that after complete treatment:

Materials	Use	Reference or limitation
Isinglass	To clarify wine	6. The pH of the wine has not been reduced below pH 3 nor increased above pH 4.5.
Lactic acid	To stabilize wine and correct natural deficiencies in wine.	7. The resins used have not imparted to the wine any material of characteristic (incidental to the resin treatment) which may be prohibited under any other section of the regulations in this part.
Malic acid	To increase acidity of wine.	Conditioning and/or regenerating agents consisting of water, fruit acids common to the wine being treated, and inorganic acids, salts and/or bases may be employed, provided the conditioned or regenerated resin is rinsed with water until the resin and container are essentially free from unreacted (excess) conditioning or regenerating agents prior to the introduction of the wine. Tartaric acid may not be used in treating wines other than grape. 21 CFR 121.1148.
Mineral oil	On surface of wine in storage tanks to prevent the access of air to the wine.	GRAS. §§ 240.364, 240.404, 240.526. 21 CFR 121.101(d)(8).
Nitrogen gas	To maintain pressure during filtering and bottling of sparkling wine. To prevent oxidation of wine.	§§ 240.364, 240.404, 21 CFR 121.101(d)(8). The oil shall not remain in the finished wine when marketed. 21 CFR 121.1146.
Oak chips (charred)	To treat Spanish type blending sherry.	The gas shall not remain in sparkling or still wine. 21 CFR 121.101(d)(8).
Oak chips (uncharred and untreated)	To treat wines	The finished product, after addition of oak chips, shall have the flavor and color of Spanish type blending sherry commonly obtained by storage of sherry wine in properly treated used charred oak whisky barrels. GRAS. 21 CFR 121.1163.
Oak chip sawdust (uncharred and untreated)	do	21 CFR 121.1163.
Oxygen	In baking or maturing wine	May be used provided it does not cause changes in the wine other than those occurring during the usual storage in wooden cooperage over a period of time. Application must be filed. GRAS. The pectolytic enzymes shall be derived from non-toxic strains of <i>aspergillus niger</i> . GRAS. 21 CFR Part 121.
Pectolytic enzymes	To clarify and stabilize wine, and to facilitate separation of the juice from the fruit.	Small quantity only shall be used. (The use of ammonium phosphate, ammonium sulphate, or potassium acid phosphate as yeast food in the production of still wine is not permitted.) GRAS. The amount used shall not exceed 6 pounds per 1,000 gallons of wine. Material shall be removed during filtration. 21 CFR 121.1110.
Phosphates	To start secondary fermentation in manufacturing champagne and sparkling wines.	The sulphur content of the finished wine shall not exceed the limits prescribed in 27 CFR Part 4. 21 CFR 121.101(d)(2).
Polyvinylpyrrolidone (PVPP)	To clarify and stabilize wine.	Not more than 0.1% of sorbic acid or salts thereof shall be used in wine or in materials for the production of wine. 21 CFR 121.101(d)(2).
Potassium metabisulphite	Sterilizing and preserving wine.	The amount used shall not exceed 1.5 pounds per 1,000 gallons of wine. Water used in process shall not exceed 0.5 percent of wine treated. GRAS. The amount used shall not exceed 2 pounds per 1,000 gallons of wine. GRAS.
Potassium salt of sorbic acid	As a sterilizing and preservative agent and to inhibit mold growth and secondary fermentations.	§ 240.523, 21 CFR 121.101(d)(2).
Promine-D	To clarify and stabilize wine.	Natural or fixed acids shall not be reduced below 5 parts per thousand. § 240.523, 21 CFR 121.101(d)(8).
Protovac PV-7916	To clarify wine	§ 240.523, 21 CFR 121.101(d)(2).
Roviform (see Actiform)	As a sterilizing or preserving agent.	Not more than 0.1% of the sorbic acid or salts thereof shall be used in wine or in materials for the production of wine. 21 CFR 121.101(d)(2).
Sodium bisulfite	To reduce excess natural acidity in wine.	Not more than 0.1% of the sorbic acid or salts thereof shall be used in wine or in materials for the production of wine. 21 CFR 121.101(d)(2).
Sodium carbonate	To clarify wine	GRAS. GRAS.
Sodium caseinate	Sterilizing and preserving wine.	§ 240.523, 27 CFR Part 4. 21 CFR 121.101(d)(2).
Sodium metabisulphite	As a sterilizing and preservative agent and to inhibit mold growth and secondary fermentations.	§ 240.486, 21 CFR 121.101(d)(8).
Sodium salt of sorbic acid	do	The amount used shall not exceed 5 pounds per 1,000 gallons of wine. The enzymes shall be derived from non-toxic strains of <i>aspergillus niger</i> . GRAS. The amount used shall not exceed 10 pounds per 1,000 gallons of wine. GRAS. § 240.364, 21 CFR 121.101(d)(8).
Sorbic acid	To clarify wine	GRAS. GRAS.
Sparkaloid No. 1	do	Do.
Sparkaloid No. 2	Sterilizing and preserving wine.	The amount used shall not exceed 250 parts per million. 21 CFR 121.1164.
Sulphur dioxide	To effect a favorable yeast development in distilling material.	The amount used shall not exceed 2 pounds per 1,000 gallons of wine. GRAS.
Sulphuric acid	To clarify wine	Do.
Takamine cellulase 4,000	Clarifying grape wine	Do.
Tannin	To clarify wine	Do.
Tansul clays Nos. 7, 710, and 711	To increase acidity of grape wine.	Do.
Tartaric acid	To clarify and stabilize wine.	Do.
Uni-Loid Type 43B (pure U.S.P. agar agar and standard supercell)	To facilitate fermentation of wine.	Do.
Urea	As a stabilizing and smoothing agent.	Do.
Veltoi (maltol)	To clarify wine	Do.
Wine clarifier (containing pure U.S.P. agar agar and standard supercell)	do	Do.
Wine clarifier (Clari-Vine B) (containing locust bean gum, carrageen, alginate, bentonite, agar agar, and diatomaceous earth)	To facilitate fermentation	Do.
Yeastex	do	Do.
Yeastex 61	do	Do.

§ 240.1052 [Amended]

PAR. 72. Section 240.1052 is amended by deleting "Director, Alcohol and Tobacco Tax Division," and "Director, Alcohol and Tobacco Tax Division", wherever such terms appear, and inserting in lieu thereof the term "Director".

[F.R. Doc. 70-3024; Filed, Mar. 12, 1970; 8:45 a.m.]

Title 30—MINERAL RESOURCES

Chapter I—Bureau of Mines, Department of the Interior

PART 55—HEALTH AND SAFETY STANDARDS—METAL AND NON-METALLIC OPEN PIT MINES

PART 56—HEALTH AND SAFETY STANDARDS—SAND, GRAVEL, AND AND CRUSHED STONE OPERATIONS

PART 57—HEALTH AND SAFETY STANDARDS—METALLIC AND NONMETALLIC UNDERGROUND MINES

Miscellaneous Amendments

Correction

F.R. Docs. 70-2244, 70-2245, and 70-2246 appearing in the FEDERAL REGISTER of February 25, 1970, are corrected as follows:

- The first line of column 1 on page 3661 should read: "'explosives' was used (for example, pro-".
- In 55.12-42, in the first column on page 3664, the figure "300" should read "200".
- In the second column on page 3666, the word "blasing" in § 56.2(d) should read "blasting".
- In the third column on page 3672, the figures "1" and "2" should read "1.0" and "2.0", respectively, wherever they appear in 57.5-39.
- In 57.6-20(f), in the first column on page 3673, the words "Made on" should read "Made of".
- The designation "57.6 Mandatory" near the bottom of the third column on page 3673 should read "57.6-123 Mandatory".
- On page 3677, column 1, the phrase in 57.19-62 reading "6 feet per second" should read "6 feet per second per second."
- In 57.21-28(b) and 57.21-30(b), in the third column on page 3677, the phrase "1 percent" should read "1.0 percent" in both places.

Title 32—NATIONAL DEFENSE

Chapter VII—Department of the Air Force

SUBCHAPTER E—SECURITY

PART 852—INDUSTRIAL SECURITY

Miscellaneous Amendments

Part 852 of Title 32 of the Code of Federal Regulations is amended as follows:

## § 852.4 [Amended]

1. Section 852.4 is amended by changing the reference in paragraphs (b) and (c) (2) from "paragraph 7-104" to "paragraph 7-106".

2. Section 852.14 is amended by revising paragraph (a) to read as follows:

## § 852.14 Visit to Air Force activities.

(a) Normally commanders will limit approval of visits to a 6-month period; however, contractor employees who are frequent visitors may have their request approved for a period not to exceed 12 months.

3. Section 852.16 is revised to read as follows:

## § 852.16 Security classification guidance.

The focal point for policy and coordination of all security classification guidance and regrading and declassification actions will be the classification management office. Therefore, the commander for whom a classified project is negotiated (i.e., project command) will require the project office and classification management personnel to provide and monitor security classification guidance and instructions concerning classified systems, programs, projects for which they are responsible. The project office, and classification management and contracting personnel, will develop and furnish security classification guidance and other security instructions to contractors at the time of Request for Proposal or an Invitation to Bid is originated. For system programs/projects involving other military departments and Government agencies, the system program director may appoint a working group to assist him in establishing and maintaining a security classification guide. He should choose a representative of the security office to be the chairman of the group. He may select the other members from the system program office and contractor personnel. A member of the security office may be designated as the PCO representative to approve and sign the DD Form 254. Normally, the security office of the program/project command should be indicated in item 11, DD Form 254. The PCO will assure that the DD Form 254 indicates in the remarks section the office and address to which questions concerning security classification guidance and instructions should be directed. Air Force ACOs will request that prime contractors develop security classification guidance for their subcontractors and submit it to the ACO for approval. When necessary, the ACO will send the guidance to the project officer for review prior to approval and distribution. A member of the project command security office may be designated as the contracting officer representative to approve and sign the DD Form 254.

(Sec. 8012, 70A Stat. 488; 10 U.S.C. 8012)

For the Secretary of the Air Force.

ALEXANDER J. PALENSCAR, JR.,  
Colonel, U.S. Air Force, Chief,  
Special Activities Group, Office  
of The Judge Advocate  
General.

[F.R. Doc. 70-3049; Filed, Mar. 12, 1970;  
8:45 a.m.]

## Title 43—PUBLIC LANDS: INTERIOR

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

#### APPENDIX—PUBLIC LAND ORDERS

[Public Land Order 4776]

[Utah 0143776]

#### UTAH

#### Powersite Restoration No. 668; Partial Revocation of Powersite Reserves Nos. 34 and 42; and Opening of Land Subject to Section 24 of the Federal Power Act

By virtue of the authority vested in the President by section 1 of the Act of June 25, 1910 (36 Stat. 847; 43 U.S.C. 141), and pursuant to Executive Order No. 10355 of May 26, 1952 (17 F.R. 4831), and by virtue of the authority contained in section 24 of the Act of June 10, 1920 (41 Stat. 1075; 16 U.S.C. 818), as amended, and pursuant to the determination of the Federal Power Commission in DA-182-Utah, it is ordered as follows:

1. The Executive order of July 2, 1910, creating Powersite Reserves Nos. 34 and 42, is hereby revoked so far as it affects the following described lands:

#### SALT LAKE MERIDIAN

##### POWERSITE RESERVES NOS. 34 AND 42

T. 27 S., R. 20 E.,  
Sec. 16, lots 1 to 10, inclusive, N $\frac{1}{2}$ NE $\frac{1}{4}$ ,  
SE $\frac{1}{4}$ SW $\frac{1}{4}$ .  
T. 28 S., R. 20 E.,  
Sec. 16, W $\frac{1}{2}$ SE $\frac{1}{4}$ .  
T. 26 S., R. 21 E.,  
Sec. 16, lots 1, 2, 5, 6, SE $\frac{1}{4}$ SW $\frac{1}{4}$ , NW $\frac{1}{4}$   
SE $\frac{1}{4}$ .  
T. 24 S., R. 17 E.,  
Sec. 32, lots 1 and 2.  
T. 11 S., R. 18 E.,  
Sec. 16, lots 1, 2, 3, 4, W $\frac{1}{2}$ NE $\frac{1}{4}$ , SE $\frac{1}{4}$ SW $\frac{1}{4}$ ,  
NW $\frac{1}{4}$ SE $\frac{1}{4}$ .

The areas described aggregate 994.46 acres in Uintah, Grand, and San Juan Counties, of which 591.98 acres are public lands. A portion of the lands in T. 27 S., R. 20 E., remain segregated by an application for withdrawal Utah 087819. The lands in T. 11 S., R. 18 E., are withdrawn from all forms of appropriation by Executive Order No. 5327 as supplemented by Public Land Order No. 4522.

2. At 10 a.m. on April 14, 1970, the lands described below shall be open to operation of the public land laws gen-

erally, subject to valid existing rights, the provisions of existing withdrawals, and the requirements of applicable law. All valid applications received at or prior to 10 a.m. on April 14, 1970, shall be considered as simultaneously filed at that time. Those received thereafter shall be considered in the order of filing.

T. 27 S., R. 20 E.,  
Sec. 16, N $\frac{1}{2}$ NE $\frac{1}{4}$ .  
T. 26 S., R. 21 E.,  
Sec. 16, lot 1.

The areas described aggregate 114.17 acres in Grand County.

The lands have been open to applications and offers under the mineral leasing laws, and to location under the U.S. mining laws subject to the provisions of the Act of August 11, 1955 (69 Stat. 682; 30 U.S.C. 621).

Inquiries concerning the lands should be addressed to the Manager, Land Office, Bureau of Land Management, Salt Lake City, Utah.

HARRISON LOESCH,  
Assistant Secretary of the Interior.

MARCH 9, 1970.

[F.R. Doc. 70-3045; Filed, Mar. 12, 1970;  
8:45 a.m.]

[Public Land Order 4777]

[Oregon 5137]

#### OREGON

#### Partial Revocation of Reclamation Project Withdrawal

By virtue of the authority contained in section 3 of the Act of June 17, 1902 (32 Stat. 388; 43 U.S.C. 416), it is ordered as follows:

1. The orders of the Secretary dated March 17, 1904, August 16, 1905, and August 16, 1906, withdrawing lands for the Umatilla Project, are hereby revoked so far as they affect the following described lands:

#### WILLAMETTE MERIDIAN

T. 4 N., R. 28 E.,  
Sec. 4, S $\frac{1}{2}$ NE $\frac{1}{4}$ NE $\frac{1}{4}$ .  
T. 5 N., R. 28 E.,  
Sec. 26, S $\frac{1}{2}$ S $\frac{1}{2}$ NW $\frac{1}{4}$ NE $\frac{1}{4}$ , N $\frac{1}{2}$ SW $\frac{1}{4}$ NE $\frac{1}{4}$ .

The areas described aggregate 50 acres in Umatilla County.

The land in sec. 26, T. 5 N., R. 28 E., is embraced in a desert land entry.

2. At 10 a.m. on April 14, 1970, the lands in sec. 4, T. 4 N., R. 28 E., shall be open to the operation of the public land laws generally, including the mining laws, subject to valid existing rights, the provisions of existing withdrawals, and the requirements of applicable law. All valid applications received at or prior to 10 a.m. on April 14, 1970, shall be considered as simultaneously filed at that time. Those received thereafter shall be considered in the order of filing. The lands have been open to applications and offers under the mineral leasing laws.

Inquiries concerning the lands should be addressed to the Manager, Land Office, Bureau of Land Management, Portland, Oreg.

HARRISON LOESCH,  
*Assistant Secretary of the Interior.*

MARCH 9, 1970.

[F.R. Doc. 70-3046; Filed, Mar. 12, 1970;  
8:45 a.m.]

## Title 45—PUBLIC WELFARE

Subtitle A—Department of Health, Education, and Welfare, General Administration

### PART 35—TORT CLAIMS AGAINST THE GOVERNMENT

#### Subpart B—Procedures

##### MISCELLANEOUS AMENDMENTS

In order that these regulations, which appear at 32 F.R. 14101, October 11, 1967, reflect the amendments to the regulations of the Department of Justice which were published in 35 F.R. 315 on January 8, 1970, § 35.2 is amended by designating the present paragraph (b) as paragraph (c) and by adding a new paragraph (b) as follows:

§ 35.2 Administrative claim; when presented, place of filing.

(b) A claim presented in compliance with paragraph (a) of this section may be amended by the claimant at any time prior to final action by the Department Claims Officer or prior to the exercise of the claimant's option to bring suit under 28 U.S.C. 2675(a). Amendments shall be submitted in writing and signed by the claimant or his duly authorized agent or legal representative. Upon the timely filing of an amendment to a pending claim, the Department shall have 6 months in which to make a final disposition of the claim as amended and the claimant's option under 28 U.S.C. 2675(a) shall not accrue until 6 months after the filing of an amendment.

Section 35.6 is amended by designating the present text as paragraph (a) and by adding a new paragraph (b) as follows:

§ 35.6 Final denial of claim.

(b) Prior to the commencement of suit and prior to the expiration of the 6-month period after the date of mailing, by certified or registered mail of notice of final denial of the claim as provided in 28 U.S.C. 2401(b), a claimant, his duly authorized agent, or legal representative, may file a written request with the Department for reconsideration of a final denial of a claim under paragraph (a) of this section. Upon the timely filing of a request for reconsideration the Department shall have 6 months from the date of filing in which to make a final disposition of the claim and the claimant's option under 28 U.S.C. 2675(a) to bring suit shall not accrue until 6 months after the filing of a request for reconsideration. Final Department action on a request for reconsideration shall be effected in accordance with the provisions of paragraph (a) of this section.

Dated: March 10, 1970.

MANUEL B. HILLER,  
*Department Claims Officer.*

[F.R. Doc. 70-3057; Filed, Mar. 12, 1970;  
8:46 a.m.]

## Title 46—SHIPPING

### Chapter I—Coast Guard, Department of Transportation

#### SUBCHAPTER G—DOCUMENTATION AND MEASUREMENT OF VESSELS

[CGFR 70-21]

### PART 66—GENERAL PROVISIONS

#### Revocation of Designation of Peoria, Ill., as Port of Documentation

1. Notice of the proposed revocation of the designation of Peoria, Ill., as a port of documentation and the transfer of the documentation records to the of-

ice of the Officer in Charge, Marine Inspection, Chicago, Ill., and the office of the Commander, Second Coast Guard District, St. Louis, Mo., was published in the FEDERAL REGISTER of December 25, 1969 (34 F.R. 20280) as CGFR 69-140. No objections were received.

2. By virtue of the authority contained in sec. 1, 63 Stat. 545, sec. 2, 23 Stat. 118, sec. 1, 43 Stat. 947, sec. 6(b), 80 Stat. 937; 14 U.S.C. 633, 46 U.S.C. 2, 46 U.S.C. 18, 49 U.S.C. 1655(b); 49 CFR 1.4(a)(2), the following action is hereby taken effective April 17, 1970:

(a) The designation of Peoria, Ill., as a port of documentation is revoked;

(b) The documentation records at Peoria of those vessels whose owners reside in the 9th Coast Guard District are transferred to the office of the Officer in Charge, Marine Inspection, U.S. Coast Guard, 10101 South Ewing Avenue, Chicago, Ill., and the documentation records of those vessels whose owners reside in the 2d Coast Guard District are transferred to the office of the Commander, 2d Coast Guard District, St. Louis, Mo.;

(c) Chicago is designated the home port of all vessels whose owners reside in the 9th Coast Guard District and St. Louis is designated the home port of all vessels whose owners reside in the 2d Coast Guard District now having Peoria as home port; and

(d) 46 CFR 66.05-1 is amended by the deletion of "Peoria, Ill." where it appears in the list of Ports of Documentation under the 2d Coast Guard District, and St. Louis Marine Inspection Zone.

3. Vessels marked with Peoria as home port shall be deemed to be properly marked within the meaning of section 4178 of the Revised Statutes as amended (46 U.S.C. 46), and the regulations issued thereunder, for a period of 2 years from the effective date of this order.

Dated: March 6, 1970.

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

[F.R. Doc. 70-3055; Filed, Mar. 12, 1970;  
8:46 a.m.]

# Proposed Rule Making

## DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

Food and Drug Administration

[ 21 CFR Part 120 ]

### MALATHION

#### Tolerances and Exemptions From Tolerances for Pesticide Chemicals in or on Raw Agricultural Commodities

Dr. C. C. Compton, Coordinator, Interregional Research Project No. 4, State Agricultural Experiment Station, Rutgers University, New Brunswick, N.J. 08903, has requested that a tolerance be established to permit use of the insecticide malathion on hops.

The U.S. Department of Agriculture has advised that this insecticide is useful on hops.

Based on consideration given data submitted in the request and other relevant material, the Commissioner of Food and Drugs concludes that a tolerance of 1 part per million for residues of malathion in or on hops is safe and would protect the public health.

Therefore, pursuant to provisions of the Federal Food, Drug, and Cosmetic Act (sec. 408(e), 68 Stat. 514; 21 U.S.C. 346a(e)) and under authority delegated to him (21 CFR 2.120), the Commissioner proposes that § 120.111 be amended by revising the paragraph "From preharvest application: 1 part per million \* \* \*" to read as follows:

§ 120.111 Malathion; tolerances for residues.

From preharvest application: 1 part per million in or on almonds, chestnuts, filberts, hops, macadamia nuts, papayas, sugar beets (roots), and sweetpotatoes.

Any person who has registered or submitted an application for the registration of an economic poison under the Federal Insecticide, Fungicide, and Rodenticide Act containing the subject pesticide chemical may request, within 30 days after the date of publication of this notice in the FEDERAL REGISTER, that this proposal be referred to an advisory committee in accordance with section 408(e) of the act.

Any interested person may, within 30 days from the date of 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: March 4, 1970.

R. E. DUGGAN,  
Acting Associate Commissioner  
for Compliance.

[F.R. Doc. 70-3044; Filed, Mar. 12, 1970;  
8:45 a.m.]

[ 21 CFR Part 120 ]

#### INORGANIC BROMIDE RESIDUES RESULTING FROM ETHYLENE DIBROMIDE FUMIGATION

#### Tolerances and Exemptions From Tolerances for Pesticide Chemicals in or on Raw Agricultural Commodities

The U.S. Department of Agriculture has requested the Food and Drug Administration to establish a pesticide tolerance permitting use of ethylene dibromide as a fumigant on longan fruit in accordance with its Plant Quarantine Program. Based on consideration given data submitted in the request and other relevant material, the Commissioner of Food and Drugs concludes that a tolerance of 10 parts per million for residues of inorganic bromide in or on longan fruit from this use is safe and would protect the public health.

Therefore, pursuant to provisions of the Federal Food, Drug, and Cosmetic Act (sec. 408(e), 68 Stat. 514; 21 U.S.C. 346a(e)) and under authority delegated to him (21 CFR 2.120), the Commissioner proposes that § 120.146 be amended by revising the second paragraph to read as follows:

§ 120.146 Inorganic bromides or total combined bromide resulting from fumigation with ethylene dibromide; tolerances for residues.

Tolerances of 10 parts per million are established for residues of inorganic bromides (calculated as Br) in or on the following raw agricultural commodities that have been fumigated after harvest with ethylene dibromide in accordance with the Mediterranean Fruit Fly Control Program or the Quarantine Program of the U.S. Department of Agriculture: Beans (string), bitter melons (*Mormodica charantia*), cantaloups, Cavendish bananas, citrus fruits, cucumbers, guavas, litchi fruit, litchi nuts, longan fruit, mangoes, papayas, peppers (bell), pineapples, and zucchini squash.

Any person who has registered or submitted an application for the registration of an economic poison under the Federal Insecticide, Fungicide, and Rodenticide Act containing any of the

ingredients listed herein may request, within 30 days after publication hereof in the FEDERAL REGISTER, that this proposal be referred to an advisory committee in accordance with section 408(e) of the act.

Any interested person may, within 30 days from the date of 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 24, 1969.

R. E. DUGGAN,  
Acting Associate Commissioner  
for Compliance.

[F.R. Doc. 70-3041; Filed, Mar. 12, 1970;  
8:45 a.m.]

## DEPARTMENT OF TRANSPORTATION

Coast Guard

[ 33 CFR Part 110 ]

[CGFR 70-16]

#### SHELburne BAY, LAKE CHAMPLAIN, NEW YORK AND VERMONT

##### Special Anchorage Area

1. Notice is hereby given that the Commandant, U.S. Coast Guard under authority of section 1, 30 Stat. 98, as amended (33 U.S.C. 180), section 6(g) (1) (B) of the Department of Transportation Act (80 Stat. 937, 49 U.S.C. 1655(g) (1) (B)) and 49 CFR 1.4(a)(3)(II), is considering the addition of paragraph (c-1) to § 110.8, Part 110, Subpart A of Title 33, Code of Federal Regulations.

2. The proposed new paragraph would establish and describe a Special Anchorage Area at Shelburne Bay, Lake Champlain, New York and Vermont. In this special anchorage area, vessels not more than 65 feet in length, when at anchor, would not be required to carry or exhibit anchor lights. The area would be principally for use by yachts and other recreational craft.

3. It is proposed to amend § 110.8 of Part 110, by adding a new paragraph (c-1), reading as follows:

§ 110.8 Lake Champlain, N.Y. and Vt.

(c-1) Shelburne Bay. Beginning at a point on the shoreline at latitude 44°25'53.0" N, longitude 73°14'47.3" W; thence north to a point at latitude 44°26'04.8" N, longitude 73°14'46.6" W;

thence northwesterly to a point on the shoreline at latitude 44°26'06.9" N., longitude 73°14'50.2" W.; thence along the shoreline to the point of beginning.

4. Interested persons may participate in this proposed rule making by submitting written data, views, arguments, or comments as they may desire on or before March 23, 1970. All submissions should be made in writing to the Commander, 3d Coast Guard District, Governors Island, New York, N.Y. 10004.

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

6. Each communication received within the time specified will be fully considered and evaluated before final action is taken on the proposal in this document. This proposal may be changed in light of the comments received. Copies of all written communications received will be available for examination by interested persons at the office of the Commander, 3d Coast Guard District, Governors Island, New York, N.Y. 10004.

7. After all interested persons have expressed their views, the Commander, 3d Coast Guard District will forward the record, including the original of all written submissions, and his recommendations with respect to the proposals and submissions received to the Commandant (OLE), U.S. Coast Guard, Washington, D.C. 20591.

Dated: March 5, 1970.

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

[F.R. Doc. 70-3054; Filed, Mar. 12, 1970;  
8:46 a.m.]

**Federal Aviation Administration**  
**[ 14 CFR Parts 1, 71, 91 ]**

[Docket No. 9880; Notice 69-41B]

**"TERMINAL CONTROL AREAS":**  
**GENERAL**

**Supplemental Notice of Proposed Rule Making**

On September 30, 1969, the Federal Aviation Administration issued a Notice of proposed rule making (Notice 69-41; 34 F.R. 15252) proposing air traffic rules for the control or segregation of all aircraft operating within airspace designated by the Administrator as "terminal control areas." This supplemental notice of proposed rule making contains a proposed revision of the air traffic rules for terminal control areas set forth in Notice 69-41.

Notice 69-41 defined the concept of a terminal control area, and proposed air traffic rules for operation within the airspace so designated. In that notice, it was stated that separate notices proposing the

actual airspace configuration for each of 22 named terminal areas would be issued. Separate area notices were issued for the following areas: Washington, D.C.; Atlanta, Ga.; Chicago, Ill.; and Detroit, Mich. Public hearings were held between December 9, 1969, and January 23, 1970, in the location of each of the 22 proposed terminal control areas to discuss the airspace configuration under consideration for each area.

Both Notice 69-41 and the public hearings generated a great deal of public interest and participation. Over 1,800 comments were received in response to the notice. The meetings were well attended in most locations, and all persons were given an opportunity to participate. There exists a general agreement among individual users and user groups that something must be done to create a safer environment in the congested terminal areas. There is substantial disagreement, however, over the best method to achieve a safer environment. A vast majority of the comments received by the FAA contained objections to the terminal control area concept itself, to certain segments of the proposed operating rules, or to the proposed airspace configuration of the individual terminal control areas. The objections can be divided into eight general subjects: (1) Favoritism of airlines over general aviation; (2) criticism of the transponder requirement; (3) preference of climb and descent corridors; (4) objections to the ban on student pilots operating within terminal control areas; (5) criticism of the forced compression of VFR traffic under the controlled airspace; (6) imposition of an additional, unreasonable workload on the controller; (7) lack of standardization of terminal control areas, making them difficult to chart; (8) the adverse effect on satellite airports. As a result of a careful analysis of all aspects of Notice 69-41, including (1) the basic reasoning and justification, (2) the comments received in response to 69-41, and (3) the comments received at the 22 public hearings, the FAA has modified certain aspects of the rules proposed in Notice 69-41. The new proposals were discussed by the FAA and various representatives of aviation at a meeting in Washington, D.C., on February 27, 1970. The changed proposals are contained herein.

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

ested persons. These comments will be considered along with those already received in response to Notice 69-41 before taking action on the proposed rules.

The FAA proposes to implement a terminal control area concept for various described locations. Use of the climb and descent corridors alone, as was proposed in a number of comments, will not provide the airspace necessary to effectively and efficiently satisfy the need for vectoring, sequencing and metering the flow of traffic at many of the 22 high-density terminals under consideration. Use of corridors would additionally result in a drastic drop in capacity for most terminal areas because of the different performance characteristics of the various aircraft using the corridors. The revised terminal control area concept provides sufficient controlled airspace to give air traffic control room for maneuvering aircraft, and to handle a greater variety of traffic mix without drastic loss of capacity.

The FAA has determined, however, that the conditions between the 22 hub locations are sufficiently varied that it is inappropriate to have one set of rules that applies to all 22. In an attempt to design operating rules that are better suited to the individual needs of the major hub locations listed in Notice 69-41, the FAA has divided the terminal control areas proposed for those locations into the following groups:

**GROUP I TERMINAL CONTROL AREAS**

- |                    |                  |
|--------------------|------------------|
| Atlanta.           | Los Angeles.     |
| Boston.            | Miami.           |
| Dallas.            | O'Hare.          |
| JFK International. | San Francisco.   |
| La Guardia.        | Washington, D.C. |

**GROUP II TERMINAL CONTROL AREAS**

- |              |               |
|--------------|---------------|
| Cincinnati.  | Minneapolis.  |
| Cleveland.   | Newark.       |
| Denver.      | New Orleans.  |
| Detroit.     | Philadelphia. |
| Houston.     | Pittsburgh.   |
| Kansas City. | Seattle.      |
| Las Vegas.   | St. Louis.    |

Group I represents 10 of the busiest locations in terms of aircraft operations and passengers carried, and it is proposed to have the stricter requirements for operation within the terminal control areas at those locations. The density of air traffic at all Group I locations consists of at least 300,000 operations per year, with more than 60 percent of this traffic involving air carrier operations. Also, these Group I locations have a yearly minimum of 3.5 million enplaned passengers. It was noted in Notice 69-41, when referring to the Near Midair Collision Study Program, that 97 percent of the terminal area incidents occurred below 8,000 feet above ground level, and that the vast majority involved conflict between general aviation aircraft and either an air carrier, military or another general aviation aircraft. It was also highlighted that the uncontrolled mix of VFR and IFR aircraft was a basic causal factor of these air traffic conflicts. Still of equal importance is the safety risk that results when there is a traffic mixture between unknown, inadequately equipped light aircraft and normal air

carrier passenger type aircraft. Since at the Group I locations the density of air traffic is greater, and 60 percent of this traffic involves air carrier passenger operations, conflicts resulting from the above described mixture of air traffic have the greatest potential to cause a midair collision of catastrophic proportions. Accordingly, the FAA now deems it essential, at Group I locations, to impose maximum safety requirements. Thus, traffic will be segregated based on more stringent equipment and piloting requirements at the designated Group I terminal control areas.

The Group II locations are generally less busy in terms of aircraft operations and passengers carried. There is smaller percentage of use by air carriers and a larger use by slower, more maneuverable aircraft at these locations. Based on these factors, and because the speed and operating characteristics are not as critical from an operational or air traffic standpoint, less stringent equipment and piloting requirements are deemed necessary to achieve a safer environment in Group II terminal control areas.

The proposed operating rules for Group I terminal control areas consist of the following:

(1) An ATC clearance will be required for all operations (IFR or VFR).

(2) An operable VOR or TACAN receiver, and an operable two-way radio will be required.

(3) Unless otherwise authorized by ATC, large turbine engine powered airplanes must remain above the floor of the terminal control area.

(4) There will be a 200-knot speed limit beneath the floor of the terminal control area.

(5) A transponder will be required for all operations within Group I terminal control areas, except for helicopters and IFR operations to and from satellite airports.

(6) No solo student pilot operations will be allowed.

Air traffic control will separate all traffic operating within the Group I terminal control areas.

The proposed operating rules for Group II terminal control areas consist of the following:

(1) through (4) will be the same as Group I.

(5) No transponder will be required for helicopters, for IFR operations to and from satellite airports, and for VFR flights within the terminal control area. A transponder will be required for all other IFR operations within the terminal control area.

(6) Solo student pilot operations will not be prohibited by the FAA.

Air traffic control will separate all large turbine engine powered aircraft from all other aircraft operating within the terminal control area. Other aircraft will receive normal IFR or VFR radar service.

The major change between Notice 69-41 and this supplemental notice is the deletion of the transponder requirement for certain operations. Under the provisions of this notice, no transponder will be required for helicopters operating

within terminal control areas, or for IFR operations to and from satellite airports in or nearby terminal control areas, for both Group I and Group II locations. Additionally, VFR operations within Group II terminal control areas will not be required to be transponder equipped.

It has been determined after further study that it is not necessary to require a 1,500-foot ceiling at the primary airport to conduct VFR operations within a terminal control area as proposed in Notice 69-41. Therefore, the requirement has not been included in this proposal for either Group I or Group II terminal control areas.

Further study by the FAA here indicated that the benefits of immediate positive identification of aircraft and target reinforcement offered by a transponder are not required for safety purposes at this time at the Group II terminal control areas. Consequently, the imposition of a transponder requirement at those locations is unjustified at this time. Since a transponder will not be required for aircraft at Group II terminal control areas, positive separation for all aircraft will not be effected as is the case for operation at Group I terminal control areas. However, large turbine engine powered aircraft operating in Group II terminal control areas will be separated from all other aircraft within that terminal control area. Other aircraft will receive normal FR and VFR radar service. This system will establish the necessary degree of safety in the Group II terminal control area environment.

Attempts to accommodate VFR transiting aircraft will be made when designating the airspace configuration for each terminal control area by providing free areas through the controlled airspace. VFR transiting aircraft should avoid terminal control areas where possible, by flying under, around, or over the terminal control area, or through the special free areas designed in the terminal control areas.

Separate notices of proposed rule making will be issued for the designation of the airspace configuration of the terminal control area for each of the Group I or Group II locations listed in this notice. Public comment will then be solicited not only with respect to the designation of the particular terminal control area, but also to the application of the operating rules proposed in this notice to the control area. The floor of each terminal control area will be established as high as possible, so as to provide additional amounts of airspace for use by aircraft operating to and from airports underlying the terminal control area. This should alleviate any problems associated with the compression of traffic under the controlled airspace. As previously mentioned, wherever practicable, each terminal control area would be designed to include additional airspace areas for use by VFR transiting flights through the terminal control areas. If final rules are adopted designating terminal control areas, the airspace configuration for each terminal control area will appear on appropriate

aeronautical charts for the convenience of pilots.

Some operational restrictions would necessarily be encountered by all users in achieving a greater degree of protection in the crowded terminal areas. However, these restrictions are considered to be the minimum restraints necessary to achieve the desired operational advantages. The FAA seeks to achieve the greatest protection for the greatest number of people through its proposals, and is attempting to design the best system for all users of terminal airspace while providing for a safer operational environment. Adjustment of present IFR arrival and departure procedures will be necessary to achieve the segregation of controlled and uncontrolled aircraft. However, the restrictions imposed by this proposal should be far outweighed by the resultant increased safety.

It was stated in Notice 69-41 that the FAA would follow these proposals with another notice addressing 97 other radar locations and all other airports supporting air carrier operations. The FAA still intends to carefully examine the needs of these locations, but will wait until operational experience with the terminal control area concept has been acquired before taking additional rule-making steps.

In consideration of the foregoing, it is proposed to amend Parts 1, 71, and 91 of the Federal Aviation Regulations as follows:

1. By amending the definition of "controlled airspace" in § 1.1 to read as follows:

§ 1.1 General definitions.

"Controlled airspace" means airspace designated as a continental control area, control area, control zone, terminal control area, or transition area, within which some or all aircraft may be subject to air traffic control.

2. By amending Part 71 as follows:

a. By adding a new paragraph (c) to § 71.1, to read as follows:

§ 71.1 Applicability.

(c) The airspace assignments described in Subpart K of this part are designated as terminal control areas.

b. By adding a new § 71.12 to read as follows:

§ 71.12 Terminal control areas.

The terminal control areas listed in Subpart K of this part consist of controlled airspace extending from the ground upward to specified altitudes, within which all aircraft are subject to operating rules and pilot and equipment requirements specified in Part 91 of the Federal Aviation Regulations. Each such location is designated as a Group I or Group II terminal control area, and includes at least one primary airport around which the terminal control area is located.

c. By adding a new Subpart K to read as follows:



## Subpart K—Terminal Control Areas

3. By amending Part 91 as follows:

## § 91.1 [Amended]

a. By amending § 91.1(b) (1) by adding the following phrase at the end of paragraph (b) (1) of that section: "and with § 91.70(c) and § 91.90 of Subpart B."

b. By adding a new paragraph (c) to § 91.70 to read as follows:

## § 91.70 Aircraft speed.

(c) No person may operate an aircraft in the airspace beneath the lateral limits of any terminal control area at an indicated airspeed of more than 200 knots (230 m.p.h.).

C. By adding a new § 91.90 to read as follows:

## § 91.90 Flight in terminal control areas; operating rules and pilot and equipment requirements.

(a) *Group I terminal control areas—*  
(1) *Operating rules.* No person may operate an aircraft within a Group I terminal control area designated in Part 71 of this chapter except in compliance with the following rules:

(i) No person may operate an aircraft within a Group I terminal control area unless he has received an appropriate authorization from ATC prior to the operation of that aircraft in that area.

(ii) The pilot of an airplane before entering a Group I terminal control area under VFR shall report his position to ATC in relation to VFR entry points.

(iii) Unless otherwise authorized by ATC, each person operating a large turbine engine powered airplane to or from a primary airport shall operate at or above the designated floors while within the lateral limits of the terminal control area.

(2) *Pilot requirements.* The pilot in command of a civil aircraft may not land or take off that aircraft from an airport within a Group I terminal control area unless he holds at least a private pilot certificate.

(3) *Equipment requirements.* Unless otherwise authorized by ATC in the case of in-flight failure, no person may operate an aircraft within a Group I terminal control area unless that aircraft is equipped with—

(i) An operable VOR or TACAN receiver;

(ii) An operable two-way radio capable of communicating with ATC on appropriate frequencies for that terminal control area; and

(iii) An operable coded radar beacon transponder having at least a Mode A/3 64-code capability, replying to A/3 interrogation with the code specified by ATC. This requirement is not applicable to helicopters operating within the terminal control area, or to IFR flights to or from an airport other than the primary airport.

(b) *Group II terminal control areas—*

(1) *Operating rules.* No person may operate an aircraft within a Group II terminal control area designated in Part 71

of this chapter except in compliance with the following rules:

(i) No person may operate an aircraft within a Group II terminal control area unless he has received an appropriate authorization from ATC prior to the operation of that aircraft in that area.

(ii) The pilot of an airplane before entering a Group II terminal control area under VFR shall report his position to ATC in relation to VFR entry points.

(iii) Unless otherwise authorized by ATC, each person operating a large turbine engine powered airplane to or from a primary airport shall operate at or above the designated floors while within the lateral limits of the terminal control area.

(2) *Equipment requirements.* Unless otherwise authorized by ATC in the case of in-flight failure, no person may operate an aircraft within a Group II terminal control area unless that aircraft is equipped with—

(i) An operable VOR or TACAN receiver;

(ii) An operable two-way radio capable of communicating with ATC on the appropriate frequencies for that terminal control area; and

(iii) Each airplane engaged in an IFR flight in transit through the terminal control area, or to or from the primary airport is equipped with an operable coded radar beacon transponder having at least a Mode A/3 64-code capability, replying to A/3 interrogation with the code specified by ATC.

These amendments are proposed under the authority of sections 307 (a) and (c), and 313 of the Federal Aviation Act of 1958 (49 U.S.C. 1348 (a) and (c), and 1354(a)), and section 6(c) of the Department of Transportation Act (49 U.S.C. 1665(c)).

Issued in Washington, D.C., on March 11, 1970.

FERRIS J. HOWLAND,  
Acting Director,  
Air Traffic Service.

[F.R. Doc. 70-3143; Filed, Mar. 12, 1970;  
8:48 a.m.]

## [ 14 CFR Part 71 ]

[Airspace Docket No. 69-WA-32]

## ATLANTA, GA., TERMINAL CONTROL AREA

## Supplemental Notice of Proposed Designation

On October 14, 1969, the Federal Aviation Administration issued a notice of proposed rule making (Airspace Docket No. 69-WA-32; 34 F.R. 15805) proposing the airspace configuration of the terminal control area for Atlanta, Ga. Rules for the control and segregation of all aircraft within terminal control areas were proposed in Notice 69-41 (34 F.R. 15252). This supplemental notice of proposed rule making contains a proposed revision of the airspace configuration for the Atlanta, Ga., terminal control area.

In accordance with the terms of Airspace Docket No. 69-WA-32, the time for public comment ended November 28, 1969.

After review of the transcript of a public hearing held in Atlanta, Ga., on January 13, 1970, and subsequent meetings and discussions with user groups, it has been determined that alteration of the airspace configuration is necessary. Revisions are additionally necessary to make the airspace proposals compatible with the revised operating rules proposed for terminal control areas (Notice 69-41B).

Interested persons may participate in the proposed rule making by submitting such written data, views, or arguments as they may desire. Communications should identify the airspace docket number and be submitted in duplicate to: Federal Aviation Administration, Office of the General Counsel, Attention: Rules Docket GC-24, 800 Independence Avenue SW., Washington, D.C. 20590. All communications received on or before April 24, 1970, will be considered before action is taken on the proposed amendment. All comments submitted will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons.

In consideration of the foregoing and for reasons stated in Notice 69-41B, it is proposed to amend Part 71 of the Federal Aviation Regulations by adding a new § 71.401 to read as follows:

## § 71.401 Designation of terminal control areas.

The parts of the airspace described below are designated as terminal control areas. The primary airport or airports for each terminal control area are also designated. Except as otherwise specified, all mileages are nautical miles.

(a) Group I, terminal control areas:

ATLANTA, GA., TERMINAL CONTROL AREA

*Primary Airport.* 1. Atlanta Airport (lat. 33°38'42" N., long. 84°25'37" W.).

*Boundaries.* That airspace up to and including 8,000 feet MSL—

1. *Area A.* That airspace extending upward from the surface within a 7-mile circle centered on the Atlanta Airport including that area within lines drawn 2 statute miles each side of the 267° radial of the Rex VOR extending from the 7-mile circle to a north-south line through the Rex VOR excluding the Fulton County control zone and excluding that airspace from 4,200 feet MSL to 6,000 feet MSL between a line beginning on the south side of the 7-mile circle at a point 2 miles east of the centerline of V-97 and proceeding northward parallel to the centerline of V-97 to the centerline of V-20 north, thence northeastward on the centerline of V-20 north to the 7-mile circle and a line beginning on the south side of the 7-mile circle 2 miles west of the centerline of V-97 proceeding northward parallel to V-97 to the Fulton County control zone.

2. *Area B.* That airspace extending upward from 2,500 feet MSL to 8,000 feet MSL in that area east of the Atlanta Airport bounded on the east by the 12-mile radius arc of the Atlanta Airport, on the southwest by a line 2 miles east of and parallel to the centerline of V-97 on the west by Area A and on the north by a line 4 miles north of and parallel to the extended centerline of

Runway 9L; and that area to the west of the Atlanta Airport bounded on the east by Area A on the south by a line 4 miles south of and parallel to the extended centerline of Runway 27L, on the west by a 12-mile-radius arc of the Atlanta Airport, and on the north by a line 4 miles north of and parallel to the extended centerline of Runway 27R and the Fulton County control zone.

3. *Area C.* That airspace extending upward from 3,500 feet MSL to 8,000 feet MSL within that area east of the Atlanta Airport, bounded on the east by a 20-mile radius arc of the Atlanta Airport, on the southwest by a line 2 miles east of and parallel to the centerline of V-97, on the west by Area B and the centerline of V-20 north, and on the north by the 090° magnetic radial of the Fulton County VOR; and that area west of the Atlanta Airport bounded on the east by Areas A and B and a line 2 miles west of and parallel to V-97 on the south by a line 2 miles north of and parallel to V-20 north, on the west by the 20-mile radius arc of the Atlanta Airport, and on the north by the extended line of the southern edge of the Fulton County control zone extension and the Fulton County control zone boundary.

4. *Area D.* That airspace within a 20-mile arc of the Atlanta Airport within the area south of the Atlanta Airport bounded on the north by Area A, on the east by Areas B and C, and on the northwest by Area C; and the area north of Atlanta Airport within a 20-mile radius arc bounded on the south by Areas A, B, and C, and on the north by the Dobbins Air Force Base control zone and the 259° magnetic radial of the Norcross VORTAC.

This amendment is proposed under the authority of sections 307(a) and 313 of the Federal Aviation Act of 1958 (49 U.S.C. 1348(a) and 1354(a)) and section 6(c) of the Department of Transportation Act (49 U.S.C. 1655(c)).

Issued in Washington, D.C., on March 11, 1970.

FERRIS J. HOWLAND,  
Acting Director,  
Air Traffic Service.

[F.R. Doc. 70-3144; Filed, Mar. 12, 1970;  
8:48 a.m.]

#### [ 14 CFR Part 71 ]

[Airspace Docket No. 69-WA-33]

### CHICAGO, ILL., TERMINAL CONTROL AREA

#### Supplemental Notice of Proposed Designation

On October 14, 1969, the Federal Aviation Administration issued a notice of proposed rule making (Airspace Docket No. 69-WA-33; 34 F.R. 15805) proposing the airspace configuration of the terminal control area for Chicago, Ill. Rules for the control and segregation of all aircraft within terminal control areas were proposed in Notice 69-41 (34 F.R. 15252). This supplemental notice of proposed rule making contains a proposed revision of the airspace configuration for the Chicago, Ill., terminal control area.

In accordance with the terms of Airspace Docket No. 69-WA-33, the time for public comment ended November 28, 1969.

After review of the transcript of a public hearing held at the Palwaukee

Airport, Wheeling, Ill., on December 9, 1969, and subsequent meetings and discussions with user groups, it has been determined that alteration of the airspace configuration is necessary. Revisions are additionally necessary to make the amended airspace proposals compatible with the revised operating rules proposed for terminal control areas (Notice 69-41B).

Interested persons may participate in the proposed rule making by submitting such written data, views, or arguments as they may desire. Communications should identify the airspace docket number and be submitted in duplicate to: Federal Aviation Administration, Office of the General Counsel, Attention: Rules Docket GC-24, 800 Independence Avenue SW., Washington, D.C. 20590. All communications received on or before April 24, 1970, will be considered before action is taken on the proposed amendment. All comments submitted will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons.

In consideration of the foregoing and for reasons stated in Notice 69-41B, it is proposed to amend Part 71 of the Federal Aviation Regulations by adding a new § 71.401 to read as follows:

#### § 71.401 Designation of terminal control areas.

The parts of airspace described below are designated as terminal control areas. The primary airport or airports for each terminal control area are also designated. Except as otherwise specified, all mileages are nautical miles.

##### (a) Group I, terminal control areas:

*Primary Airport.* 1. Chicago O'Hare International (lat. 41°59'10" N., long. 87°54'28" W.).

*Boundaries.* That airspace up to and including 7,000 feet MSL—

1. *Area A.* That airspace extending upward from the surface within the Chicago, Ill. (O'Hare International Airport), control zone, including that airspace from 2 miles northwest of the centerline of Runway 4 and 2 miles southeast of the centerline of the proposed Runway 4R, extending from the control zone to 2 statute miles southwest of the Pine Outer Marker.

2. *Area B.* That airspace extending upward from 1,900 feet MSL within a 10.5-mile radius arc of Chicago O'Hare International Airport, excluding Area A and that area bounded on the southeast by a line 2 miles northwest of and parallel to the centerline of Runway 22, on the south and southwest by the southwest boundary of Glenview, Ill., control zone, and on the north by the 10-mile radius arc of Chicago VORTAC.

3. *Area C.* That airspace extending upward from 3,000 feet MSL within a 20-mile radius arc of Chicago O'Hare International Airport, excluding Areas A and B, previously described, Area D, described hereinafter, and that airspace within a 1.5-mile radius of Clow Airport (lat. 41°41'40" N., long. 88°07'38" W.).

4. *Area D.* That airspace extending upward from 4,000 feet MSL within that area north of Chicago bounded on the south by the 091° and 272° magnetic radials of the Northbrook VOR, on the west by a line 3 miles northeast and parallel to the centerline of 14L, and on the north by the 20-mile radius arc of the Chicago VORTAC. That area southeast of Chicago between the 10.5-mile and

20-mile radius arcs of the Chicago VORTAC and bounded on the north by a line 3 miles south of and parallel to the extended centerline of Runway 27R, and on the southwest by a line 3 miles northeast of and parallel to the extended centerline of Runway 32R.

This amendment is proposed under the authority of sections 307(a) and 313, Federal Aviation Act of 1958 (49 U.S.C. 1348(a) and 1354(a)) and Section 6(c), Department of Transportation Act (49 U.S.C. 1655(c)).

Issued in Washington, D.C., on March 11, 1970.

FERRIS J. HOWLAND,  
Acting Director,  
Air Traffic Service.

[F.R. Doc. 70-3145; Filed, Mar. 12, 1970;  
8:48 a.m.]

#### [ 14 CFR Part 71 ]

[Airspace Docket No. 69-WA-37]

### DETROIT, MICH., TERMINAL CONTROL AREA

#### Withdrawal of Proposed Designation

In a notice of proposed rule making published in the FEDERAL REGISTER on October 14, 1969 (34 F.R. 15806), a proposal for the adoption of a "terminal control area" for Detroit, Mich., was set forth.

Subsequent to the publication of the notice, numerous comments have been received and two meetings have been held with the public in the Detroit area. As a result of the comments and meetings, plus an overall reevaluation of the entire plan as set forth in Notice No. 69-41 (34 F.R. 15252), it has been determined in the best interest of all to amend the proposed Detroit terminal control area and process it at a later date.

Since the changes in the Detroit area will be substantive and are not as yet determined, notice is hereby given that the proposal contained in Airspace Docket No. 69-WA-37 (34 F.R. 15806) is withdrawn.

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

Issued in Washington, D.C., on March 11, 1970.

FERRIS J. HOWLAND,  
Acting Director,  
Air Traffic Service.

[F.R. Doc. 70-3146; Filed, Mar. 12, 1970;  
8:48 a.m.]

#### [ 14 CFR Part 71 ]

[Airspace Docket No. 70-WA-10]

### WASHINGTON, D.C., TERMINAL CONTROL AREA

#### Supplemental Notice of Proposed Designation

On September 30, 1969, the Federal Aviation Administration issued a notice

of proposed rule making (Notice 69-42; 34 F.R. 15254) proposing the airspace configuration of the terminal control area for Washington, D.C. Rules for the control or segregation of all aircraft within terminal control areas were proposed concurrently in Notice 69-41 (34 F.R. 15252). This supplemental notice of proposed rule making contains a proposed revision of the airspace configuration for the Washington, D.C., terminal control area. The terminal control area configuration is now identified as Airspace Docket No. 70-WA-10.

In accordance with the terms of Notice 69-42, the time for public comment ended on October 27, 1969. In response to requests for additional time to submit comments, the comment period was extended to November 15, 1969 (Notice 69-42A).

After review of the transcript of a public hearing held in Washington, D.C., on January 15, 1970, and subsequent meetings and discussions with user groups, it has been determined that alteration of the airspace configuration is necessary. Revisions are additionally necessary to make the amended airspace proposals compatible with the proposed operating rules for terminal control areas (Notice 69-41B).

Interested persons may participate in the proposed rule making by submitting such written data, views, or arguments as they may desire. Communications should identify the airspace docket number and be submitted in duplicate to: Federal Aviation Administration, Office of the General Counsel, Attention: Rules Docket GC-24, 800 Independence Avenue SW., Washington, D.C. 20590. All communications received on or before April 24, 1970, will be considered before action is taken on the proposed amendment. All comments submitted will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons.

In consideration of the foregoing and for reasons stated in Notice 69-41B, it is proposed to amend Part 71 of the Federal Aviation Regulations by adding a new section, § 71.401, to read as follows:

**§ 71.401 Designation of terminal control areas.**

The parts of airspace described below are designated as terminal control areas. The primary airport or airports for each terminal control area are also designated. Except as otherwise specified, all mileages are nautical miles.

(a) Group I, terminal control areas:

*Primary Airports.* 1. Washington National Airport (lat. 38°51'05" N., long. 77°02'20" W.).

2. Andrews AFB (lat. 38°48'40" N., long. 76°52'05" W.).

*Ceiling.* 8,000 feet MSL.

*Boundaries:*

1. *Area A.* That airspace extending upward from the surface to 3,000 feet MSL and from 5,000 feet MSL up to and including 8,000 feet MSL within the airspace encompassed by a 5-mile radius of the Washington VOR and a 5-mile radius of the Andrews VORTAC plus that airspace within a 7-mile radius of the Andrews VORTAC bounded on the

north by the Andrews 067° magnetic radial and the south by a line 3 miles east of and parallel to the 187° magnetic radial of the Andrews VORTAC plus that airspace within a 7-mile radius of the Washington VOR bounded on the south by the 210° magnetic radial of the Washington VOR and on the north by the 133° magnetic radial of the Herndon VORTAC excluding that airspace below 1,500 feet MSL within the area bounded by a line beginning at lat. 38°50'20" N., long. 77°05'40" W., to lat. 38°47'26" N., long. 77°09'15" W., to lat. 38°48'50" N., long. 77°10'30" W., to lat. 38°52'30" N., long. 77°07'30" W. to the point of beginning and excluding that airspace bounded by a line beginning at lat. 38°43'50" N., long. 76°54'25" W., to lat. 38°45'50" N., long. 76°54'25" W., to lat. 38°45'50" N., long. 76°57'20" W.

2. *Area B.* That airspace extending upward from 1,500 feet MSL within that area north of Andrews AFB bounded on the SE by the 067° magnetic radial of Andrews VORTAC, on the south by Area A, on the west by the 050° magnetic radial of Washington VOR and a line 2 miles west of and parallel to the 007° magnetic radial of Andrews VORTAC and on the north by the 10-mile radius arc of Andrews VORTAC. That area south of Washington beginning at lat. 38°44'25" N., long. 76°48'05" W., to lat. 38°39'10" N., long. 76°47'45" W., to lat. 38°42'25" N., long. 77°07'20" W., thence via the 210° magnetic radial of the Washington VOR to the 5-mile radius of the VOR, thence east via the southern boundary of Area A to the point of beginning. That area northwest of Washington bounded on the east by the 358° magnetic radial of the Washington VOR, on the southeast by Area A, on the southwest by the 133° magnetic radial of Herndon VORTAC, and on the northwest by the 10-mile radius arc of the Washington VOR.

3. *Area C.* That airspace extended upward from 2,500 feet MSL within that area south of Washington bounded by a line beginning at lat. 38°39'10" N., long. 76°47'45" W., thence to lat. 38°33'50" N., long. 76°47'30" W., thence to lat. 38°37'45" N., long. 77°09'40" W., thence to lat. 38°42'25" N., long. 77°07'20" W., thence to point of beginning. That area northwest of Washington bounded on the east by the 358° magnetic radial of the Washington VOR, on the southeast by the 10-mile radius arc of Washington VOR, on the southwest by the 133° magnetic radial of the Herndon VORTAC and on the northwest by the 15-mile radius arc of the Washington VOR. That area north of Andrews AFB bounded on the southeast by the 067° magnetic radial of the Andrews VORTAC, on the south by the 10-mile radius arc of Andrews VORTAC, on the west by a line extending from lat. 38°50'20" N., long. 76°54'45" W., to lat. 39°03'20" N., long. 76°54'45" W., and on the northeast by the 15-mile radius arc of the Andrews VORTAC.

4. *Area D.* That airspace extending upward from 4,000 feet MSL within that area south of Washington bounded by a line beginning at lat. 38°33'50" N., long. 76°47'30" W., thence to lat. 38°28'40" N., long. 76°47'00" W., thence via a 20-mile radius arc of the Andrews VORTAC and a 20-mile radius arc of the Washington VOR to lat. 38°32'40" N., long. 77°10'50" W., thence to lat. 38°06'40" N., long. 77°09'25" W., thence to point of beginning. That area northwest of Washington bounded on the east by the 358° magnetic radial of the Washington VOR, on the southeast by a 15-mile radius arc of the Washington VOR, on the southwest by the 133° magnetic radial of Herndon VORTAC, and on the northwest by a 20-mile radius arc of Washington VOR. That area north of Andrews AFB bounded on the southeast by the 067° magnetic radial of the Andrews

VORTAC, on the southwest by a 15-mile radius arc of Andrews VORTAC, on the west by a line 2 miles west of and parallel to the 007° magnetic radial of the Andrews VORTAC, and on the northeast by a 20-mile radius arc of the Washington VOR and a 20-mile radius arc of the Andrews VORTAC.

5. *Area E.* That airspace extending upward from 5,000 feet within that area southeast of Andrews AFB bounded on the southeast by a 20-mile radius arc of the Andrews VORTAC, on the west by a line extending from lat. 38°28'40" N., long. 76°47'00" W., to lat. 38°41'45" N., long. 76°48'20" W., and a 7-mile radius arc of the Andrews VORTAC, and on the northwest by the 067° magnetic radial of the Andrews VORTAC. That area southwest of Washington bounded on the southeast by the 210° magnetic radial of the Washington VOR, on the southwest by a 20-mile radius arc of Washington VOR, on the northeast by the 133° magnetic radial of the Herndon VORTAC and a 7-mile radius arc of Washington VOR. That area north of Washington bounded on the east by a line 2 miles west of and parallel to the 007° magnetic radial of the Andrews VORTAC and the 050° magnetic radial of Washington VOR, on the south by a 5-mile radius arc of the Washington VOR, on the west by the 358° magnetic radial of the Washington VOR, and on the north by a 20-mile radius arc of the Washington VOR.

This amendment is proposed under the authority of sections 307(a) and 212 of the Federal Aviation Act of 1958 (49 U.S.C. 1348(a) and 1352(a)) and section 6(c) of the Department of Transportation Act (49 U.S.C. 1665(c)).

Issued in Washington, D.C., on March 11, 1970.

FERRIS J. HOWLAND,  
Acting Director,  
Air Traffic Service.

[F.R. Doc. 70-3147; Filed, Mar. 12, 1970; 8:48 a.m.]

**[ 14 CFR Part 145 ]**

[Docket No. 10182; Notice 70-10]

**REPAIR STATIONS**

**Proposed Equipment and Material Requirements for Radio Rated Repair Stations**

The Federal Aviation Administration is considering amending Appendix A of Part 145 by updating the equipment and material requirements applicable to Class 1, Class 2, and Class 3 radio ratings.

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, Office of the General Counsel, Attention: Rules Docket, 800 Independence Avenue SW., Washington, D.C. 20590. All communications received on or before June 11, 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.

Solid state and transistorized communication, navigation, and radar apparatus are now commonplace electronic equipment. The proper repair, maintenance, and inspection of this equipment involves job functions heretofore not associated with the design and relative simplicity of older equipment. Since the minimum material and equipment required for radio repair stations are determined by the job functions involved in a particular class of rating, the proposed change to Appendix A would, through revision of job functions applicable to the various classes of radio ratings, update the minimum material and equipment requirements for all classes of radio ratings.

In consideration of the foregoing, it is proposed to amend paragraph (d) of Appendix A of Part 145 of the Federal Aviation Regulations to read as follows:

APPENDIX A

(d) An applicant for a radio rating must provide equipment and materials as follows:

(1) For a Class 1 (Communications) radio rating, the equipment and materials necessary for efficiently performing the job functions listed in subparagraph (4) and the following job functions:

The testing and repair of headsets, speakers, and microphones.

The measuring of radio transmitter power output.

(2) For a Class 2 (Navigation) radio rating, the equipment and materials necessary for efficiently performing the job functions listed in subparagraph (4) and the following job functions:

The testing and repair of headsets, speakers, and microphones.

The measuring of loop antenna sensitivity by appropriate methods.

The determination and compensation for quadrantal error in aircraft direction finder radio equipment.

The calibration of any radio navigational equipment, en route and approach aids, or similar equipment, appropriate to this rating to approved performance standards.

(3) For Class 3 (Radar) radio rating, the equipment and materials necessary for efficiently performing the job functions listed in subparagraph (4) and the following job functions:

The measuring of radio transmitter power output.

The metal plating of transmission lines, wave guides, and similar equipment in accordance with appropriate specifications.\*

The pressurization of appropriate radar equipment with dry air, nitrogen, or other specified gases.

(4) For all classes of radio ratings, the equipment and materials necessary for efficiently performing the following job functions:

Perform physical inspection of radio systems and components by visual and mechanical methods.

Perform electrical inspection of radio systems and components by means of appropriate electrical and/or electronic test instruments.

Check aircraft wiring, antennas, connectors, relays, and other associated radio components to detect installation faults.

Check engine ignition systems and aircraft accessories to determine sources of electrical interference.

Check aircraft power supplies for adequacy and proper functioning.

Test radio instruments.\*

Overhaul, test, and check dynamotors, inverters, and other radio electrical apparatus.\*

Paint and refinish equipment containers.\*

Accomplish appropriate methods of marking calibrations, or other information on radio control panels and other components, as required.\*

Make and reproduce drawings, wiring diagrams, and other similar material required to record alterations and/or modifications to radio (photographs may be used in lieu of drawings when they will serve as an equivalent or better means of recording).\*

Fabricate tuning shaft assemblies, brackets, cable assemblies, and other similar compo-

nents used in radios or aircraft radio installations.\*

Align tuned circuits (RF and IF).

Install and repair aircraft antennas.

Install complete radio systems in aircraft and prepare weight and balance reports\* (that phase of radio installation requiring alterations to the aircraft structure must be performed, supervised, and inspected by qualified personnel).

Measure modulation values, noise, and distortion in radios.

Measure audio and radio frequencies to appropriate tolerances and perform calibration necessary for the proper operation of radios.

Measure radio component values (inductance, capacitance, resistance, etc.).

Measure radio frequency transmission line attenuation.

Determine wave forms and phase in radios when applicable.

Determine proper aircraft radio antenna, lead-in and transmission line characteristics and locations for type of radio equipment to which connected.

Determine wave forms and phase in radios equipment installed in aircraft by using appropriate portable test apparatus.

Determine proper location for radio antennas on aircraft.

Test all types of electronic tubes, transistors, or similar devices in equipment appropriate to the rating.

This amendment is proposed under the authority of sections 313(a), 601, 606, and 607 of the Federal Aviation Act of 1958 (49 U.S.C. 1354(a), 1421, 1426, and 1427) and section 6(c) of the Department of Transportation Act (49 U.S.C. 1655(c)).

Issued in Washington, D.C., on March 6, 1970.

EDWARD C. HODSON,  
Acting Director,  
Flight Standards Service.

[F.R. Doc. 70-3047; Filed, Mar. 12, 1970; 8:45 a.m.]

# Notices

## DEPARTMENT OF THE TREASURY

Internal Revenue Service  
FRANKLIN BARM HARBIN

### Notice of Granting of Relief

Notice is hereby given that Franklin Barm Harbin, R.F.D. No. 1, Taylor, Ark., has applied for relief from disabilities imposed by Federal laws with respect to the acquisition, receipt, transfer, shipment, or possession of firearms incurred by reason of his conviction on December 1, 1931, in the Miller County Circuit Court, Texarkana, Ark., of a crime punishable by imprisonment for a term exceeding 1 year. Unless relief is granted, it will be unlawful for Franklin B. Harbin because of such conviction, to ship, transport or receive in interstate or foreign commerce any firearm or ammunition, and he would be ineligible for a license under chapter 44, title 18, United States Code as a firearms or ammunition importer, manufacturer, dealer, or collector. In addition, under title VII of the Omnibus Crime Control and Safe Streets Act of 1968, as amended (82 Stat. 236; 18 U.S.C., Appendix), because of such conviction, it would be unlawful for Franklin B. Harbin to receive, possess, or transport in commerce or affecting commerce, any firearm.

Notice is hereby given that I have considered Franklin B. Harbin's application and:

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

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

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

Signed at Washington, D.C., this 5th day of March 1970.

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

[F.R. Doc. 70-3069; Filed, Mar. 12, 1970; 8:47 a.m.]

## DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

Food and Drug Administration

### 2-CHLORO-4-(CYCLOPROPYLAMINO)-6-(ISOPROPYLAMINO)-s-TRIAZINE

#### Notice of Extension of Temporary Tolerance

Gulf Oil Corp., Gulf Building, Pittsburgh, Pa. 15230, was granted a temporary tolerance for residues of the herbicide 2-chloro-4-(cyclopropylamino)-6-(isopropylamino)-s-triazine (formerly 2-chloro-4-cyclopropylamino-6-isopropylamino-1,3,5-triazine) in or on the raw agricultural commodities fresh corn including sweet corn (kernels plus cob with husk removed), corn grain (including popcorn), and corn forage and fodder (including sweet corn, field corn, and popcorn) at 0.1 part per million on May 7, 1969 (notice was published in the FEDERAL REGISTER of May 14, 1969 (34 F.R. 7664)), which will expire May 7, 1970.

The firm has requested a 1-year extension for obtaining additional experimental data. The Commissioner of Food and Drugs concludes that such an extension will protect the public health. A condition under which this temporary tolerance is extended is that the herbicide will be used in accordance with the temporary permit issued by the U.S. Department of Agriculture. Distribution will be under the Gulf Oil Corp. name.

As extended, this temporary tolerance expires May 7, 1971.

This action is taken pursuant to provisions of the Federal Food, Drug, and Cosmetic Act (sec. 408(j), 68 Stat. 516; 21 U.S.C. 346a(j)) and under authority delegated to the Commissioner (21 CFR 2.120).

Dated: March 5, 1970.

R. E. DUGGAN,  
Acting Associate Commissioner  
for Compliance.

[F.R. Doc. 70-3040; Filed, Mar. 12, 1970; 8:45 a.m.]

### ENRICHED MACARONI PRODUCT DEVIATING FROM IDENTITY STANDARD

#### Notice of Temporary Permit for Market Testing

Pursuant to § 10.5 (21 CFR 10.5) concerning temporary permits for market testing foods deviating from the requirements of standards of identity promulgated pursuant to section 401 (21 U.S.C. 341) of the Federal Food, Drug, and Cosmetic Act, notice is given that a temporary permit has been issued to the

Agricultural Research Service, U.S. Department of Agriculture, Washington, D.C. 20250. This permit covers interstate marketing tests of an enriched macaroni product not provided for by the standards of identity for macaroni and noodle products (21 CFR 16.1 to 16.14). The U.S. Department of Agriculture will assume possession of the food at the point of manufacture and will be responsible for its introduction into interstate commerce. The marketing is to take place pursuant to a study being conducted by the sponsor through its direct food distribution program.

The product will contain yellow corn flour in a quantity not less than 59 percent, soy flour in a quantity not less than 30 percent, and semolina in a quantity not less than 10 percent by weight of the farinaceous ingredients. Nutrients will be added as specified in § 16.9(a) except that the product will contain in each pound 35 milligrams of iron (Fe) and 2,111 milligrams of calcium (Ca). The product will be labeled "enriched yellow corn-soy-wheat macaroni." The labels of the product will declare by common name the ingredients used as well as the percentage of the minimum daily requirements for the vitamins and minerals supplied by the product when consumed in a specific quantity.

This permit expires May 20, 1970.

Dated: March 5, 1970.

R. E. DUGGAN,  
Acting Associate Commissioner  
for Compliance.

[F.R. Doc. 70-3039; Filed, Mar. 12, 1970; 8:45 a.m.]

## DEPARTMENT OF AGRICULTURE

Federal Crop Insurance Corporation

[Notice 47]

### CANNING AND FREEZING PEAS, OREGON AND WASHINGTON

#### Extension of Closing Date for Filing of Applications for 1970 Crop Year

Pursuant to the authority contained in § 401.103 of Title 7 of the Code of Federal Regulations, the time for filing applications for canning and freezing pea crop insurance for the 1970 crop year in all counties in Oregon and Washington where such insurance is otherwise authorized to be offered is hereby extended until the close of business on March 13, 1970. Such applications received during this period will be accepted only after it is determined that no adverse selectivity will result.

RICHARD H. ASLAKSON,  
Manager, Federal  
Crop Insurance Corporation.

[F.R. Doc. 70-3048; Filed, Mar. 12, 1970; 8:45 a.m.]

## Office of the Secretary

## ARKANSAS

## Designation of Area for Emergency Loans

For the purpose of making emergency loans pursuant to section 321 of the Consolidated Farmers Home Administration Act of 1961 (7 U.S.C. 1961), it has been determined on March 6, 1970, that in the hereinafter-named county in the State of Arkansas, natural disasters have caused a need for agricultural credit not readily available from commercial banks, cooperative lending agencies, or other responsible sources.

Lincoln.

Pursuant to the authority set forth above, emergency loans will not be made in the above-named county after June 30, 1970, except to applicants who previously received emergency or special livestock loan assistance and can qualify under established policies and procedures.

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

CLIFFORD M. HARDIN,  
Secretary of Agriculture.

[F.R. Doc. 70-3068; Filed, Mar. 12, 1970;  
8:47 a.m.]

## DEPARTMENT OF TRANSPORTATION

## Hazardous Materials Regulations Board

## SPECIAL PERMITS ISSUED

MARCH 10, 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 Part 170, following is a list of new DOT Special Permits upon which Board action was completed during February 1970:

Special permit No.	Issued to—Subject	Mode or modes of transportation
6024	Shippers upon specific registration with this Board, for the shipment of nonflammable liquefied refrigerant gases in a nonrefillable steel cylinder of not over 3,600 cubic inch capacity.	Water, highway, and rail.
6002	Shippers upon specific registration with this Board, for the shipment of nitric acid in DOT-33A cases within a fiberboard overpack.	Highway and rail.
6123	Shippers upon specific registration with this Board, for the shipment of large quantities of radioactive materials, special form, in the SNAP-23A Fueled Prototype Mockup System.	Highway.
6125	Shippers upon specific registration with this Board, for the shipment of large quantities of radioactive materials, special form, in the Gammaell 220 Irradiator.	Highway.
6129	Shippers upon specific registration with this Board, for the shipment of compressed air, oxygen, and carbon dioxide in high pressure cylinders fabricated from PST 108-1000, 108-1001, or 108-3000 steel.	Water, cargo-only aircraft, highway, and rail.
6137	Shippers upon specific registration with this Board, for the shipment of liquid organic peroxide solutions, n.o.s., in DOT-6D or 37M 2SL packaging.	Highway and rail.
6155	Shippers upon specific registration with this Board, for the shipment of fissile radioactive material, n.o.s., in the Kerr-McGee Corporation Model No. KM-2 shipping container.	Water, passenger-carrying and cargo-only aircraft, highway, and rail.
6156	Shippers upon specific registration with this Board, for the shipment of Type B quantities of radioactive material, n.o.s., or special form in the Uniroyal Hazardous Materials Container System (Type B).	Water, cargo-only aircraft, highway, and rail.
6170	Shippers upon specific registration with this Board, for the shipment of nitrogen in small high-pressure nonrefillable steel cylinders.	Cargo-only aircraft, highway, and rail.
6171	Shippers upon specific registration with this Board, for the shipment of fissile and large quantities of radioactive materials, n.o.s., in the PM Reactor (Core types 2 and 4) Spent Fuel Cask.	Water, highway, and rail.
6174	Shippers upon specific registration with this Board, for the shipment of chlorpicrin mixtures containing not over 30% chlorpicrin by weight, and containing no compressed gas or poisonous liquid, class A, in a new DOT-5B tight-head metal drum of not over 33-gallon capacity.	Highway.
6175	Shippers upon specific registration with this Board, for the shipment of liquefied methane in the M.V.E. Model HL-300G portable tank.	Highway.
6176	Shippers upon specific registration with this Board, for the shipment of large quantities of radioactive materials, special form, in the Gamma Process Co. Model 67009 All Steel Cobalt-60 Source Shipping Cask.	Highway.
6177	Shippers upon specific registration with this Board, for the shipment of fissile radioactive materials, n.o.s., in the NERVA Fuel Scrap Shipping Container.	Highway and rail.
6178	Shippers upon specific registration with this Board, for the shipment of liquid cleaning compounds containing not more than 30% hydrofluoric acid in a DOT-37M/2SL packaging.	Highway.
6180	Pipe Welding Supply Co., Inc., for the shipment of oxygen, nitrogen, argon, hydrogen, nitrous oxide, and mixtures thereof in DOT-3A and 3AA cylinders having a 10-year hydrostatic retest period.	Highway and rail.
6182	Shippers upon specific registration with this Board, for the shipment of large quantities of radioactive materials, special form, in the SNAP-7D Radioisotope Thermoelectric Generator.	Highway.
6183	Shippers upon specific registration with this Board, for the shipment of flammable paints having a flash point above 20° F., in the FMI Model 4655 aluminum portable tank.	Highway.
6184	Shippers upon specific registration with this Board, for the shipment of liquefied helium in a 4,056-gallon capacity specially designed and insulated portable tank.	Water and highway.
6189	Ciba Agro Chemical Company for one export shipment of a liquid organic phosphate compound mixture, n.o.s., in a new DOT-5B/2SL open-head metal drum.	Water and highway.

WILLIAM C. JENNINGS,

Chairman, Hazardous Materials Regulations Board.

[F.R. Doc. 70-3059; Filed, Mar. 12, 1970; 8:46 a.m.]

## ARKANSAS

## CIVIL AERONAUTICS BOARD

[Docket No. 20291; Order 70-3-46]

## INTERNATIONAL AIR TRANSPORT ASSOCIATION

## Order Regarding Fare Matters

Issued under delegated authority March 10, 1970.

An agreement has been filed with the Board, pursuant to section 412(a) of the Federal Aviation Act of 1958 (the Act) and Part 261 of the Board's economic regulations, between various air carriers, foreign air carriers, and other carriers, embodied in the Resolutions of Traffic Conferences 1 and 3 and Joint Conference 3-1 of the International Air Transport Association (IATA), and adopted by mail vote. The agreement has been assigned the above-designated CAB agreement number.

The agreement would extend through March 31, 1971, for application within the Western Hemisphere and Asia/Australasia and via the Pacific, the effectiveness of currently approved baggage resolutions which are scheduled to expire March 31, 1970.

Pursuant to authority duly delegated by the Board in the Board's regulations, 14 CFR 385.14, it is not found, on a tentative basis, that the following resolutions, which are incorporated in agreement CAB 21603, are adverse to the public interest or in violation of the Act:

## IATA RESOLUTIONS

100 (Mail 829) 002b.  
300 (Mail 323) 002b.  
JT31 (Mail 174) 002b.

Accordingly, it is ordered, That:

Action on agreement CAB 21603 be and hereby is deferred with a view toward eventual approval.

Persons entitled to petition the Board for review of this order, pursuant to the Board's regulations, 14 CFR 385.50, may, within 10 days after the date of service of this order, file such petitions in support of or in opposition to our proposed action herein.

This order will be published in the FEDERAL REGISTER.

[SEAL] HARRY J. ZINK,  
Secretary.

[F.R. Doc. 70-3061; Filed, Mar. 12, 1970;  
8:46 a.m.]

[Docket No. 20993; Order 70-3-47]

## INTERNATIONAL AIR TRANSPORT ASSOCIATION

## Order Regarding Fare Matters

Issued under delegated authority March 10, 1970.

An agreement has been filed with the Board, pursuant to section 412(a) of the Federal Aviation Act of 1958 (the Act) and Part 261 of the Board's economic regulations, between various air carriers, foreign air carriers, and other carriers, embodied in the resolutions of the Traffic Conferences of the International Air Transport Association (IATA), and

adopted by mail vote. The agreement has been assigned the above-designated CAB agreement number.

The agreement amends the table for conversion of currencies by revising from 0.05 to 0.01 German marks for use in rounding-off cargo rates.

Pursuant to authority duly delegated by the Board in the Board's regulations, 14 CFR 385.14, it is not found, on a tentative basis, that the following resolutions, which are incorporated in the agreement indicated, are adverse to the public interest or in violation of the Act:

## IATA RESOLUTIONS

100 (Mall 831) 023b.  
200 (Mall 988) 023b.  
300 (Mall 325) 023b.  
JT12 (Mall 727) 023b.  
JT23 (Mall 243) 023b.  
JT31 (Mall 176) 023b.  
JT123 (Mall 631) 023b.

Accordingly, it is ordered, That:

Action on agreement CAB 21649 be and hereby is deferred with a view toward eventual approval.

Persons entitled to petition the Board for review of this order, pursuant to the Board's regulations, 14 CFR 385.50, may, within 10 days after the date of service of this order, file such petitions in support of or in opposition to our proposed action herein.

This order will be published in the FEDERAL REGISTER.

[SEAL]

HARRY J. ZINK,  
Secretary.

[F.R. Doc. 70-3062; Filed, Mar. 12, 1970;  
8:46 a.m.]

## FEDERAL MARITIME COMMISSION

### ORIENT OVERSEAS LINE

#### Notice of Issuance of Casualty Certificate

Security for the protection of the public; financial responsibility to meet liability incurred for death or injury to passengers or other persons on voyages.

Notice is hereby given that the following have been issued a certificate of financial responsibility to meet liability incurred for death or injury to passengers or other persons on voyages pursuant to the provisions of section 2, Public Law 89-777 (80 Stat. 1356, 1357) and Federal Maritime Commission General Order 20, as amended (46 CFR Part 540):

Oriental South America Lines, Inc., and Chinese Maritime Trust Ltd. (Orient Overseas Line), 80 Broad Street, Monrovia, Liberia.

Dated: March 6, 1970.

FRANCIS C. HURNEY,  
Secretary.

[F.R. Doc. 70-3064; Filed, Mar. 12, 1970;  
8:46 a.m.]

### ORIENT OVERSEAS LINE

#### Notice of Issuance of Performance Certificate

Security for the protection of the public; indemnification of passengers for nonperformance of transportation.

Notice is hereby given that the following have been issued a certificate of financial responsibility for indemnification of passengers for nonperformance of transportation pursuant to the provisions of section 3, Public Law 89-777 (80 Stat. 1357, 1358) and Federal Maritime Commission General Order 20, as amended (46 CFR Part 540):

Oriental South America Lines, Inc., and Chinese Maritime Trust Ltd. (Orient Overseas Line), 80 Broad Street, Monrovia, Liberia.

Dated: March 6, 1970.

FRANCIS C. HURNEY,  
Secretary.

[F.R. Doc. 70-3065; Filed, Mar. 12, 1970;  
8:47 a.m.]

### INDEPENDENT OCEAN FREIGHT FORWARDER LICENSES

#### Applicants

Notice is hereby given that the following applicants have filed with the Federal Maritime Commission applications for licenses as independent ocean freight forwarders, pursuant to section 44(a) of the Shipping Act, 1916 (75 Stat. 522 and 46 U.S.C. 841(b)):

Persons knowing of any reason why any of the following applicants should not receive a license are requested to communicate with the Director, Bureau of Domestic Regulation, Federal Maritime Commission, Washington, D.C. 20573.

Amanda A. Ros, 931 Southwest 69th Avenue, Miami, Fla. 33144. Amanda A. Ros—Owner.  
J. E. Smith, 931 Southwest 69th Avenue, Miami, Fla. 33144. J. E. Smith—Owner.  
Faith Freight Forwarding Corp., 8675 Southwest 27th Lane, Miami, Fla. 33155.

#### Officers:

Roberto J. Faith—President.  
Douglas C. Coldwell—Vice President.  
Isabel Faith—Secretary/Treasurer.  
Pilgrim Forwarding Agency, Inc., 120 Liberty Street, Room 1008, New York, N.Y. 10006.  
Officers:  
Maravillas Pozo—Director.  
John L. Pozo—Director.  
Leopold Pozo—Director/President.

Dated: March 10, 1970.

FRANCIS C. HURNEY,  
Secretary.

[F.R. Doc. 70-3063; Filed, Mar. 12, 1970;  
8:46 a.m.]

[Commission Order No. 1 (Rev.)]

### ORGANIZATION AND FUNCTIONS

SECTION 1. Purpose. 1.01 The purpose of this order is to describe the organization and functions of the Federal Maritime Commission.

SEC. 2. Organization of the Federal Maritime Commission—2.01 Establishment and composition of the Commission. The Federal Maritime Commission was established as an independent agency by Reorganization Plan No. 7 of 1961, effective August 12, 1961. The Federal Maritime Commission is composed of five members, appointed by the President, by and with the consent of the Senate. The

President designates one of such members to be the Chairman.

2.02 Quorum. Any three members in office constitute a quorum for the transaction of the business of the Federal Maritime Commission. The affirmative vote of any three Commissioners shall be sufficient for the disposition of any matters which may come before the Commission.

2.03 Organizational components. The Federal Maritime Commission has the following major organizational components:

1. Office of the Chairman of the Federal Maritime Commission.
2. Offices of the Members of the Federal Maritime Commission.
3. Managing Director—
  - (1) Office of International Affairs and Relations.
  - (2) Bureau of Compliance.
    - a. Office of Carrier Agreements (Foreign Commerce).
    - b. Office of Tariffs and Informal Complaints (Foreign Commerce).
    - c. Office of Transport Economics.
  - (3) Bureau of Hearing Counsel.
  - (4) Bureau of Domestic Regulation.
  - (5) Bureau of Investigation.
  - (6) Bureau of Financial Analysis.
  - (7) Division of Personnel.
  - (8) Division of Budget and Finance.
  - (9) Division of Office Services.
  - (10) Field Offices.
4. Office of the Secretary.
5. Office of the General Counsel.
6. Office of Hearing Examiners.

SEC. 3. Lines of responsibility. 3.01 The Managing Director shall be responsible to and report to, the Chairman, Federal Maritime Commission.

3.02 The Office of International Affairs and Relations, Bureau of Compliance, Bureau of Hearing Counsel, Bureau of Domestic Regulation, Bureau of Investigation, Bureau of Financial Analysis, Division of Personnel, Division of Budget and Finance, Division of Office Services, and the Field Offices shall be responsible to, and report to the Managing Director.

3.03 The Office of the Secretary and the Office of the General Counsel shall report to the Chairman, subject to the managerial direction and coordination of the Managing Director. The Managing Director shall, with respect to the activities of such offices, (1) coordinate the development and execution of major programs, policies, plans, and projects to accomplish the objectives established by the Chairman and/or the Commission; (2) determine work priorities and schedule the flow of work to meet such priorities; (3) review program and activity progress and otherwise maintain surveillance to assure the accomplishment of programs and projects of major importance.

3.04 The Office of Hearing Examiners shall report to the Chairman, subject to the administrative direction and coordination of the Managing Director.

SEC. 4. General functions. 4.01 The Federal Maritime Commission is responsible for administering the statutory functions and programs for the regulation of common carriers by water in the

foreign and domestic offshore commerce of the United States and of other persons, under provisions of the Shipping Act, 1916, as amended; Merchant Marine Act, 1920, as amended; the Intercoastal Shipping Act, 1933, as amended; and other applicable statutes.

SEC. 5. *Specific functions of the organizational components of the Federal Maritime Commission.* 5.01 The Office of the Chairman of the Federal Maritime Commission executes and administers the activities of the Federal Maritime Commission; serves as the executive head of the Commission, presides at meetings of the Commission; and administers the policies of the Commission to its responsible officials, and through conferences with and reports from such officials assures the efficient discharge of their responsibilities.

5.02 The Offices of the Members of the Federal Maritime Commission are responsible, with the Chairman, for establishing the policies of the Commission; making decisions and determinations in the disposition of docketed cases and other matters within the jurisdiction of the Commission; and performing other duties as may be assigned under the provisions of Reorganization Plan No. 7 of 1961.

5.03 The Managing Director directs and administers the organizations and activities as enumerated in subsections 5.031 through 5.0310 below; provides managerial administrative direction to, and effects work coordination with, the Office of the General Counsel and the Office of the Secretary; provides administrative direction and coordination to the Office of the Hearing Examiners; assists, advises, and consults with the Chairman and/or the Federal Maritime Commission in the performance of major executive functions; and directs general administrative activities.

1. The Office of International Affairs and Relations provides advisory, consultative, and coordinating services in connection with the activities of the Commission and on actions which influence the work of the Commission in the field of international trade and commerce; maintains continual surveillance over actions by foreign governments relating to international shipping; develops data on port conditions and interprets U.S. policies for other governments and foreign shipping lines; serves as a general clearing house for the disseminating of complete, accurate and necessary information on the activities, functions, and responsibilities of the Federal Maritime Commission to the maritime industry, news media, general public and other agencies of the Government; provides, through the Public Reference Room, "one-stop-service" for copies of agreements, foreign and domestic offshore tariffs, initial decisions of the hearing examiners, reports of the Commission, publications and miscellaneous documents submitted in proceedings before the Commission, and is responsible for liaison functions with the Congress.

2. The Bureau of Compliance administers the program activities of the Office

of Carrier Agreements (Foreign Commerce), the Office of Tariffs and Informal Complaints (Foreign Commerce), and the Office of Transport Economics as hereinafter stated.

a. The Office of Carrier Agreements (Foreign Commerce) (1) receives and examines agreements and modifications thereto filed by common carriers by water in the foreign commerce of the United States for approval under statutory requirements; conducts negotiations and correspondence with parties to such agreements for the purpose of obtaining information and data thereon; prepares and publishes notices of filings of agreements in the FEDERAL REGISTER; prepares recommendations for approval, disapproval, or modification, or for formal investigation or hearing with respect thereto (these agreements include conference agreements, transshipment agreements, joint service agreements, pooling agreements, sailing agreements, passenger interchange agreements, and other cooperative working arrangements); (2) receives, examines, and processes requests for permission to use contract rate systems as required under section 14b of the Shipping Act 1916; (3) reviews annual and special reports submitted by common carriers by water in the foreign commerce of the United States and conferences of such carriers, including minutes of conference meetings, shippers' requests and complaints reports, reports of self-policing, pooling statements, and informal complaints arising directly from possible violations of approved agreements and operations under alleged unfiled and unapproved agreements; and takes necessary action with respect to any such reports or activities which indicate possible violations of applicable statutes or Commission regulations; and (4) conducts studies and surveys for the purpose of recommending new or revised policy and standards or publication of rules and regulations with respect to carrier agreements subject to Commission approval.

b. The Office of Tariffs and Informal Complaints (Foreign Commerce) (1) reviews the rates and practices of common carriers by water engaged in the foreign commerce of the United States and conferences of such carriers in accordance with the requirements of law and the rules, orders and regulations of the Commission; takes action with respect to applications for special permission to file tariffs on less than statutory notice or for waiver of tariff filing rules and regulations; (2) reviews informal complaints or protests against the practices, methods, and operations of common carriers in the foreign commerce of the United States or conferences of such carriers, against existing or proposed tariffs, rates, charges, regulations, or rules of such carriers or conferences, develops information and facts from the parties on a voluntary basis (but does not conduct formal investigation); and (a) concludes such complaints and protests by process of voluntary agreement between the parties or administrative determination that the complaint or pro-

test fails to represent a violation of the shipping statutes or the rules or orders of the Commission or (b) requests the Bureau of Investigation to develop additional information and data through field investigation, and (c) prepares recommendations, collaborating with the Bureau of Hearing Counsel, for formal action and proceedings by the Commission; (3) conducts studies and surveys for the purpose of recommending new or revised policy and standards, or publication of rules and regulations with respect to tariffs and informal complaints filed by common carriers by water in the foreign commerce of the United States, and conferences of such carriers.

c. The Office of Transport Economics conducts research and economic studies necessary to the Commission in the fulfillment of its regulatory responsibilities. In this connection the staff compiles, interprets, and analyzes economic data essential to the study of freight rate structures and levels; conducts studies leading to determinations as to the reasonableness of specific cargo rates in the ocean trades of the United States; studies the economic implications of shipping practices; studies the economic implications of trends of commodity movement, worldwide; analyzes costs attributable to the movement of cargoes in the ocean-borne foreign and domestic offshore commerce of the United States; and conducts related studies and analyses requisite to rendering by the Commission of sound economic judgments and decisions.

3. The Bureau of Hearing Counsel acts as Hearing Counsel in all formal investigations, nonadjudicatory investigations, rulemaking proceedings and any other proceedings initiated by the Federal Maritime Commission under the Shipping Act, 1916, and other applicable shipping acts; examines and cross-examines witnesses, prepares and files briefs, motions, exceptions, and other legal documents and participates in oral arguments before the hearing examiners and the Federal Maritime Commission; acts as Hearing Counsel, where intervention is permitted, in formal complaint proceedings initiated under section 22 of the Shipping Act; reviews and concurs in all recommendations of other bureaus recommending the institution of formal proceedings; prepares all orders, notices and other documents which institute formal or informal Commission proceedings; furnishes consultative and advisory services and otherwise assists other bureaus in formulating procedures to be followed in connection with investigations and/or formal Commission proceedings; serves, with the concurrence of the Managing Director, as requested by the General Counsel and under his direction in matters of court litigation by or against the Commission rising out of violations previously adjudicated by the Commission.

4. The Bureau of Domestic Regulation reviews the rates and practices of common carriers by water engaged in the domestic offshore commerce of the United States and conferences of such



carriers in accordance with the requirements of law and the rules, orders and regulations of the Commission; examines, processes, and as appropriate, prepares recommendations to the Commission with respect to activities and practices of common carriers by water in the domestic offshore commerce of the United States and conferences of such carriers, and with respect to agreements and tariffs filed by such common carriers, conferences, terminal operators, and freight forwarders, takes and/or initiates action involving the rejection of improper or incorrectly filed tariffs, granting of special permissions to waive the advance filing or publication requirements of tariffs, suspension of rates, and as appropriate the prescription of reasonable maximum and minimum rates; reviews reports filed by domestic offshore carrier conferences, terminal operators, and freight forwarders, including minutes of conference meetings, processes applications for licensing of freight forwarders; recommends the institution of rulemaking proceedings, drafts rules and otherwise assists in the promulgation of rules; reviews informal complaints and protests against the practices, methods, operations and existing or proposed tariffs of common carriers, terminal operators, freight forwarders or conferences and (1) requests the Bureau of Investigation to develop additional information and data through field investigations; (2) concludes complaints and protests by voluntary agreement between the parties or by administrative determination that the complaint or protest fails to represent a violation of the shipping statutes or the rules or orders of the Commission; (3) prepares recommendations, collaborating with the Bureau of Compliance, for formal action and proceedings by the Commission; and/or (4) refers, as appropriate, complaints and protests to the Bureau of Investigation for action by that Bureau; administers the provisions of Public Law 89-777, enacted November 6, 1966, with respect to financial responsibility of operators of passenger vessels to meet liability for nonperformance of voyages and claims for injuries or death aboard ships; receives and examines agreements and modifications thereto filed by ocean carriers operating passenger vessels for approval under statutory requirements; prepares and publishes notices of filings of such agreements in the FEDERAL REGISTER and prepares recommendations for approval, disapproval, or modification or for formal investigation or hearing with respect thereto and processes informal complaints with regard to certification and passenger agreement matters.

5. The Bureau of Investigation conducts investigations of the activities and practices of common carriers by water in the foreign and domestic offshore commerce of the United States, conferences of such carriers, freight forwarders and terminal operators and other persons subject to the regulatory jurisdiction of the Federal Maritime Commission; conducts periodic field examination of the activities, transac-

tions and records of persons subjected to the shipping statutes; directs the field investigation staffs and plans and administers the field program furnishing all technical direction to such staffs; consults with and advises the substantive bureaus and the Field Offices in the disposition of informal complaints received by them; submits completed investigations to the substantive program bureaus, collaborating and otherwise assisting those bureaus, the Bureau of Hearing Counsel and/or the General Counsel in preparing for formal hearings before the Commission or action in Federal Court.

6. The Bureau of Financial Analysis is responsible for and makes recommendations with respect to annual and special financial reports to be submitted by common carriers and other persons subject to the Act to bring about accurate, uniform and comprehensive disclosure of financial data to the Commission; issues accounting and reporting instructions; conducts examinations of the accounts, records, reports, and financial statements of such carriers to obtain and ascertain compliance with Commission regulations; determines the justification of increased or lowered rates of common carriers and other persons subject to the Act; directs field audit staff and develops and administers a continuing program for the audit of financial accounts and records of common carriers and other persons subject to the Commission's regulatory authorities; develops cost formulas and related reporting requirements for application to the movement of waterborne commerce in the domestic and foreign commerce of the United States; prepares reports and appears in rate proceedings and/or proceedings where rates and/or costs are a paramount issue; conducts studies, as appropriate, for the purpose of determining classes of depreciable property, depreciation percentages, replacement costs, reasonable overhead, etc.; analyzes, summarizes, and prepares studies and analytical reports of the financial statements filed with the Commission by common carriers and other persons subject to the Act; as required, conducts special studies, audits, and analyses of a financial nature for other branches of the Commission.

7. The Division of Personnel plans and administers personnel management activities of the Commission in compliance with Federal laws and regulations; serves as staff advisor on personnel matters to executive management, supervisors, and individual employees; and initiates and implements programs designed to insure a progressive personnel program within the Commission.

8. The Division of Budget and Finance formulates recommendations and interprets budgetary policies and programs; develops and presents budget requests and justifications; develops and administers fiscal plans and systems of internal control which provide accountability for public funds; and, is responsible for financial management policies, procedures, and planning.

9. The Division of Office Services provides Office Services for the Commission and its Field Offices, including communication services, printing, binding, and reproduction; mail services, procurement of supplies and equipment, space management, building services, safety programs, and records storage and retrieval; and formulates guides, regulations, methods and procedures governing the use of office services and facilities.

10. The Atlantic, Gulf, and Pacific Field Offices are responsible for the administration of all field programs and activities of the Federal Maritime Commission within their respective areas, subject to national policies and program determinations, standard procedures, and supervision and technical direction of the appropriate office or bureau director in Washington, D.C.; in addition the Field Offices shall be responsible for maintaining contact with persons within their areas who are subject to the shipping statutes and rules and regulations of the Commission; further, Field Office personnel shall be available for consultation and advisory services requested by common carriers by water in the foreign and domestic offshore commerce of the United States, terminal operators, freight forwarders, conferences and shippers; finally, Field Offices shall be responsible for performing other functions and duties as assigned by the Chairman and/or the Managing Director.

5.04 The Office of the Secretary is responsible for preparing agenda and dockets of matters subject to action by the Federal Maritime Commission and the preparation of minutes with respect to such actions; receiving and processing formal complaints and staff recommendations for investigation and hearing involving violations of the Shipping Act, 1916, as amended, and other applicable law, including the (a) reviewing of complaints for sufficiency and compliance with the Commission's rules of practice and procedure; (b) assigning official docket numbers to such complaints and orders of investigation and hearing; (c) serving copies of such complaints and orders upon the respondent(s); and (d) subsequent to Hearing Examiner's decisions or other disposition of cases by Hearing Examiners, ruling upon requests for enlargement of time for the filing of exceptions to decisions and replies thereto, including ruling upon late filings of exceptions or replies, and processing all other motions and petitions to the Commission for action; issuing orders and notices of actions of the Commission; receiving formal communications, petitions, notices, documents and other instruments directed to the Chairman and/or the Commission and maintaining official files and records with respect thereto; authenticating instruments or documents of the Commission; administering oaths; and issuing subpoenas at the direction of the Commission.

5.05 The Office of the General Counsel serves as the law office of the Commission and provides legal counsel to the

Commission and its staff; reviews and approves as to legality and/or prepares proposed Commission rules, regulations and orders; prepares drafts of proposed legislation and reports to Congressional committees; and represents the Commission in all matters before the courts.

5.06 The Office of Hearing Examiners holds hearings and renders decisions therein in formal rulemaking and adjudicatory proceedings as provided in the Shipping Act, 1916, as amended, and other applicable laws and other matters assigned by the Commission, all in accordance with the Administrative Procedure Act and the Commission's rules of practice and procedure. Hearing Examiners are exempt from all direction, supervision or control except for administrative purposes.

SEC. 6. Delegation of authorities. 6.01 Pursuant to section 105 of Reorganization Plan No. 7 of 1961, effective August 12, 1961, the Federal Maritime Commission hereby delegates the authorities set forth in sections 7, 8, 9, and 10 of this order to the officials designated therein, subject to the limitations prescribed in sections 6.02, 6.03, 6.04, and 6.05 of this order.

6.02 The delegates shall exercise the authorities delegated herein in a manner consistent with the established policy of the Federal Maritime Commission.

6.03 The authorities delegated herein, except those delegated to the Chief Examiner, may not be exercised unless resolution of all legal questions and the approval of the form of all legal documents have been obtained either concurrently or previously, from the General Counsel, or his designee.

6.04 The delegates may in their discretion redelegate their authorities, unless otherwise restricted herein, to subordinate personnel under their direction, provided that such redelegation does not grant the recipient the authority to subsequent redelegation. The delegates retain full responsibility for actions taken by their subordinates under any authority redelegated by them.

6.05 Notwithstanding the delegations contained herein, the Commission retains its discretionary right of review as provided in section 105(b) of Reorganization Plan No. 7 of 1961.

SEC. 7. Specific authorities delegated to the Managing Director. 7.01 Authority to accept or reject tariff filings of domestic offshore carriers or common carriers in the foreign commerce of the United States, or conferences of such carriers for failure to meet the requirements of statute or the Commission's requirements, or for lack of completeness and clarity of the rules and regulations governing the tariff, or noncompliance with Special Permission or other order of the Commission.

7.02 Authority to approve Special Permission applications submitted by domestic offshore carriers or carriers in the foreign commerce of the United States, or conferences of such carriers for relief from statutory and/or Commission tariff requirements.

7.03 Authority to review and determine the validity of alleged or suspected

violations, exclusive of formal complaints, of the shipping statutes and rules and regulations of the Commission by common carriers by water in the domestic offshore or the foreign commerce of the United States, terminal operators, freight forwarders, and other persons subject to the provisions of the shipping statutes; authority to determine corrective action necessary with respect to violations and conduct negotiations and obtain compliance by the violating parties, except where violations involve major questions of policy or major interpretations of statutes, or orders, rules and regulations of the Commission, or acts having material effect upon the commerce of the United States; authority to determine, with respect to the foregoing, whether alleged or suspected violations should or should not be referred to the Department of Justice for prosecution.

7.04 Authority to (a) approve, within the framework of prescribed Commission policy and criteria, applications for licenses and to issue or reissue or transfer licenses to persons, partnerships, corporations, or associations, desiring to engage in the business of ocean freight forwarding; (b) issue a letter stating that the Commission intends to deny an application unless within 20 days applicant requests a hearing to show that denial of the application is unwarranted or unless within 30 days required security has been filed; (c) deny any application for freight forwarder license where applicant has received a letter of intent to deny and, within the notice period, has not requested a hearing or has not furnished the required security; (d) rescind letters of intent to deny or grant extensions of the time specified in such letters; (e) revoke the grandfather rights of applicants who have requested withdrawal of the application, moved from their last known address and reasonable efforts to locate their present whereabouts have failed, or been denied a license in accordance with subsection (c) of this section; (f) revoke the license of a freight forwarder upon request of the licensee; (g) upon receipt of notice of cancellation of any bond, to notify the licensee in writing that his license will automatically be suspended or revoked, effective on the bond cancellation date, unless a new or reinstated bond is submitted to and approved by the Commission prior to such date, and subsequently to order such suspension or revocation for failure to maintain a bond.

7.05 Authority to develop, prescribe, and administer programs to assure compliance with the provisions of the shipping statutes of all persons subject thereto, including without limitation those programs for: (a) The submission of regular and special reports, information and data; (b) the conduct of a plan for the field audit of activities and practices of common carriers by water in the domestic offshore trade and the foreign commerce of the United States, conferences of such carriers, terminal operators, freight forwarders, and other persons subject to the shipping statutes; and (c) the conduct of rate studies.

7.06 Authority to approve, pursuant to section 15, Shipping Act, 1916, as amended, unprotected, cooperative working arrangements between independent ocean freight forwarders eligible to carry on the business of forwarding pursuant to section 44, Shipping Act, 1916, as amended.

7.07 Authority to approve, pursuant to section 15, Shipping Act, 1916, unprotected modifications to terminal conference agreements and unprotected terminal leases, licenses, assignments, or other agreements of a similar character for the use of terminal property or facilities between persons subject to the Shipping Act, 1916.

7.08 Authority to determine whether terminal leases, licenses, assignments, or other agreements of a similar character for the use of terminal property or facilities between persons subject to the Shipping Act, 1916, are within the purview of section 15.

7.09 Authority to approve unprotected transshipment agreements covering transportation of cargo in the foreign commerce of the United States which are not unjustly discriminatory or unfair as between carriers, shippers, exporters, importers, or ports, or between exporters from the United States and their foreign competitors, detrimental to the commerce of the United States, contrary to the public interest, or violative of the Shipping Act, 1916, as amended; such agreements should include the:

1. Complete name of the parties entering into the arrangement and specifically setting forth the portion of the trade that each party will cover, including: ports or areas of origin and destination; cargo to be carried; and ports or ranges of ports at which cargo will be transhipped;

2. Responsibility of parties for establishing and filing the applicable through rates, rules, regulations and other tariff matters;

3. Provisions for the apportionment of the through revenue and transshipment expenses stated in percentages, or specific dollar amounts;

4. When applicable, provisions for application and apportionment of other expenses such as wharfage, special handling, lighterage, tonnage dues, surcharges, and other such charges assessed by a governmental authority;

5. When desired by the parties, provisions for indemnification between the parties for liabilities incurred from loss, damage, delay or misdelivery of goods;

6. Provision for the termination of the agreement within a stated notice period; and

7. Provisions for the submission to the Federal Maritime Commission for approval of any modification or addition to the agreement.

7.10 The authority to approve or disapprove applications as specified in General Order 11 "Reports of Rate Base and Income Account by Vessel Operating Common Carriers in the Domestic Offshore Trades", §§ 512.3(c)(1)—extensions for time of filing; 512.3(c)(2)—alternate data; 512.3(c)(3)—waiver of filing; and 512.3(d) the submission of

statements for the first 6 months of any fiscal year.

7.11 Authority to (1) approve modifications to section 15 agreements when such modifications are filed in accordance with the requirement of Commission rule or general order and are clearly in compliance with the criteria and/or intent of such rule or general order and (2) require modification of the filed amendment to the extent necessary to conform to the requirements of such rule or general order.

7.12 Authority to approve the termination of section 15 (Shipping Act, 1916, as amended) agreements between common carriers by water and conferences of such carriers engaged in the foreign and domestic commerce of the United States, and between other persons subject to the Act, after publication of notice of intent to terminate in the FEDERAL REGISTER, when such terminations are (1) requested by the parties to the agreements or, (2) deemed to have occurred when it is determined that the parties are no longer engaged in concerted activities requiring section 15 approval and official inquiries and correspondence cannot be delivered to the parties.

7.13 Authority to approve unprotested modifications to approved section 15 agreements which are filed to (1) reflect changes in the name of a country or port, or (2) increase or decrease the trade areas within the general geographic scope of the approved existing agreements, provided that such increases or decreases do not involve foreign to foreign trade, or (3) reflect nonsubstantive changes in language, procedures or administration.

7.14 Authority to approve, pursuant to section 15, Shipping Act, 1916, unprotested passenger agency agreements and container interchange agreements between ocean common carriers.

7.15 Authority to issue notices of intent to cancel inactive tariffs of carriers in the domestic offshore trades, after a diligent effort has been made to locate the carrier without success, or if the carrier has advised the Commission that it no longer offers a domestic common carrier service but refuses to cancel its tariff upon written request; and to cancel such tariff if within 30 days after publication, the carrier does not furnish reasons why such tariff should not be canceled.

Sec. 8. *Specific authorities delegated to the Director, Bureau of Financial Analysis.* 8.01 Authority to accept financial and operating data alternative to that required by §§ 511.2 and 511.3 of General Order 5, upon application and a showing of good cause, or upon determination by the Director, Bureau of Financial Analysis, that it is unnecessary to require full compliance to enable the Commission to carry out its regulatory function.

8.02 Authority to waive the requirements of §§ 511.2 and 511.3 of General Order 5, for carriers with less than \$25,000 gross revenue, upon application and showing that the gross revenue

earned did not exceed such amount as provided by the order.

8.03 Authority to grant or deny, in accordance with the provisions of General Order 5, Amendment 5, extensions of time limits prescribed for the filing of financial reports by common carriers who are subject to the provisions of General Order 5, 46 CFR Part 511.

Sec. 9. *Specific authorities delegated to the Secretary.* 9.01 Authority to approve applications for permission to practice before the Federal Maritime Commission and to issue admission certificates to approved applicants.

9.02 Authority to prescribe a time limit less than 20 days from date published in the FEDERAL REGISTER, for the submission of written comments with reference to agreements filed pursuant to section 15 of the Shipping Act of 1916.

Sec. 10. *General authority delegated to the Managing Director, Secretary, General Counsel and Chief Examiner.* 10.01 Authority to exercise all functions and take all actions necessary to direct and carry out the duties and responsibilities assigned to the Managing Director, Office of the Secretary, Office of the General Counsel and Office of Hearing Examiners, in accordance with their functional assignments as heretofore prescribed in this order.

Sec. 11. *Public requests for information and decisions.*—11.01 *General.* 1.5 U.S.C. 552(a) (1) (A) requires that every agency shall separately state and currently publish in the FEDERAL REGISTER for the guidance of the public descriptions of its central and field organizations and the established places at which, the officers from whom, and the methods whereby, the public may secure information, make submittals or requests or obtain decisions.

2. Section 5 of this order complies with that portion of the above requirement with respect to stating and publication of the descriptions of the Federal Maritime Commission's central and field organizations.

3. Accordingly, there is hereby stated and published for the guidance of the public the established places at which, the officers from whom, and the methods whereby, the public may secure information, make submittals or requests or obtain decisions. For this purpose, the officials hereinafter designated may be contacted by telephone, in writing, or in person, at the Federal Maritime Commission, 1405 I Street NW., Washington, D.C. 20573.

11.02 The Director, Bureau of Compliance is responsible for the broad functional areas described in section 5.032 of this order, and the public may secure from him, within his functional areas, information and decisions or make requests or submittals. As an additional service, officials subordinate to the bureau director will provide information and decisions or accept requests or submittals as follows:

1. The Director, Office of Transport Economics, with respect to the conduct of research and economic studies, interpretations of economic data and resulting conclusions.

2. The Chief, Office of Carrier Agreements, for matters concerning the approval and administration of section 15 agreements and modifications thereto filed by carriers or conferences of carriers engaged in the foreign commerce of the United States, including those which fix rates, control competition, pool or apportion earnings or traffic, allot ports or regulate sailings, regulate freight and passenger traffic or otherwise provide for exclusive, preferential, or cooperative working arrangements; the approval and administration of exclusive patronage (dual rate) contracts and modifications thereof; the receipt and processing of annual and special reports submitted by common carriers and conferences of such carriers; and the receipt and processing of informal complaints with respect to agreements or practices thereunder of common carriers and conferences engaged in the foreign commerce of the United States.

3. The Chief, Office of Tariffs and Informal Complaints, with regard to the receipt, acceptance or rejection of tariff filings of carriers in the foreign commerce of the United States, or conferences of such carriers; the receipt, approval or disapproval of special permission applications submitted by carriers or conferences for relief from statutory and/or Commission tariff requirements; and the receipt and processing of informal complaints with respect to the rates, charges or tariff rules of carriers or conferences of such carriers.

11.03 The Director, Bureau of Hearing Counsel, is responsible for the broad functional areas described in section 5.033 of this order and the public may secure from him information with regard to matters within his area of responsibility in the conduct of formal proceedings before the Commission, provided requests for information and decisions are not prohibited under the Administrative Procedure Act or the Commission's rules of practice and procedure.

11.04 The Director, Bureau of Domestic Regulation, is responsible for the broad functional areas he is given in section 5.034 of this order, and the public may secure from him, within his functional areas, information and decisions or make requests or submittals. As an additional service, officials subordinate to the bureau director will provide information and decisions or accept requests or submittals as follows:

1. The Chief, Division of Domestic Offshore Carriers, for matters concerning the approval and administration of section 15 agreements and modifications thereto filed by carriers or conferences of such carriers engaged in the domestic offshore commerce of the United States; the receipt and processing of annual and special reports, except those submitted pursuant to General Orders No. 5 and No. 11, submitted by such common carriers and conferences of such carriers, the receipt, acceptance or rejection of tariff filings of carriers in the domestic offshore commerce of the United States or conferences of such carriers; the suspension and/or investigation of rates and the receipt, approval or disapproval

of special permission applications of carriers or conferences of such carriers in the domestic offshore commerce; and the receipt and processing of informal complaints with respect to rates, charges, or tariff rules or provisions of agreements or practices of domestic offshore carriers or conferences.

2. The Chief, Division of Certification and Licensing, with regard to matters concerning the (a) determination of the financial responsibility and the issuance of certificates to owners or charterers of American or foreign passenger vessels embarking passengers at United States ports to cover their liability for death or injury to passengers or other persons and indemnification of passengers for nonperformance of voyages; (b) licensing or revocation of licenses of freight forwarders and the processing of freight forwarder agreements; and (c) processing of informal complaints with respect to the foregoing certification and licensing activities.

3. The Chief, Division of Terminals, with regard to the filing and examination of terminal tariffs; receipt, approval, or disapproval of terminal agreements, and the receipt and processing of informal complaints with regard to tariffs, agreements, or practices of terminal operators.

11.05 The Director, Office of International Affairs and Relations, the Director, Bureau of Investigation, the Director, Bureau of Financial Analysis, the Secretary, the General Counsel, and the Chief Hearing Examiner are designated to receive requests or submittals, furnish information or make decisions within their respective functional areas of responsibility as provided to sections 5.031, 5.035, 5.036, 5.04, 5.05, and 5.06.

11.06 The Atlantic, Gulf and Pacific Coast Field Offices will provide information and decisions to the extent possible to the public within their geographic areas, or will expedite the obtaining of information and decisions from the Washington officials enumerated in sections 11.02 through 11.05. The addresses of the Field Offices are as follows:

Atlantic Coast District Manager, Federal Maritime Commission, 26 Federal Plaza, Room 4012, New York, N.Y. 10007.

Chief Investigator, Federal Maritime Commission, Post Office Box 36067, 450 Golden Gate Avenue, Room 15001, San Francisco, Calif. 94102.

Chief Investigator, Federal Maritime Commission, Post Office Box 30550, 600 South Street, Room 945, New Orleans, La. 70130.

11.07 In addition, the public may inspect or obtain copies of certain Commission publications and public records from the Public Reference Room, Office of International Affairs and Relations, 1405 I Street NW., Washington, D.C.

20573 (see Federal Maritime Commission General Order No. 22, Public Information).

SEC. 12. *Effect on other orders.* 12.01 This order supersedes Commission Order No. 1 (Revised) published in the FEDERAL REGISTER December 1, 1966, and all amendments and supplements published subsequent thereto. In the FMC Manual of Orders, this supersedes Commission Order No. 1 (Revised), dated November 21, 1966, and all amendments and supplements thereto.

HELEN DELICH BENTLEY,  
Chairman.

[F.R. Doc. 70-3067; Filed, Mar. 12, 1970;  
8:47 a.m.]

### PORT OF SEATTLE AND SEA-LAND SERVICE, INC.

#### Notice of Agreement Filed for Approval

Notice is hereby given that the following agreement has been filed with the Commission for approval pursuant to section 15 of the Shipping Act, 1916, as amended (39 Stat. 733, 75 Stat. 763, 46 U.S.C. 814).

Interested parties may inspect and obtain a copy of the agreement at the Washington office of the Federal Maritime Commission, 1405 I Street NW., Room 1202, or may inspect agreement at the offices of the District Managers, New York, N.Y.; New Orleans, La.; and San Francisco, Calif. Comments with reference to an agreement including a request for hearing, if desired, may be submitted to the Secretary, Federal Maritime Commission, Washington, D.C. 20573, within 20 days after publication of this notice in the FEDERAL REGISTER. A copy of any such statement should also be forwarded to the party filing the agreement (as indicated hereinafter), and the comments should indicate that this has been done.

Notice of agreement filed for approval by:

Mr. Wade Thompson, Assistant Manager, Property Management Department, Port of Seattle, Post Office Box 1209, Seattle, Wash. 98111.

Agreement No. T-2005-4 between the Port of Seattle and Sea-Land Service, Inc., modifies the basic agreement which provides for the lease of property at Seattle, Wash., for use as a marine terminal. The purpose of the modification is to add certain berth and apron areas at Berth 6, Terminal 5, and adjust the rental therefor.

Dated: March 10, 1970.

By order of the Federal Maritime Commission.

FRANCIS C. HURNEY,  
Secretary.

[F.R. Doc. 70-3066; Filed, Mar. 12, 1970;  
8:47 a.m.]

## FEDERAL POWER COMMISSION

[Docket No. R170-1303, etc.]

TEXACO, INC., ET AL.

### Order Providing for Hearings on and Suspension of Proposed Changes in Rates<sup>1</sup>

MARCH 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:

(A) Under the Natural Gas Act, particularly sections 4 and 15, the regulations pertaining thereto (18 CFR Ch. D), 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 April 20, 1970.

By the Commission.

[SEAL]

KENNETH F. PLUMB,  
Acting Secretary.

<sup>1</sup> Does not consolidate for hearing or dispose of the several matters herein.

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	
RI70-1303..	Texaco, Inc., Post Office Box 430, Bellaire, Tex. 77401.	199	6	United Gas Pipe Line Co. (Northwest Corpus Channel Field, Nueces County, Tex.) (RR. District No. 4).	\$2,500	2-2-70	23-5-70	8-5-70	18.5	** 19.0	RI66-383.
RI70-1304..	Gulf Oil Corp., Post Office Box 1689, Tulsa, Okla. 74102.	159	7	Florida Gas Transmission Co. (Lockridge Field, Brazoria County, Tex.) (RR. District No. 3).	26,600	2-2-70	23-5-70	8-5-70	16.0	** 19.5	
.....do.....	.....do.....	162	5	United Gas Pipe Line Co. (North McFaddin Field, Victoria County, Tex.) (RR. District No. 2).	126	2-2-70	23-5-70	8-5-70	15.7825	** 16.9313	RI65-509.
.....do.....	.....do.....	160	4	United Gas Pipe Line Co. (Keeran and Placedo Fields, Victoria County, Tex.) (RR. District No. 2).	448	2-2-70	23-5-70	8-5-70	15.7825	** 16.9313	RI65-509.
.....do.....	.....do.....	172	4	United Gas Pipe Line Co. (Fostoria Wilcox Field, Montgomery County, Tex.) (RR. District No. 3).	580	2-4-70	23-7-70	8-7-70	15.1920	** 17.9525	
.....do.....	.....do.....	27	17	Texas Eastern Transmission Corp. (Lemonville and West Gist Fields, Jasper and Newton Counties, Tex.) (RR. District No. 3).	662	2-4-70	23-7-70	8-7-70	15.6	** 16.6726	RI64-197.
.....do.....	.....do.....	216	6	Lone Star Gas Co. (East Durant Field, Bryan County, Okla.) (Oklahoma "Other" Area).	506	2-4-70	23-7-70	8-7-70	17.9	** 19.0	RI60-19.
.....do.....	.....do.....	189	5	Colorado Interstate Gas Co. (Hugoton Field, Kearney County, Kans.).	3,420	2-4-70	23-7-70	8-7-70	* 13.5	** 14.5	RI65-599.
.....do.....	.....do.....	22	12	Mississippi River Transmission Corp. (Woodlawn Field, Harrison County, Tex.) (RR. District No. 6).	507	2-2-70	23-5-70	8-5-70	* 15.1440	** 15.7069	RI65-599.
.....do.....	.....do.....	95	9	Kansas Nebraska Natural Gas Co. Inc. (Camrick Field, Beaver and Texas Counties, Okla.) (Panhandle Area).	248	2-2-70	23-5-70	8-5-70	* 18.4	** 18.6	RI69-450.
.....do.....	.....do.....	148	5	Natural Gas Pipeline Co. of America (West Cement Field, Caddo County, Okla.) (Oklahoma "Other" Area).	698	2-2-70	23-5-70	8-5-70	* 10 18.51	** 10 19.60	RI68-143.
.....do.....	.....do.....	217	3	Lone Star Gas Co. (Manziel Field, Wood County, Tex.) (RR. District No. 6).	110	2-2-70	23-5-70	8-5-70	16.56	** 17.6588	RI65-599
.....do.....	.....do.....	386	4	Lone Star Gas Co. (Danville Field, Gregg County, Tex.) (RR. District No. 6).	771	2-2-70	23-5-70	8-5-70	15.0	** 17.6588	
.....do.....	.....do.....	390	6	Lone Star Gas Co. (Henderson Field, Rusk County, Tex.) (RR. District No. 6).	771	2-2-70	23-5-70	8-5-70	15.0	** 17.6588	
RI70-1305..	Gulf Oil Corp. (Operator) et al.	67	9	Texas Eastern Transmission Corp. (Buna West Field, Jasper County, Tex.) (RR. District No. 3).	2,328	2-4-70	23-7-70	8-7-70	15.6	** 16.6726	RI64-198.
.....do.....	.....do.....	89	9	Trunkline Gas Co. (San Salvador Field, Hidalgo County, Tex.) (RR. District No. 4).	6,980	2-4-70	23-7-70	8-7-70	** 14.6	** 15.6576	
.....do.....	.....do.....	234	6	Florida Gas Transmission Co. (Chenango and Blue Lake Field, Brazoria County, Tex.) (RR. District No. 3).	38,780	2-4-70	23-7-70	8-7-70	17.0	** 19.5853	RI68-532.
.....do.....	.....do.....	132	9	Texas Eastern Transmission Corp. (North Lansing Field, Harrison County, Tex.) (RR. District No. 6).	858	2-4-70	23-7-70	8-7-70	15.6	** 16.6726	RI64-198.
.....do.....	.....do.....	102	12	Mississippi River Transmission Corp. (Woodland Field, Harrison County, Tex.) (RR. District No. 6).	732	2-2-70	23-5-70	8-5-70	* 15.1440	** 15.7069	RI65-600.
.....do.....	.....do.....	323	14	United Gas Pipe Line Co. (Carthage Field, Panola County, Tex.) (RR. District No. 6).	796	2-2-70	23-5-70	8-5-70	14.0	** 14.0346	
RI70-1306..	Continental Oil Co. (Operator) et al., Post Office Box 2197, Houston, Tex. 77001.	148	6	Cities Service Gas Co. (Eureka Field, Alfalfa County, Okla.) (Oklahoma "Other" Area).	46	2-6-70	23-9-70	8-9-70	* 14 14.0	** 15 15.0	RI65-375.
.....do.....	.....do.....	202	26	Panhandle Eastern Pipe Line Co. (Various Fields, Woods, Alfalfa, Dewey, and Major Counties, Okla.) (Oklahoma "Other" Area).	102,375	2-6-70	23-9-70	8-9-70	<sup>10</sup> 15.015	** 10 19.515	RI68-153.
.....do.....	.....do.....	85	28	El Paso Natural Gas Co. (Various Fields, Lea and Eddy Counties, N. Mex.) (Permian Basin Area).	37,646 1,438	2-6-70	23-9-70	8-9-70	<sup>15</sup> 16.8793 <sup>15</sup> 15.3448	** 15 17.9023 ** 15 16.3678	RI69-653. RI69-653.
.....do.....	.....do.....	92	17	El Paso Natural Gas Co. (Jalmat Field, Lea County, N. Mex.) (Permian Basin Area).	184	2-6-70	23-9-70	8-9-70	<sup>15</sup> 16.8793	** 15 17.9023	RI69-653.
RI70-1307..	Continental Oil Co.	238	1	Arkansas Louisiana Gas Co. (West Vixen Field, Caldwell Parish, La.) (North Louisiana Area).	12,566	2-6-70	23-9-70	8-9-70	<sup>15</sup> 17.0	** 17 18.0	
.....do.....	.....do.....	193	4	Michigan Wisconsin Pipe Line Co. (Various Fields, Woods, Alfalfa, Dewey, and Major Counties, Okla.) (Oklahoma "Other" Area).	550	2-6-70	23-9-70	8-9-70	* 17.015	** 19.515	RI68-153.
.....do.....	.....do.....	234	3	Panhandle Eastern Pipe Line Co. (Elk City (Hoxbar Sand Conglomerate Unit) Beckham and Washita Counties, Okla.) (Oklahoma "Other" Area).	77,000	2-6-70	23-9-70	8-9-70	<sup>10</sup> 17.51	** 10 23.01	RI68-153.
.....do.....	.....do.....	255	2	Natural Gas Pipeline Co. of America (Mutual Area, Woodward County, Okla.) (Panhandle Area).	27	2-6-70	23-9-70	8-9-70	* 17.015	** 18.015	RI68-153.

See footnotes at end of table.

## APPENDIX A—Continued

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	
.....do.....		285	5	Panhandle Eastern Pipe Line Co. (Northeast Trail Field, Dewey County, Okla.) (Oklahoma "Other" Area).	\$1,200	2-6-70	* 3-9-70	8-9-70	10 15.015	* 4 10 18.015	RI68-153.
.....do.....		288	7	Michigan Wisconsin Pipe Line Co. (Putnam Field, Dewey County, Okla.) (Oklahoma "Other" Area).	1,500	2-6-70	* 3-9-70	8-9-70	10 15.015	* 4 10 22.015	RI68-153.
.....do.....		300	4	Arkansas Louisiana Gas Co. (Southeast Lahoma Field, Garfield and Major Counties, Okla.) (Oklahoma "Other" Area).	320	2-6-70	* 3-9-70	8-9-70	15.015	* 4 16.015	RI68-153.
.....do.....		299	8	Michigan Wisconsin Pipe Line Co. (Woodward Area, Woodward County, Okla.) (Panhandle Area).	6,820	2-6-70	* 3-9-70	8-9-70	10 17.015	* 4 10 19.515	RI68-153.
.....do.....		315	3	Northern Natural Gas Co. (Port Supply Area, Ellis and Woodward Counties, Okla.) (Panhandle Area and Dewey County, Okla.) (Oklahoma "Other" Area).	125	2-6-70	* 3-9-70	8-9-70	10 17.015	* 4 10 18.015	RI68-202.
.....do.....		327	2	Cities Service Gas Co. (West Eureka Field, Alfalfa County, Okla.) (Oklahoma "Other" Area).	553	2-6-70	* 3-9-70	8-9-70	* 13.0	* 4 15.0	G-20444.
.....do.....		150	4	El Paso Natural Gas Co. (North Aneth, Cahone Mesa and White Mesa Areas, San Juan County, Utah).	10,978	2-6-70	* 3-9-60	8-9-70	17.7	17.20 22.0	
RI70-1308..	W. B. Osburn, Jr. (Operator) et al., Post Office Box 6787, San Antonio, Tex. 78209.	26	6	Panhandle Eastern Pipe Line Co. (Northwest Aard Field, Woods County, Okla.) (Oklahoma "Other" Area).	1,179	2-9-70	* 3-12-70	8-12-70	10 23 17.55	* 4 10 22 23 19.89	
RI70-1309..	Beacon Resources Corp. (Operator) et al., 1000 Century Plaza Bldg., Wichita, Kans. 67202.	1	2	Cities Service Gas Co. (Barber County, Kans.).	1,500	2-6-70	* 3-9-70	8-9-70	* 14.0	* 4 15.0	
RI70-1310..	Kirby Petroleum Co., et al., Post Office Box 1745, Houston, Tex. 77001.	14	5	Colorado Interstate Gas Co. (Keyes Field, Cimarron County, Okla.) (Panhandle Area).	1,209	2-6-70	* 3-9-70	8-9-70	10 17.0	* 4 10 18.0	RI64-249.
.....do.....		29	4	Colorado Interstate Gas Co. (Greenwood Field, Morton County, Kans.).	3,871	2-6-70	* 3-9-70	8-9-70	10 16.0	* 4 10 18.0	RI64-128.
RI70-1311..	Union Oil Co. of California, Union Oil Center, Los Angeles, Calif. 90017.	202	3	Panhandle Eastern Pipe Line Co. (South Peek Field, Roger Mills County, Okla.) (Oklahoma "Other" Area).	1,080	2-5-70	* 3-8-70	8-8-70	10 15.0	* 4 10 24 18.0	
.....do.....	Union Oil Co. of California (Operator).	135	8	Lone Star Gas Co. (Springer Field, Caddo Area, Carter County, Okla.) (Oklahoma "Other" Area).	675	2-6-70	* 3-9-70	8-9-70	15.0	* 4 16.25	
RI70-1312..	Atlantic Richfield Co., Post Office Box 2819, Dallas, Tex. 75221.	225	15	Michigan Wisconsin Pipe Line Co. (Woodward Area, Dewey and Major Counties, Okla.) (Oklahoma "Other" Area).	2,832	2-5-70	* 3-8-70	8-8-70	10 27 18.86	* 4 10 27 19.46	RI68-90.
.....do.....		264	11	Panhandle Eastern Pipe Line Co. (Aard and Lenora Fields, Woods and Dewey Counties, Okla.) (Oklahoma "Other" Area).	2,660	2-5-70	* 3-8-70	8-8-70	10 20 18.831	* 4 10 20 19.462	RI68-90.
RI70-1313..	Phillips Petroleum Co., Bartlesville, Okla. 74003.	53	4	Panhandle Eastern Pipe Line Co. (Hugoton Field, Texas County, Okla.) (Panhandle Area).	90	2-3-70	* 3-6-70	8-6-70	* 10.0397	* 4 11.0397	
.....do.....		361	4	Northern Natural Gas Co. (Kirkhart Unit, Northeast Gate Lake Field, Harper County, Okla.) (Panhandle Area).	279	2-3-70	* 3-6-70	Accepted	10 12 17.6	* 4 10 21 18.715	RI62-485.
.....do.....		361	5	Northern Natural Gas Co. (Kirkhart Unit, Northeast Gate Lake Field, Harper County, Okla.) (Panhandle Area).	279	2-3-70	* 3-6-70	8-6-70	10 12 17.6	* 4 10 21 18.715	
.....do.....		420	4	Lone Star Gas Co. (North Henderson Field, Rusk County, Tex.) (RR. District No. 6).	3,643	2-3-70	* 3-6-70	8-6-70	15.0562	* 4 17.6588	RI70-413.
RI70-1314..	Sun Oil Co. (Operator) et al., Post Office Box 2880, Dallas, Tex. 75221.	110	12	Natural Gas Pipeline Co. of America (Southeast Camrick Field, Beaver County, Okla.) (Panhandle Area).	600	1-30-70	* 3-21-70	8-21-70	* 18.615	* 4 18.815	RI69-621.
RI70-1315..	Sun Oil Co., DX Division, 907 South Detroit Ave., Tulsa, Okla. 74120.	152	13	Northern Natural Gas Co. (Northwest Dower Unit, Beaver County, Okla.) (Panhandle Area).	1	2-2-70	* 3-5-70	8-5-70	* 16.5	* 4 18.515	
.....do.....		293	2	Lone Star Gas Co. (Rush Springs Area, Grady County, Okla.) (Oklahoma "Other" Area).	970	2-2-70	* 3-5-70	8-5-70	15.0	* 4 16.01	
.....do.....		255	4	El Paso Natural Gas Co. (Gallegos Canyon Field, San Juan County, N. Mex.) (San Juan Basin Area).	170	2-2-70	* 3-5-70	8-5-70	13.0	* 4 14.0	
RI70-1316..	Sun Oil Co., DX Division (Operator) et al.	259	18	Arkansas Louisiana Gas Co. (Arkoma Area, Le Flore, Latimer, and Pittsburg Counties, Okla.) (Oklahoma "Other" Area).	365	2-2-70	* 3-5-70	8-5-70	15.0	* 4 16.015	
RI70-1317..	Pan American Petroleum Corp., Post Office Box 1410, Fort Worth, Tex. 76101.	462	4	Michigan Wisconsin Pipe Line Co. (Northwest Mendota Field, Roberts and Hemphill Counties, Tex.).	31,500	2-2-70	* 3-5-70	8-5-70	* 18.97	* 4 17 20.02	RI69-347.
RI70-1318..	Northern Natural Gas Producing Co., Post Office Box 1774, Houston, Tex. 77001.	23	2	Northern Natural Gas Co. (Perryton (Lower Morrow) Field, Ochiltree County, Tex.) (RR. District No. 10).	76	2-2-70	* 3-8-70	8-8-70	* 16.5	* 4 18.5694	

See footnotes at end of table.

## APPENDIX A—Continued

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	
RI70-1319..	Texaco, Inc. (Operator), et al., Post Office Box 52332, Houston, Tex. 77052.	133	# 44	Natural Gas Pipeline Co. of America (Southeast Camrick Field, Texas County, Okla.) (Panhandle Area).	\$714	2-2-70	# 3-31-70	8-31-70	# 18.6	# 18.8	RI69-678.
RI70-1320..	Union Texas Petroleum, a division of Allied Chemical Corp., Post Office Box 2120, Houston, Tex. 77001.	78	3	Northern Natural Gas Co. (Rosston Area, Harper County, Okla.) (Panhandle Area).	9,693	1-28-70	# 4-1-70	9-1-70	# 17.0	# 18.015	
RI70-1321..	Davidor & Davidor, Inc.	9	1	Kansas-Nebraska Natural Gas Co., Inc. (Unnamed Field, Weld County, Colo.).	744	2-5-70	# 3-8-70	8-8-70	14.6	# 15.0	

<sup>1</sup> The stated effective date is the first day after expiration of the statutory notice.  
<sup>2</sup> Periodic rate increase.

<sup>3</sup> Pressure base is 14.65 p.s.i.a.  
<sup>4</sup> Both buyer and seller are wholly owned subsidiaries of Houston Natural Gas Corp.

<sup>5</sup> The stated effective date is the effective date requested by Respondent.

<sup>6</sup> Redetermined rate increase.

<sup>7</sup> Subject to a downward B.t.u. adjustment.

<sup>8</sup> Includes base rates of 17 cents before increase and 18 cents after increase plus upward B.t.u. adjustments.

<sup>9</sup> Subject to upward and downward B.t.u. adjustment.

<sup>10</sup> Includes 0.25-cent dehydration charge.

<sup>11</sup> From fractured rate to contractually provided for periodic plus tax reimbursement.

<sup>12</sup> Buyer deducts 0.75 cent from rate shown. A compression charge of 6 cents is paid by seller to Oil & Gas Operators, Inc.

<sup>13</sup> Buyer deducts 0.75 cent from rate shown for dehydration and 4 cents for compression.

<sup>14</sup> Includes partial reimbursement of the full 2.55 percent New Mexico Emergency School Tax.

<sup>15</sup> Gas lift gas. Compression charge of 0.5 cent has been deducted to give the net rate shown.

<sup>16</sup> Pressure base is 15.025 p.s.i.a.

<sup>17</sup> Includes 1.5-cent tax reimbursement.

<sup>18</sup> Filing from certificated rate plus tax reimbursement to initial contract rate plus tax reimbursement.

<sup>19</sup> Increase from initial rate to contract rate.

<sup>20</sup> Applicable only to acreage added by Supplement No. 4.

<sup>21</sup> Filing to initial contract rate.

<sup>22</sup> Includes base rates of 15 cents before increase and 17 cents after increase plus upward B.t.u. adjustment.

<sup>23</sup> Filing from certificated rate to initial contract rate.

<sup>24</sup> Applies to acreage added by Supplement No. 5.

<sup>25</sup> "Fractured" rate increase. Contractually due a base rate of 22 cents per Mcf.

<sup>26</sup> Includes 0.96 cent upward B.t.u. adjustment.

<sup>27</sup> "Fractured" rate increase. Contractually due a base rate of 19.5 cents per Mcf.

<sup>28</sup> Includes base rate of 17.9 cents before increase and base rate of 18.5 cents after increase plus upward B.t.u. adjustment.

<sup>29</sup> Agreement dated Apr. 5, 1967, which provides for increased rate.

<sup>30</sup> Renegotiated rate increase.

<sup>31</sup> Includes base rate of 16 cents plus B.t.u. adjustment before increase and base rate of 17 cents plus B.t.u. adjustment plus 0.15-cent tax reimbursement after increase.

<sup>32</sup> Applicable to acreage added by Supplement No. 11.

<sup>33</sup> Price shown includes 1 cent paid by buyer for liquid hydrocarbons.

<sup>34</sup> For acreage added by Supplements Nos. 1 and 3.

<sup>35</sup> Applicable to acreage added by Supplements Nos. 8, 9, 10, and 12, except for portion of production added by Supplement No. 10 for which present rate is 16.015 cents effective subject to refund in Docket No. RI69-77.

<sup>36</sup> Includes base rate of 18 cents plus upward B.t.u. adjustment before increase and 19 cents plus upward B.t.u. adjustment after increase (1,050 B.t.u. gas). Rates shown also include 0.07-cent tax reimbursement. Base rate subject to upward and downward B.t.u. adjustment.

<sup>37</sup> Increase from initial rate to contract rate.

<sup>38</sup> Applicable to acreage added by Part II of Amendment dated June 26, 1956 (Supplement No. 3).

W. B. Osborn, Jr., request that his proposed rate increase be permitted to become effective as of March 1, 1970. Beacon Resources Corp. requests an effective date of March 4, 1970. Union Oil Company of California requests waiver of notice to permit effective dates of February 5 and 6, 1970, for its proposed rate increases. Phillips Petroleum Co. requests that its proposed rate increases be permitted to become effective as of February 3, 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 the aforementioned producers' rate filings and such requests are denied.

The proposed rate increase filed by Continental Oil Co. (Supplement No. 4 to Continental's FPC Gas Rate Schedule No. 159) (Continental) is for a sale to El Paso Natural Gas Co. from the Aneth Area of Utah where no formal guideline prices have been announced by the Commission for the Aneth Area. Since the proposed rate is equal to rates now under suspension for similar sales in the Aneth Area, we conclude that Continental's proposed rate increase should be suspended for 5 months from March 9, 1970, the proposed effective date.

Continental's proposed rate increases (contained in Supplements Nos. 28 and 17 to Continental's FPC Gas Rate Schedules Nos. 85 and 92, respectively) reflect partial reimbursement for the full 2.55 percent New Mexico Emergency School Tax. The buyer, El Paso Natural Gas Co. (El Paso), in accordance with its policy of protesting tax filings proposing reimbursement for the New Mexico Emergency School Tax in excess of 0.55 percent, is expected to file a protest to these

rate increases. El Paso questions the right of the producer under the tax reimbursement clause to file a rate increase reflecting tax reimbursement computed on the basis of an increase in tax rate by the New Mexico Legislature in excess of 0.55 percent. While El Paso concedes that the New Mexico Legislature effected a higher rate of at least 0.55 percent, they claim there is controversy as to whether or not the new legislation effected an increased rate in excess of 0.55 percent. In view of the contractual problem presented, the hearing provided for herein with respect to Continental's rate filings, mentioned above, shall concern themselves with the contractual basis for such rate filings, as well as the statutory lawfulness of the proposed increased rates and charges.

Concurrently with the filing of its rate increases, Phillips Petroleum Co. (Phillips) submitted an Agreement dated April 5, 1967, designated as Supplement No. 4 to Phillips' FPC Gas Rate Schedule No. 361, which provides the basis for Phillips' rate increase. We believe that it would be in the public interest to accept for filing Phillips' aforementioned agreement to become effective as of March 6, 1970, the expiration date of the statutory notice.

All of the producers' proposed increased rates and charges exceed the applicable area price levels for increased rates as set forth in the Commission's statement of general policy No. 61-1, as amended (18 CFR 2.56) with the exception of the rate increase filed by Continental in the Aneth Area where no formal guideline prices have been announced by the Commission.

[F.R. Doc. 70-3017; Filed, Mar. 12, 1970; 8:45 a.m.]

## FEDERAL RESERVE SYSTEM

## DOMINION BANKSHARES CORP.

## Order Approving Application Under Bank Holding Company Act

In the matter of the application of Dominion Bankshares Corp., Roanoke, Va., for approval of acquisition of 80 percent or more of the voting shares of Cumberland Bank & Trust Co., Grundy, Va.

There has come before the Board of Governors, pursuant to section 3(a) (3) of the Bank Holding Company Act of 1956 (12 U.S.C. 1842(a) (3)), and § 222.3 (a) of Federal Reserve Regulation Y (12 CFR 222.3(a)), the application of Dominion Bankshares Corp., Roanoke, Va., for the Board's prior approval of the acquisition of 80 percent or more of the voting shares of Cumberland Bank & Trust Co., Grundy, Va.

As required by section 3(b) of the Act, the Board gave written notice of receipt of the application to the Virginia Commissioner of Banking, and requested his views and recommendation. The Commissioner recommended approval of the application.

Notice of receipt of the application was published in the FEDERAL REGISTER on September 17, 1969 (34 F.R. 14488), providing an opportunity for interested persons to submit comments and views with respect to the proposal. A copy of

the application was forwarded to the U.S. Department of Justice for its consideration. Time for filing comments and views has expired and all those received have been considered by the Board.

*It is hereby ordered.* For the reasons set forth in the Board's Statement<sup>1</sup> of

<sup>1</sup> Filed as part of the original document. Copies available upon request to the Board of Governors of the Federal Reserve System, Washington, D.C. 20551, or to the Federal Reserve Bank of Richmond.

this date, that said application be and hereby is approved: *Provided*, That the action so approved shall not be consummated (a) before the 30th calendar day following the date of this order or (b) later than 3 months after the date of this order, unless such time shall be extended by the Board, or by the Federal Reserve Bank of Richmond pursuant to delegated authority.

By order of the Board of Governors,  
March 9, 1970.<sup>2</sup>

[SEAL]

KENNETH A. KENYON,  
*Deputy Secretary.*

[F.R. Doc. 70-3058; Filed, Mar. 12, 1970;  
8:46 a.m.]

<sup>2</sup> Voting for this action: Acting Chairman Mitchell and Governors Maisel, Brimmer, and Sherrill. Absent and not voting: Chairman Burns and Governors Robertson and Daane.

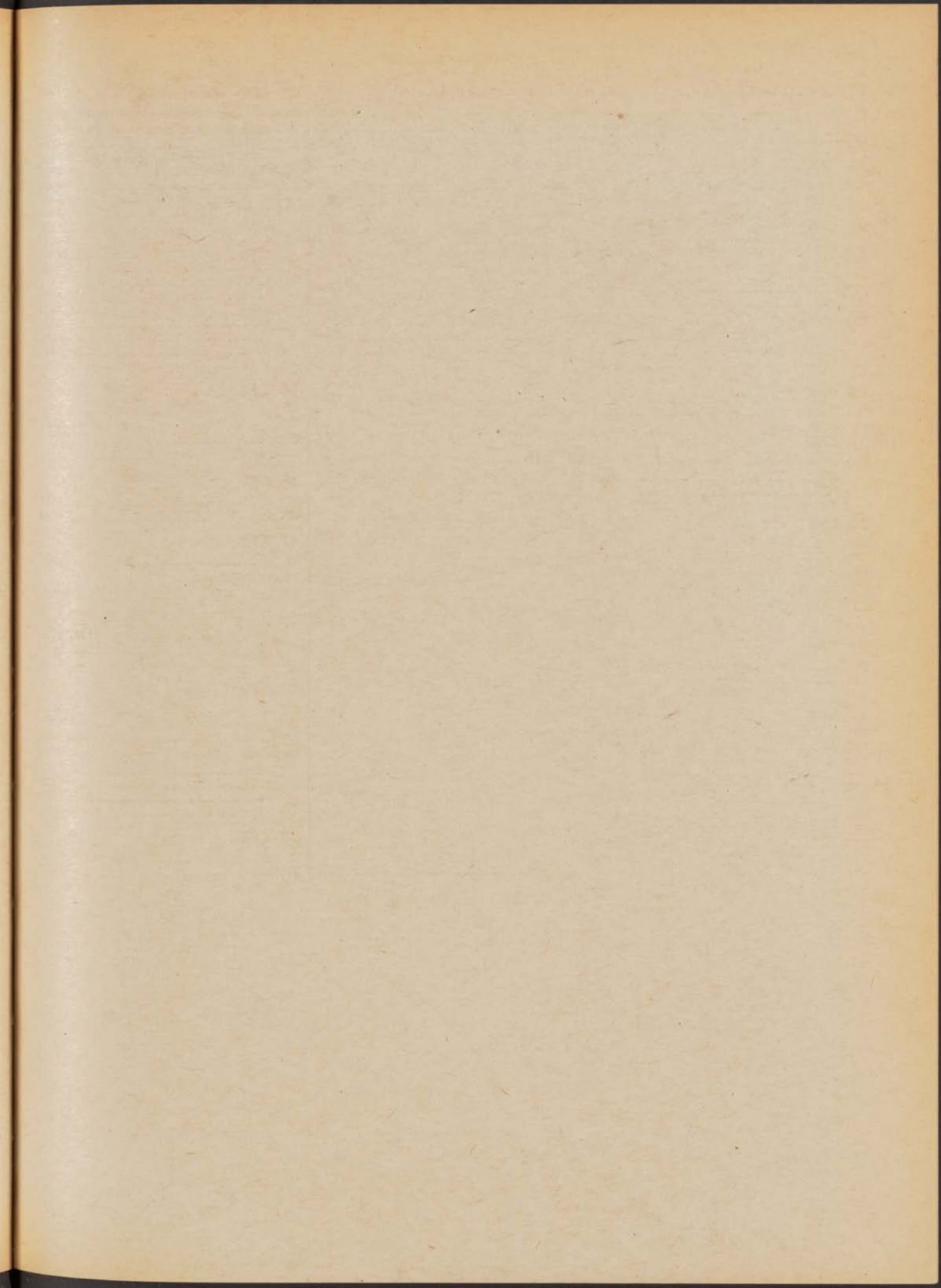


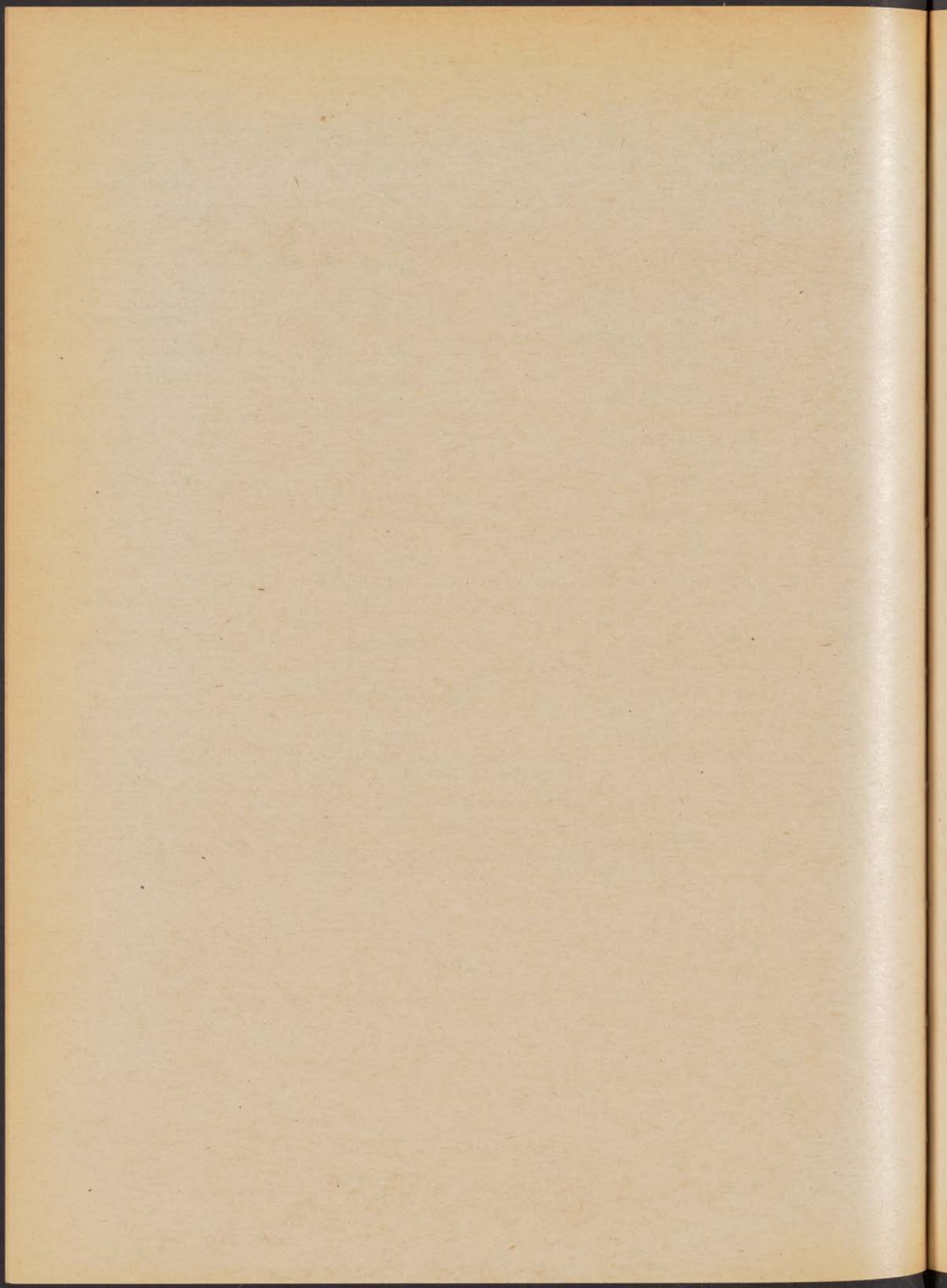
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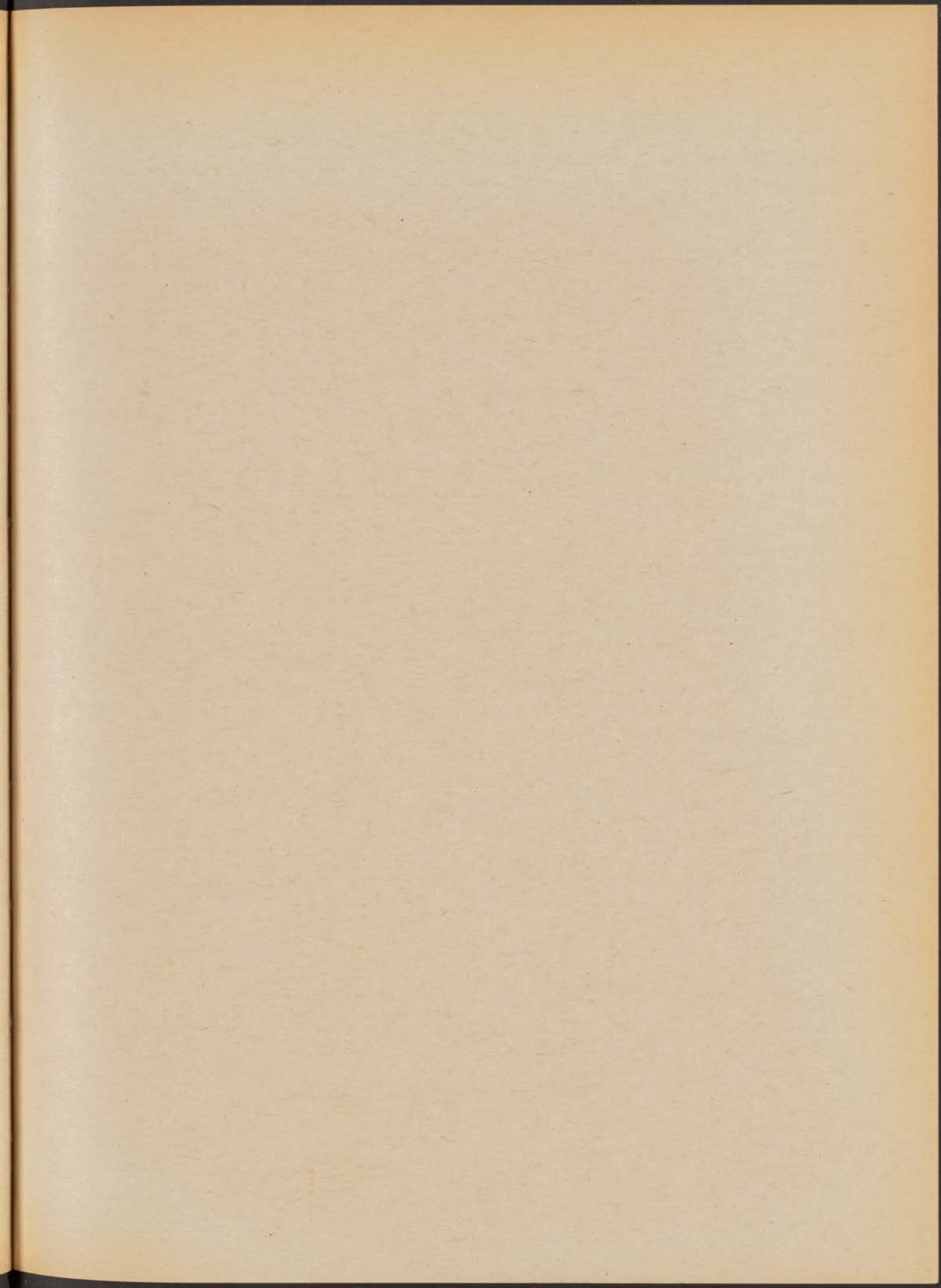
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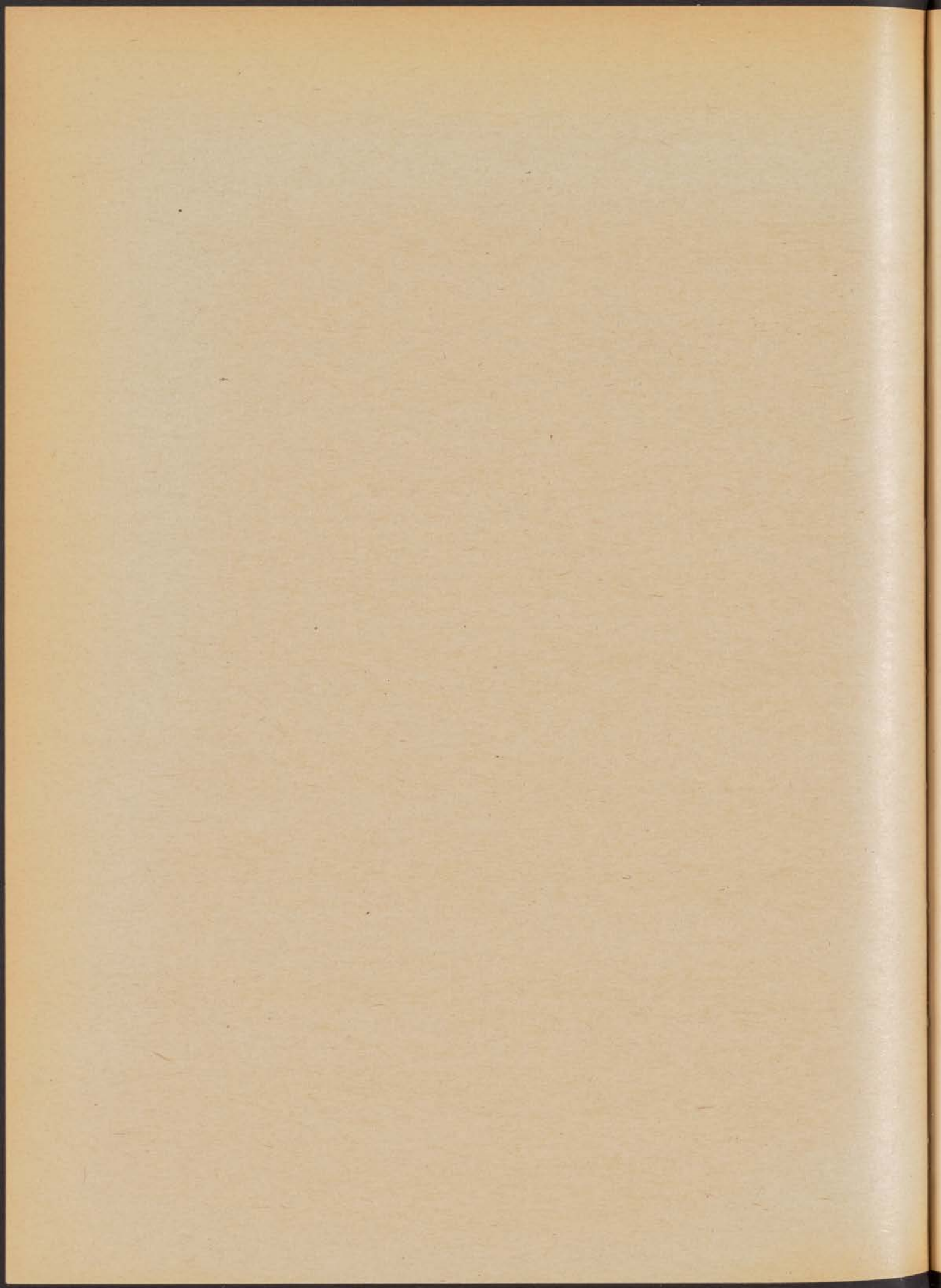
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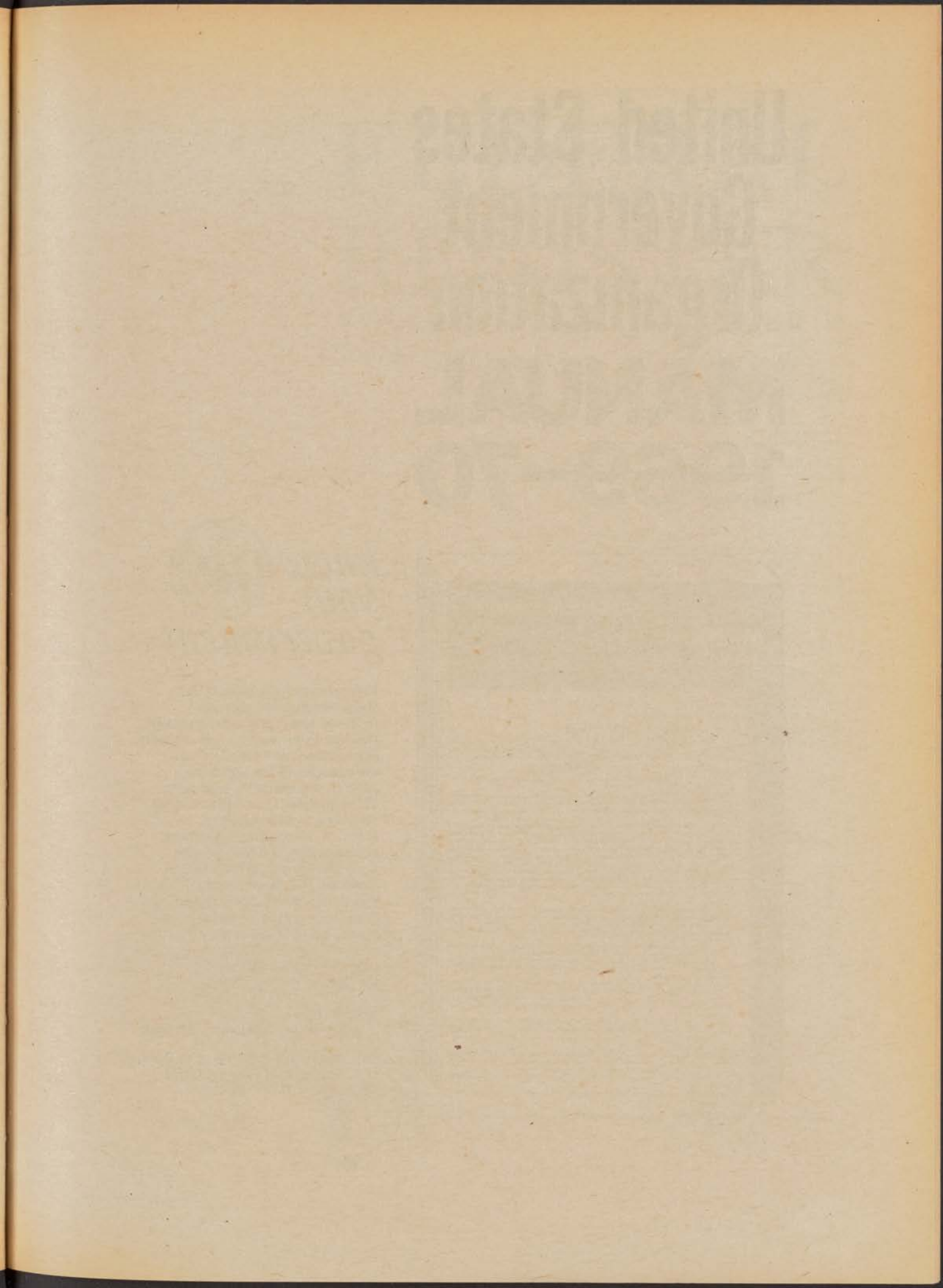
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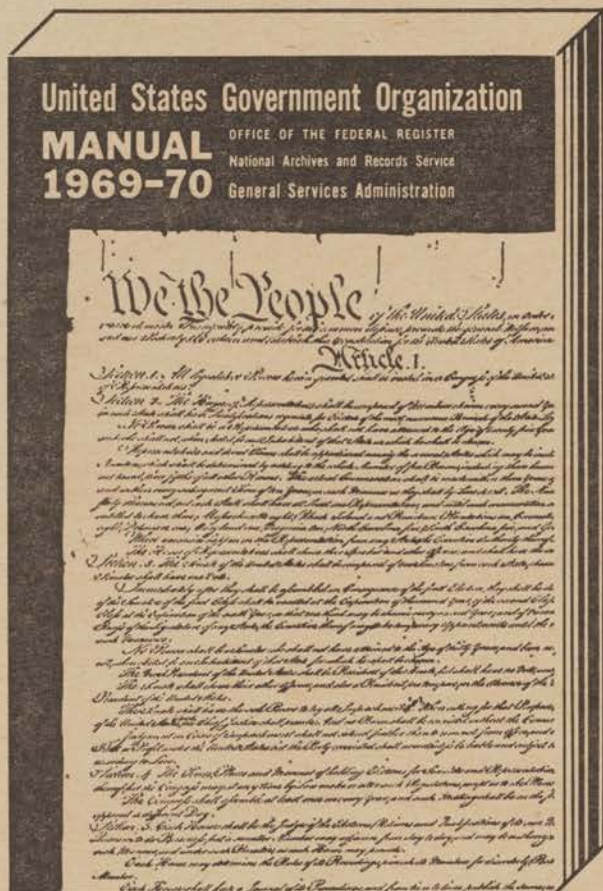








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