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Presidential Documents

Title 3—THE PRESIDENT

Proclamation 3453

NATIONAL SAFE BOATING WEEK, 1962

By the President of the United States of America
A Proclamation

WHEREAS many millions of our fellow countrymen are engaged in recreational boating; and

WHEREAS increasing public participation in this healthy, outdoor sport has emphasized the need for greater attention to courtesy and safety to minimize boating incidents of the type which often lead to boating mishaps; and

WHEREAS concerted community action is required to attain the goal of making boating one of the safest family sports; and

WHEREAS, in recognition of the value of maintaining high safety standards on our waterways, the Congress, by a joint resolution approved June 4, 1958 (72 Stat. 179), has requested the President to proclaim annually the week that includes the Fourth of July as National Safe Boating Week:

NOW, THEREFORE, I, JOHN F. KENNEDY, PRESIDENT OF THE UNITED STATES OF AMERICA, do hereby designate the week beginning July 1, 1962, as National Safe Boating Week.

In pursuance of the objectives of this Proclamation, I urge all persons, organizations, and Governmental agencies interested in recreational boating and safety afloat to publicize and observe National Safe Boating Week.

I also invite the Governors of the States, the Commonwealth of Puerto Rico, and other areas subject to the jurisdiction of the United States to join in this observance.

IN WITNESS WHEREOF, I have hereunto set my hand and caused the Seal of the United States of America to be affixed.

DONE at the City of Washington this 5th day of March in the year of our Lord nineteen hundred and sixty-two, and of the Independence of the United States of America the one hundred and eighty-sixth.

JOHN F. KENNEDY

By the President:

DEAN RUSK,
Secretary of State.

[F.R. Doc. 62-2333; Filed, Mar. 6, 1962; 1:25 p.m.]

Rules and Regulations

Title 6—AGRICULTURAL CRÉDIT

Chapter IV—Commodity Credit Corporation, Department of Agriculture

SUBCHAPTER B—LOANS, PURCHASES, AND OTHER OPERATIONS

[1961 C.C.C. Grain Price Support Bulletin 1, Supp. 2, Amdt. 10, Wheat]

PART 421—GRAINS AND RELATED COMMODITIES

Subpart—1961-Wheat Loan and Purchase Agreement Program

SUPPORT RATES

The regulations issued by the Commodity Credit Corporation published in 26 F.R. 3873, 6697, 7247, 7824, 8963, 10093, 11281, 12157, 27 F.R. 96, 557, 1408, 1962, and containing the specific requirements of the 1961-crop wheat price support program are hereby amended as follows:

County:	ILLINOIS	
	From—	To—
Calhoun	\$1.88	\$1.91
Christian	1.91	1.92
Clinton	1.90	1.92
Coles	1.88	1.89
Cumberland	1.87	1.89
Effingham	1.89	1.90
Greene	1.90	1.92
Jersey	1.90	1.92
Logan	1.88	1.89
Macoupin	1.91	1.92
Morgan	1.87	1.89
Sangamon	1.89	1.90
White	1.86	1.87

(Sec. 4, 62 Stat. 1070 as amended; 15 U.S.C. 714b. Interpret or apply sec. 5, 62 Stat. 1072, secs. 101, 401, 63 Stat. 1051, 1054; 15 U.S.C. 714c, 7 U.S.C. 1441, 1421)

Effective upon publication in the FEDERAL REGISTER.

Signed at Washington, D.C., on March 5, 1962.

E. A. JAENKE,
Acting Executive Vice President,
Commodity Credit Corporation.

[F.R. Doc. 62-2299; Filed, Mar. 7, 1962; 8:48 a.m.]

Title 14—AERONAUTICS AND SPACE

Chapter III—Federal Aviation Agency

SUBCHAPTER E—AIR NAVIGATION REGULATIONS

[Airspace Docket No. 61-NY-43]

PART 600—DESIGNATION OF FEDERAL AIRWAYS

Sherbrooke, Quebec, to Fredericton, New Brunswick

On September 13, 1961, a notice of proposed rule making was published in the FEDERAL REGISTER (26 F.R. 8568)

stating that the Federal Aviation Agency proposed to designate within the United States a segment of an intermediate altitude VOR Federal airway from Sherbrooke, Quebec, via Millinocket, Maine, to Fredericton, New Brunswick.

No adverse comments were received regarding the proposed amendment.

Interested persons have been afforded an opportunity to participate in the making of the rule herein adopted, and due consideration has been given to all relevant matter presented.

The substance of the proposed amendment having been published, therefore, pursuant to the authority delegated to me by the Administrator (25 F.R. 12582) and for the reasons stated in the Notice, Part 600 (14 CFR Part 600) is amended by adding the following:

§ 600.1500 VOR Federal airway No. 1500 (Sherbrooke, Quebec, to Fredericton, New Brunswick).

From the Sherbrooke, Quebec, VOR; 10-mile wide airway via the Millinocket, Maine, VOR; to the Fredericton, New Brunswick, VOR, excluding the portion which lies over Canada.

This amendment shall become effective 0001 e.s.t., May 3, 1962.

(Sec. 307(a), 72 Stat. 749; 49 U.S.C. 1348)

Issued in Washington, D.C., on March 1, 1962.

D. D. THOMAS,
Director, Air Traffic Service.

[F.R. Doc. 62-2268; Filed, Mar. 7, 1962; 8:45 a.m.]

[Airspace Docket No. 62-WA-22]

PART 601—DESIGNATION OF CONTROLLED AIRSPACE, REPORTING POINTS, POSITIVE CONTROL ROUTE SEGMENTS, AND POSITIVE CONTROL AREAS

Alteration of Control Zone

The purpose of this amendment to § 601.2167 of the regulations of the Administrator is to alter the Tallahassee, Fla., control zone.

The presently designated Tallahassee control zone is based, in part, on the Tallahassee radio range. The Federal Aviation Agency proposes to convert the Tallahassee radio range to a nondirectional radio beacon. Accordingly, action is taken herein to substitute the 299° bearing from the Tallahassee radio beacon for the northwest course of the Tallahassee radio range in the description of the control zone.

Since this amendment imposes no additional burden on the public, notice and public procedure hereon are unnecessary. However, since it is necessary that sufficient time be allowed to permit appropriate changes to be made on aeronautical charts, this amendment will become effective more than thirty days after publication.

In consideration of the foregoing and pursuant to the authority delegated to me by the Administrator (25 F.R. 12582), § 601.2167 (14 CFR 601.2167) is amended to read:

§ 601.2167 Tallahassee, Fla., control zone.

Within a 5-mile radius of the Tallahassee Municipal Airport (latitude 30°23'33" N., longitude 84°21'06" W.) and within 12 miles either side of the 299° bearing from the Tallahassee RBN extending from the 5-mile radius zone to 12 miles NW of the RBN.

This amendment shall become effective 0001 e.s.t., May 3, 1962.

(Sec. 307(a), 72 Stat. 749; 49 U.S.C. 1348)

Issued in Washington, D.C., on March 1, 1962.

D. D. THOMAS,
Director, Air Traffic Service.

[F.R. Doc. 62-2267; Filed, Mar. 7, 1962; 8:45 a.m.]

[Airspace Docket No. 62-SO-2]

PART 601—DESIGNATION OF CONTROLLED AIRSPACE, REPORTING POINTS, POSITIVE CONTROL ROUTE SEGMENTS, AND POSITIVE CONTROL AREAS

Alteration of Control Zone

The purpose of this amendment to § 601.2489 of the regulations of the Administrator is to alter the time of designation of the Sarasota, Fla., control zone.

The Sarasota control zone is designated from 0700 to 2300 hours Eastern Standard Time daily. The hours of operation of the Federal Aviation Agency control tower are being changed to 0600 to 2200 hours eastern standard time. Therefore, action is taken herein to change the time of designation of the control zone from 0700 to 2300 hours eastern standard time daily to 0600 to 2200 hours eastern standard time daily.

Since this amendment is minor in nature and imposes no additional burden on the public, notice and public procedure hereon are unnecessary, and it may be made effective immediately.

In consideration of the foregoing, and pursuant to the authority delegated to me by the Administrator (25 F.R. 12582), the following action is taken: In the text of § 601.2489 (26 F.R. 12290) "0700 to 2300 e.s.t. daily." is deleted and "0600 to 2200 e.s.t. daily." is substituted therefor.

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

(Sec. 307(a), 72 Stat. 749; 49 U.S.C. 1348)

Issued in Washington, D.C., on March 1, 1962.

D. D. THOMAS,
Director, Air Traffic Service.

[F.R. Doc. 62-2266; Filed, Mar. 7, 1962; 8:45 a.m.]

[Reg. Docket No. 1058; Amdt. 257]

PART 609—STANDARD INSTRUMENT APPROACH PROCEDURES

Miscellaneous Amendments

The amendments to standard instrument approach procedures contained herein are being adopted to become effective when indicated in order to promote safety. The revised procedures supersede the existing procedures of the same classification now in effect for the airports specified therein. For the convenience of the users, the revised procedures specify the complete procedure and indicate 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, procedure and effective date provisions of section 4 of the Administrative Procedure Act would be contrary to the public interest and is therefore not required.

Pursuant to the authority delegated to me by the Administrator (24 F.R. 5662), Part 609 is amended as follows:

1. The low or medium frequency range procedures prescribed in § 609.100(a) are amended to read in part:

LFR STANDARD INSTRUMENT APPROACH PROCEDURE

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 of the Federal Aviation Agency. 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	

PROCEDURE CANCELLED, EFFECTIVE MARCH 3, 1962.

City, Detroit; State, Mich.; Airport Name, Metropolitan Wayne County; Elev., 639'; Fac. Class., SBRAZ; Ident., DTW; Procedure No. 1, Amdt. 10; Eff. Date, 10 June 61; Sup. Amdt. No. 9; Dated, 31 May 56

Ephrata VOR.....	EH-LFR.....	Direct.....	3000	T-dn.....	300-1	300-1	200-1/2
				C-dn.....	800-2	800-2	800-2
				S-dn-34.....	500-1	500-1	500-1
				A-dn.....	1000-3	1000-3	1000-3

Procedure turn W side of crs, 157° Outbnd, 337° Inbnd, 3000' within 10 mi. NA beyond 10 mi. (Nonstandard to avoid Larson AFB.)

Minimum altitude over facility on final approach crs, 2200'.

Crs and distance, facility to airport, 337°—3.4 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.4 mi., turn right, climb to 4000' on E crs Ephrata LFR within 20 mi or, when directed by ATC, turn right, return to EH-LFR, hold at 3000' on W crs, right turns, 1-minute holding pattern.

CAUTION: 2455' msl radio tower 3.0 mi W of airport.

Other changes: Deletes transition from Marlin Int. Deletes takeoff restriction for Runway 29.

City, Ephrata; State, Wash.; Airport Name, Ephrata Municipal; Elev., 1272'; Fac. Class., BMRLZ; Ident., EH; Procedure No. 1, Amdt. 6; Eff. Date, 3 Mar. 62; Sup. Amdt. No. 5; Dated, 26 July 58

Chena Int.....	FI-LFR.....	Direct.....	2500	T-dn*.....	300-1	300-1	300-1
Wolf Int.....	FI-LFR.....	Direct.....	3000	C-dn*.....	600-1	600-1	600-1 1/2
Alder RBN.....	FI-LFR.....	Direct.....	4000	S-dn.....	NA	NA	NA
Fox RBN.....	FI-LFR.....	Direct.....	4000	A-dn*.....	800-2	800-2	800-2

Procedure turn S side of crs, 060° Outbnd, 240° Inbnd, 2400' within 10 mi. Nonstandard to avoid high terrain N of final approach course.

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

Crs and distance, facility to airport, 240°—2.3 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 2.3 mi from LFR, turn left, climb to 2400' on E crs 060° to Chena Int.

NOTE: Prior arrangement for landing required for civil aircraft not on official business.

*CAUTION: All maneuvering to be S and E of airport.

City, Fairbanks; State, Alaska; Airport Name, Wainwright AAF; Elev., 448'; Fac. Class., SBRAZ; Ident., FI; Procedure No. 1, Amdt. Orig.; Eff. Date, 3 Mar. 62

				T-dn.....	300-1	300-1	200-1/2
				C-dn.....	400-1	500-1	500-1 1/2
				S-dn.....	NA	NA	NA
				A-dn.....	800-2	800-2	800-2

Procedure turn S side of crs, 096° Outbnd, 276° Inbnd, 2400' within 10 mi. (Nonstandard.)

Minimum altitude over facility on final approach crs, 1200'.

Crs and distance, facility to airport, 272°—1.4 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 1.4 mi after passing MCG LFR, climb straight ahead to 1300' on NW crs (272° Outbnd), make right climbing turn proceeding direct to MCG LFR. Continue climb to 4000' on SE crs (096° Outbnd) within 20 mi.

NOTE: Do not descend below procedure turn altitude until well established on course inbound (see caution note 1).

CAUTION: 1. Terrain rising to 927' 8.6 mi E of McGrath LFR and 3.1 mi N of final approach course. 2. Terrain rising to 1266' 3.1 mi S of airport. 3. Mountainous terrain all quadrants.

City, McGrath; State, Alaska; Airport Name, McGrath; Elev., 347'; Fac. Class., SBRAZ; Ident., MCG; Procedure No. 1, Amdt. 8; Eff. Date, 3 Mar. 62; Sup. Amdt. No. 7; Dated, 13 Aug. 66

2. The automatic direction finding procedures prescribed in § 609.100(b) are amended to read in part:

ADF STANDARD INSTRUMENT APPROACH PROCEDURE

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 of the Federal Aviation Agency. 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	
LCH VOR.....	Maplewood RBN.....	Direct.....	1800	T-dn.....	300-1	300-1	200-1/4
LCH RBN.....	Maplewood RBN.....	Direct.....	1800	C-dn.....	*400-1	500-1	500-1 1/4
				S-dn-15.....	400-1	400-1	400-1
				A-dn.....	800-2	800-2	800-2

Radar terminal transition altitude 1500' within 25 mi. Radar may be used to position aircraft on final approach with elimination of procedure turn.

Procedure turn W side of crs, 328° Outbnd, 148° Inbnd, 1800' within 10 mi.

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

Crs and distance, facility to airport, 148°—6.6 mi; at OM*, 148°—4.2 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 6.6 mi after passing Maplewood RBN, make an immediate right turn, climbing to 1800' and return to Maplewood RBN.

*If outer marker is not received, minimums are 500-1.

City, Lake Charles; State, La.; Airport Name, Municipal; Elev., 14'; Fac. Class., H; Ident., LS; Procedure No. 1, Amdt. Orig.; Eff. Date, 3 Mar. 62; or completion of facility

3. The very high frequency omnirange (VOR) procedures prescribed in § 609.100(c) are amended to read in part:

VOR STANDARD INSTRUMENT APPROACH PROCEDURE

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 of the Federal Aviation Agency. 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	
Ephrata LFR.....	EPH-VOR.....	Direct.....	3500	T-dn.....	300-1	300-1	200-1/4
				C-dn.....	800-2	800-2	800-2
				S-dn-20.....	500-1	500-1	500-1
				A-dn.....	1000-3	1000-3	1000-3

Procedure turn N side of crs, 021° Outbnd, 201° Inbnd, 3500' within 10 mi. NA beyond 10 mi.

Minimum altitude over facility on final approach crs, 2800'.

Crs and distance, facility to airport, 201°—4.9 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.9 mi, turn left, climb to 4000' on R-060 within 20 mi or, when directed by ATC, turn left, return to VOR, hold at 3500' on R-021 in a 1-minute right turn holding pattern.

CAUTION: 2465' msl radio tower 3 mi W of airport.

Other change: Deletes takeoff restriction for Runway 29.

City, Ephrata; State, Wash.; Airport Name, Ephrata Municipal; Elev., 1272'; Fac. Class., H-BVOR; Ident., EPH; Procedure No. 1, Amdt. 5; Eff. Date, 3 Mar. 62; Sup. Amdt. No. 4; Dated, 16 Aug. 58

				T-d.....	300-1	300-1	NA
				C-d.....	700-1	700-1	NA
				A-d.....	NA	NA	NA

Procedure turn W side of crs, 328° Outbnd, 148° Inbnd, 2000' within 10 mi.

Minimum altitude over facility on final approach crs, 2000'.

Crs and distance, facility to airport, 148°—8.2 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 8.2 mi, climb to 2000' on R-148 within 10 mi of airport, make left turn and return to VOR.

CAUTION: No weather service available. Obtain EVV weather.

City, Henderson; State, Ky.; Airport Name, Henderson City-County; Elev., 385'; Fac. Class., BVORTAC; Ident., EVV; Procedure No. 1, Amdt. 1; Eff. Date, 3 Mar. 62; Sup. Amdt. No. Orig.; Dated, 27 May 61

				T-dn.....	300-1	300-1	200-1/4
				C-d.....	1000-1	1000-1	1000-1 1/4
				C-n.....	1000-2	1000-2	1000-2
				A-dn.....	1000-2	1000-2	1000-2
					BCOB	BCOB	BCOB

Procedure turn S side of crs, 252° Outbnd, 072° Inbnd, 1600' within 10 mi.

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

Crs and distance, facility to airport, 072°—11.4 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 6 mi of AOE-VOR, climb to 1600' on AOE-VOR R-072 within 20 mi.

NOTES: 1. Proceed from missed approach point to Victoria County Airport under visual flight rules. 2. Night operations authorized Runway 12-L/30-R only.

City, Victoria; State, Tex.; Airport Name, Victoria-County-Foster; Elev., 115'; Fac. Class., L-BVOR; Ident., AOE; Procedure No. 1, Amdt. Orig.; Eff. Date, 3 Mar. 62

4. The terminal very high frequency omnirange (TerVOR) procedures prescribed in § 609.200 are amended to read in part:

TERMINAL VOR STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Cellings 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 of the Federal Aviation Agency. 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	
Astoria Int.....	AST VOR.....	Direct.....	2300	T-dn..... C-dn..... A-dn.....	300-1 1200-1 1200-2	300-1 1200-1 1200-2	200-1/2 1200-1 1/2 1200-2

Procedure turn W side crs, 306° Outbnd, 126° Inbnd, 2300' within 10 mi. NA beyond 10 mi.
 Facility on airport.
 Minimum altitude over facility on final approach crs, 1200'.
 Crs and distance, breakoff point to approach end of Runway 13, 132°—0.8 mi.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mi, turn right, climb to 2300' on R-306 within 10 mi.
 City, Astoria; State, Ore.; Airport Name, Clatsop County; Elev., 11'; Fac. Class., M-BVOR; Ident., AST; Procedure No. TerVOR-13, Amdt. 1; Eff. Date, 3 Mar. 62; Sup. Amdt. No. Orig.; Dated, 23 Dec. 61

PROCEDURE CANCELLED, EFFECTIVE MARCH 3 1962.
 City, Detroit; State, Mich.; Airport Name, Willow Run; Elev., 716'; Fac. Class., VOR; Ident., YIP; Procedure No. TerVOR-9R, Amdt. 1; Eff. Date, 31 May 56; Sup. Amdt. No. Orig.; Dated, 23 July 55

PROCEDURE CANCELLED, EFFECTIVE MARCH 3, 1962.
 City, Detroit; State, Mich.; Airport Name, Willow Run; Elev., 716'; Fac. Class., VOR; Ident., YIP; Procedure No. TerVOR-9L, Amdt. 2; Eff. Date, 31 May 56; Sup. Amdt. No. 1; Dated, 11 Feb. 56

PROCEDURE CANCELLED, EFFECTIVE MARCH 3, 1962.
 City, Detroit; State, Mich.; Airport Name, Willow Run; Elev., 716'; Fac. Class., VOR; Ident., YIP; Procedure No. TerVOR-14, Amdt. 2; Eff. Date, 31 May 56; Sup. Amdt. No. 1; Dated, 18 Feb. 56

PROCEDURE CANCELLED, EFFECTIVE MARCH 3, 1962.
 City, Detroit; State, Mich.; Airport Name, Willow Run; Elev., 716'; Fac. Class., VOR; Ident., YIP; Procedure No. TerVOR-18, Amdt. 1; Eff. Date, 31 May 56; Sup. Amdt. No. Orig.; Dated, 23 July 55

PROCEDURE CANCELLED, EFFECTIVE MARCH 3, 1962.
 City, Detroit; State, Mich.; Airport Name, Willow Run; Elev., 716'; Fac. Class., VOR; Ident., YIP; Procedure No. TerVOR-27R, Amdt. 1; Eff. Date, 31 May 56; Sup. Amdt. No. Orig.; Dated, 23 July 55

PROCEDURE CANCELLED, EFFECTIVE MARCH 3, 1962.
 City, Detroit; State, Mich.; Airport Name, Willow Run; Elev., 716'; Fac. Class., VOR; Ident., YIP; Procedure No. TerVOR-32, Amdt. 2; Eff. Date, 31 May 56; Sup. Amdt. No. 1; Dated, 11 Feb. 56

PROCEDURE CANCELLED, EFFECTIVE MARCH 3, 1962.
 City, Detroit; State, Mich.; Airport Name, Willow Run; Elev., 716'; Fac. Class., VOR; Ident., YIP; Procedure No. TerVOR-36, Amdt. 1; Eff. Date, 31 May 56; Sup. Amdt. No. Orig.; Dated, 23 July 55

Sugar Loaf Int.....	FDK-VOR.....	Direct.....	2300	T-dn..... C-dn..... S-d-22°..... A-dn.....	300-1 600-1 500-1 NA	300-1 600-1 500-1 NA	
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Procedure turn E side of crs, 039° Outbnd, 219° Inbnd, 2300' within 10 mi.
 Minimum altitude over facility on final approach crs, 800'.
 Crs and distance, facility to airport, 219°—0.3 mi.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mi, make a left climbing turn to 2300', return to FDK-VOR, hold NE 1-minute left turns.
 CAUTION: 710' antenna 3.8 mi W of airport boundary.
 *600' minimums apply if Mount Pleasant fix not received.
 Mount Pleasant fix: R-039 Frederick, Md., VOR and R-275 Westminster VOR.
 City, Frederick; State, Md.; Airport Name, Frederick Municipal; Elev., 304'; Fac. Class., BVOR; Ident., FDK; Procedure No. TerVOR-22, Amdt. Orig.; Eff. Date, 3 Mar. 62

RULES AND REGULATIONS

5. The instrument landing system procedures prescribed in § 609.400 are amended to read in part:

ILS STANDARD INSTRUMENT APPROACH PROCEDURE

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 of the Federal Aviation Agency. 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	
HUT VOR.....	LOM.....	Direct.....	2000	T-dn.....	300-1	300-1	200-½
HT-LFR.....	LOM.....	Direct.....	2900	C-dn.....	500-1	500-1	500-½
Sterling Int.....	LOM.....	Direct.....	3000	S-dn-13°.....	200-½	200-½	200-½
				A-dn.....	600-2	600-2	600-2

Procedure turn W side NW crs., 308° Outbnd, 128° Inbnd, 3000' within 10 mi of LOM.
 Minimum altitude at glide slope interception, Inbnd, 2900'.
 Altitude of glide slope and distance to approach end of runway at OM, 2781'—3.8 ml; at MM, 1765'—0.6 ml.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, proceed to HUT VOR climbing to 3000' via the SE crs of HUT ILS and 052° radial of HUT VOR.
CAUTION: 2340 MSL TV tower located 3.5 mi E of airport. Aircraft taking off to N, S, NE, SE, climb to 3000' prior to proceeding toward TV tower.
 *With glide slope inoperative 500-1 minimums apply.

City, Hutchinson; State, Kans.; Airport Name, Municipal; Elev., 1542'; Fac. Class., ILS; Ident., IHUT; Procedure No. ILS-13, Amdt. 1; Eff. Date, 3 Mar. 62; Sup. Amdt. No. Orig.; Dated, 14 Oct. 61

Lake Charles RBn.....	OM.....	Direct.....	1500	T-dn.....	300-1	300-1	200-½
LCH VOR.....	OM.....	Direct.....	1500	C-dn.....	400-1	500-1	500-½
				S-dn-15.....	300-¾	300-¾	300-¾
				A-dn.....	600-2	600-2	600-2

Radar transition altitude 1500' within 25 ml. Radar may be used to position aircraft on final approach with elimination of procedure turn.
 Procedure turn W side of crs, 328° Outbnd, 148° Inbnd, 1500' within 10 ml. of OM.
 Minimum altitude at glide slope interception inbnd, 1500'.
 Altitude of glide slope and distance to approach end of runway at OM, 1170'—4.2 ml; at MM, 199°—0.6 ml.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, climb to 1500' on the SE crs of ILS within 20 ml or, when directed by ATC, make immediate right turn, climbing to 1500' and return to ILS localizer, holding NW of OM.
NOTE: Descent from holding pattern NA. Procedure turn required, except in accordance with radar vectoring authorization.

City, Lake Charles; State, La.; Airport Name, Municipal; Elev., 14'; Fac. Class., ILS; Ident., I-LLS; Procedure No. ILS-15, Amdt. Orig.; Eff. Date, 3 Mar. 62, or upon completion of facility

Lake Charles VOR.....	Brown Int*.....	Direct.....	1500	T-dn.....	300-1	300-1	200-½
Lake Charles RBn.....	Brown Int*.....	Direct.....	1500	C-dn.....	400-1	500-1	500-½
				S-dn-33.....	400-1	400-1	400-1
				A-dn.....	800-2	800-2	800-2

Radar transition altitude 1500' within 25 ml. Radar may be used to position aircraft on final approach with elimination of procedure turn.
 Procedure turn W side of crs, 148° Outbnd, 328° Inbnd, 1500' within 10 ml.
 Minimum altitude over Brown Int* on final approach crs, 1500'.
 Crs and distance, Brown Int* to airport, 328°—5.7 ml.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.7 ml after passing Brown Int,* climb to 1500' on the NW crs of the ILS within 20 ml.
 *Brown Int: Int LCH-VOR R-200 and SE crs LLS ILS.

City, Lake Charles; State, La.; Airport Name, Municipal; Elev., 14'; Fac. Class., ILS; Ident., I-LLS; Procedure No. ILS-33, Amdt. Orig.; Eff. Date, 3 Mar. 62, or upon completion of facility

Youngstown VOR.....	LOM.....	Direct.....	2600	T-dn.....	300-1	300-1	200-½
Youngstown LFR.....	LOM.....	Direct.....	2600	C-dn.....	400-1	500-1	500-½
Hubbard RBn.....	LOM (Final).....	Direct.....	2600	S-dn-32.....	200-½	200-½	200-½
				A-dn.....	600-2	600-2	600-2

Procedure turn N side of crs, 139° Outbnd, 319° Inbnd, 2600' within 10 ml.
 Minimum altitude at glide slope interception Inbnd, 2600'.
 Altitude of glide slope and distance to approach end of runway at OM 2630—4.7 ml; at MM 1385—0.6 ml.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, climb to 2600' straight ahead, make right turn and proceed to Youngstown VOR. Hold North on R-005 YNG-VOR, 1-minute right turns, 185° Inbnd at 2600'.

City, Youngstown; State, Ohio; Airport Name, Youngstown; Elev., 1196'; Fac. Class., ILS; Ident., I-YNG; Procedure No. ILS-32, Amdt. 7; Eff. Date, 3 Mar. 62; Sup. Amdt. No. 6; Dated, 27 Jan. 62

These procedures shall become effective on the dates specified therein.
 (Secs. 313(a), 307(c), 72 Stat. 752, 749; 49 U.S.C. 1354(a), 1348(c))

Issued in Washington, D.C., on February 1, 1962.

G. S. MOORE,
 Acting Director, Flight Standards Service.

[F.R. Doc. 62-1209; Filed, Mar. 7, 1962; 8:45 a.m.]

[Reg. Docket No. 1061; Amdt. 258]

PART 609—STANDARD INSTRUMENT APPROACH PROCEDURES

Miscellaneous Amendments

The amendments to standard instrument approach procedures contained herein are being adopted to become effective when indicated in order to promote safety. The revised procedures supersede the existing procedures of the same classification now in effect for the airports specified therein. For the convenience of the users, the revised procedures specify the complete procedure and indicate 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, procedure and effective date provisions of section 4 of the Administrative Procedure Act would be contrary to the public interest and is therefore not required.

Pursuant to the authority delegated to me by the Administrator (24 F.R. 5662), Part 609 is amended as follows:

1. The low or medium frequency range procedures prescribed in § 609.100(a) are amended to read in part:

LFR STANDARD INSTRUMENT APPROACH PROCEDURE

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 of the Federal Aviation Agency. 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	

PROCEDURE CANCELLED, EFFECTIVE MARCH 10, 1962, OR UPON DECOMMISSIONING OF LONG BEACH LFR.

City, Long Beach; State, Calif.; Airport Name, Municipal; Elev., 56'; Fac. Class., SBMRLZ; Ident., LGB; Procedure No. 1, Amdt. 16; Eff. Date, 15 Aug. 59; Sup. Amdt. No. 15; Dated, 4 Jan. 58

2. The automatic direction finding procedures prescribed in § 609.100(b) are amended to read in part:

ADF STANDARD INSTRUMENT APPROACH PROCEDURE

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 of the Federal Aviation Agency. 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	
Charleston RBn.....	LOM.....	Direct.....	1300	T-dn.....	300-1	300-1	200-1/2
CHS-VOR.....	LOM.....	Direct.....	1300	C-dn.....	400-1	500-1	500-1 1/2
Tucker Int.....	LOM (Final).....	Direct.....	1300	S-dn-15.....	400-1	400-1	400-1
				A-dn.....	800-2	800-2	800-2

Radar vectoring authorized in accordance with approved patterns. Procedure turn W side NW crs, 329° Outbnd, 149° Inbnd, 1300' within 10 ml. Minimum altitude over facility on final approach crs, 1100'.

Crs and distance, facility to airport, 149°—3.7 ml.

If visual contact not established upon descent to authorized landing minimums of 1100' or if landing not accomplished, climb to 2000' on crs 149° within 15 mi or, when directed by ATC, turn right, climb to 1300' and proceed direct to LOM.

CAUTION: Tower 1049' MSL 10 ml SE.

City, Charleston; State, S.C.; Airport Name, Charleston AFB/Munc.; Elev., 45'; Fac. Class., LOM; Ident., CH; Procedure No. 1, Amdt. 6; Eff. Date, 10 Mar. 62; Sup. Amdt. No. 5; Dated, 1 July 61

GTF VOR.....	GF RBn.....	Direct.....	5500	T-dn.....	300-1	300-1	*200-1/2
Belt FM.....	GF RBn.....	Direct.....	5500	C-dn.....	500-1	500-1	500-1 1/2
Cascade FM.....	GF RBn.....	Direct.....	5500	A-dn.....	800-2	800-2	800-2

Radar vectoring authorized in accordance with approved patterns. Procedure turn S side of crs, 203° Outbnd, 023° Inbnd, 5500' within 10 ml. NA beyond 10 ml. Minimum altitude over facility on final approach crs, 4300'.

Crs and distance, facility to airport, 009°—0.9 ml.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.9 ml, climb to 5500' on 018° crs within 20 mi of GF-RBn or, when directed by ATC, left turn, climb to 5500' on 311° crs within 20 mi of GF-RBn.

*300-1 required on Runways 11-20.

City, Great Falls; State, Mont.; Airport Name, International; Elev., 3671'; Fac. Class., HW; Ident., GF; Procedure No. 2, Amdt. Orig.; Eff. Date, 10 Mar. 62, or upon completion of RBn

Salem Int.....	GON RBn.....	Direct.....	1600	T-dn.....	300-1	300-1	200-1/2
Saybrook Int.....	GON RBn.....	Direct.....	1500	C-dn.....	500-1	500-1	500-1
Watch Hill Int.....	GON RBn.....	Direct.....	1500	A-dn*.....	NA	NA	NA

Procedure turn N side of crs, 230° Outbnd, 050° Inbnd, 1500' within 10 ml. Minimum altitude over facility on final approach crs, 600'.

Crs and distance, facility to airport, 049°—0.9 ml.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 1 mi, climb straight ahead to 1000', then make a climbing right turn and return to GON RBn. Hold GON RBn 1-minute left turns, 050° Inbnd.

NOTE: Facility must be monitored aurally during this approach.

AIR CARRIER NOTE: No night operations on Runways 10-28 except to the E.

*Alternate weather minimums of 800-2 authorized for those who have an approved arrangement for weather service at the airport.

City, Groton; State, Conn.; Airport Name, Trumbull; Elev., 10'; Fac. Class., MHW; Ident., GON; Procedure No. 1, Amdt. Orig.; Eff. Date, 10 Mar. 62

RULES AND REGULATIONS

ADF STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

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	
Jackson VOR.....	LOM.....	Direct.....	1700	T-dn.....	300-1	300-1	200-1/2
Florence Int.....	LOM.....	Direct.....	2100	C-dn.....	500-1	500-1	500-1/2
Redwood Int.....	LOM.....	Direct.....	1600	S-dn-11.....	400-1	400-1	400-1
Edwards Int.....	LOM.....	Direct.....	1600	A-dn.....	800-2	800-2	800-2
Raymond Int.....	LOM.....	Direct.....	2900				

Procedure turn S side of crs, 288° Outbnd, 108° Inbnd, 1600' within 10 mi.
 Minimum altitude over facility on final approach crs, 1500'.
 Crs and distance, facility to airport, 108°—3.8 mi.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.8 miles, climb to 2100', turn left and proceed to JAN-VOR via R-178 or, when directed by ATC, climb to 2100', turn right and proceed to Florence Int via JAN-VOR R-178.
 CAUTION: Tower 1051' MSL located 3.5 mi SW of airport.

City, Jackson; State, Miss.; Airport Name, Hawkins; Elev., 343'; Fac. Class. LOM; Ident., JA; Procedure No. 1, Amdt. Orig.; Eff. Date, 10 Mar. 62

Carl's Int.....	LOM.....	Direct.....	2000	T-dn.....	300-1	300-1	200-1/2
JAX LFR.....	LOM.....	Direct.....	2000	C-dn.....	400-1	500-1	500-1/2
JAX VOR.....	LOM.....	Direct.....	2000	S-dn-5.....	400-1	400-1	400-1
Blue Jacket Int.....	LOM.....	Direct.....	2000	A-dn.....	800-2	800-2	800-2
Bryceville Int.....	LOM.....	Direct.....	1500				
Sunbeam Int.....	LOM.....	Direct.....	1500				
Callahan Int.....	LOM.....	Direct.....	1500				

Radar terminal area transition altitude 1500' within 25 mi except 2000' required when within 3.0 mi of towers, 995' 4.3 mi and 1003' 3.8 mi SE of LOM. Radar control must provide separation from restricted area R-161A.
 Procedure turn NA due to restricted area. Radar vector to final approach required. If radar contact not established during transition, proceed to the LOM, hold NE, 1-minute pattern, right turns. If radar contact not established or radar inoperative, execution of this procedure not authorized.
 Minimum altitude over facility on final approach crs, 1200'.
 Crs and distance, facility to airport, 045°—4.0 mi.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.0 mi after passing LOM, climb to 1500' on crs of 045° within 20 mi or, when directed by ATC, climb to 1500' on R-089 JAX-VOR within 20 mi.
 Other changes: Deletes transitions from Sunbeam Int (LF) and Bryceville Int (LF).

City, Jacksonville; State, Fla.; Airport Name, Imeson; Elev., 52'; Fac. Class., LOM; Ident., JA; Procedure No. 1, amdt. 14; Eff. Date, 10 Mar. 62; Sup. Amdt. No. 13 (ADP portion Comb. ILS-ADF); Dated, 28 June 56

Huntington Beach FM.....	LOM (Final).....	Direct.....	1500	T-dn*.....	300-1	300-1	200-1/2
San Pedro Int.....	LOM.....	Direct.....	1500	C-dn.....	500-1	600-1	600-2
LGB VOR.....	LOM.....	Direct.....	1500	S-dn-30.....	500-1	500-1	500-1
				A-dn.....	800-2	800-2	800-2

Radar vectoring to final approach crs authorized.
 Procedure turn S side of SE crs, 120° Outbnd, 300° Inbnd, 1500' within 10 mi of LOM. NA beyond 10 mi.
 Minimum altitude over facility on final approach crs, 1500'.
 Crs and distance, facility to airport, 300°—4.2 mi.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.2 mi after passing LOM, climb to 800' on 300° brng from LOM, turn left, climb on 190° heading to interception of 160° brng from LAX Rbn and proceed to San Pedro Int at 2500'.
 CAUTION: Standard clearance over obstructions not provided for circling minimums; 500' hill with oil derricks 1 mi S of airport. All circling and maneuvering shall be accomplished N of field.
 Other change: Deletes all reference to Long Beach LFR.
 *300-1 required for takeoff Runways 16L, 25L, 34R; 600-1 1/2 required for takeoff Runway 16R.

City, Long Beach; State, Calif.; Airport Name, Municipal; Elev., 56'; Fac. Class., LOM; Ident., LG; Procedure No. 1, Amdt. 17; Eff. Date, 10 Mar. 62; Sup. Amdt. No. 16; Dated, 20 Aug. 60

LAX Rbn.....	LOM.....	Direct.....	3000	T-dn.....	300-1	300-1	200-1/2
Downy FM/Rbn.....	LOM (Final).....	Direct.....	1800	C-dn.....	500-1	600-1	600-1/2
LGB VOR.....	Downy FM/Rbn.....	Direct.....	3000	S-dn-25L/R.....	500-1	500-1	500-1
LGB VOR.....	LOM.....	Direct.....	3000	A-dn.....	800-2	800-2	800-2
Hollywood Hills FM.....	LOM.....	Direct.....	3000				
LAX VOR.....	LOM.....	Direct.....	3000				
La Habra Int.....	Downey FM/Rbn.....	Direct.....	3000				

Radar transition and vectoring using Los Angeles Radar authorized in accordance with approved radar patterns.
 Procedure turn S side E crs, 063° Outbnd, 248° Inbnd, 3000' within 10 mi of OM.
 Minimum altitude over facility on final approach crs, 1800'.
 Crs and distance, facility to airport, 248°—5.4 mi.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.4 mi after passing LOM, climb to 2000' on crs of 248° within 20 mi.
 Other change: Deletes all reference to Long Beach LFR.

City, Los Angeles; State, Calif.; Airport Name, International; Elev., 126'; Fac. Class., LOM; Ident., LA; Procedure No. 1, Amdt. 22; Eff. Date, 10 Mar. 62; Sup. Amdt. No. 21; Dated, 27 May 61

SFO-VOR.....	LOM.....	Direct.....	2000	T-dn#.....	300-1	300-1	200-1/2
OAK VOR.....	LOM.....	Direct.....	2000	C-dn.....	500-1	600-1	600-1/2
OSI VOR.....	LOM.....	Direct.....	4000	S-dn-23L/R.....	400-1	400-1	400-1
FRX FM/HW.....	LOM (Final).....	Direct.....	1700	A-dn.....	800-2	800-2	800-2
SJC VOR.....	LOM (Final).....	Direct.....	1700				

Radar transitions and vectoring using San Francisco Radar authorized in accordance with approved radar patterns.
 No procedure turn authorized. All necessary maneuvering and descent shall be accomplished in accordance with and in the confines of the SFO-LOM holding pattern. (Left turns, 1 minute, 2000'. Final approach crs, 101° Outbnd, 281° Inbnd.)
 Minimum altitude over facility on final approach crs, 1700'.
 Crs and distance, facility on final approach crs, 281°—5.6 mi.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.6 mi after passing LOM climb to 3000' on 281° crs from LMM or SFO VOR R-287 within 15 mi.
 CAUTION: Circling minima do not provide standard clearance over high terrain W and SW of airport.
 Other change: Deletes transition from OK-LFR.
 #300-1 required for takeoff on Runway 19L-R.

City, San Francisco; State, Calif.; Airport Name, International; Elev., 11'; Fac. Class., LOM; Ident., SF; Procedure No. 1, Amdt. 15; Eff. Date, 10 Mar. 62; Sup. Amdt. No. 14; Dated, 15 Oct. 60

ADF STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

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	
SCK-VOR	LOM	Direct	1600	T-dn	300-1	300-1	200-1/2
Woodward Int.	LOM	Direct	2000	C-dn	500-1	600-1	600-1 1/2
Tracy Int.	LOM	Direct	2000	S-dn-20R	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2

Procedure turn S side of crs, 111° Outbnd, 291° Inbnd, 1600' within 10 mi of LOM. NA beyond 10 mi.
 Minimum altitude over facility on final approach crs, 1600'.
 Crs and distance, facility to airport, 291°—5.4 mi.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.4 mi after passing LOM, make left climbing turn and climb to 2000' on 233° crs from the LOM within 15 mi or, when directed by ATC, make left climbing turn and climb to 2000' on R-229 of the SCK-VOR within 15 mi.
 City, Stockton; State, Calif.; Airport Name, Stockton County; Elev., 27'; Fac. Class., LOM; Ident., SC; Procedure No. 1, Amdt. 1; Eff. Date, 10 Mar. 62; Sup. Amdt. No. Orig.; Dated 5 Aug. 61

3. The very high frequency omnirange (VOR) procedures prescribed in § 609.100(c) are amended to read in part:

VOR STANDARD INSTRUMENT APPROACH PROCEDURE

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 of the Federal Aviation Agency. 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	
TS-LFR	TYS-VOR	Direct	3100	T-dn	300-1	300-1	200-1/2
				C-d	600-1	600-1	600-1 1/2
				C-n	600-1 1/2	600-1 1/2	600-1 1/2
				S-dn-22R	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2

Radar terminal area transition altitudes: 0°-360° within 5 mi, 2500'; 091°-179° within 10 mi, 4000'; 180°-090° within 10 mi, 2500'; 153°-205° within 17 mi, 5000'; 355°-070° within 17 mi, 3000'; 205°-270° within 24 mi, 2500'; 355°-070° within 25 mi, 3100'; 270°-355° within 10-20 mi, 3000'; 070°-085° within 10-25 mi, 4000'. All bearings and distances are from radar antenna site with sector azimuths progressing clockwise. Radar control will provide 1000' vertical clearance within a 3-mile radius of terrain 3100' MSL located at 35-49/83-40 or maintain 4300'.

Procedure turn E side of crs, 042° Outbnd, 222° Inbnd, 3100' within 10 mi.
 Minimum altitude over facility on final approach crs, 2500'; over Rockford Int., 1700'.
 Crs and distance, facility to airport, 222°—6.6 mi; Rockford Int* to airport, 222°—2.6 mi.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 6.6 mi of TYS-VOR, turn right, climb to 3000' on R-248 TYS-VOR within 15 mi.
 If Rockford Int not identified on final, descent below 1700' MSL not authorized; minima become 800-1.
 *Rockford Int: Int R-222 TYS-VOR and 281° brng to TS-LFR.

City, Knoxville; State, Tenn.; Airport Name, McGhee-Tyson; Elev., 989'; Fac. Class., H-BVORTAC; Ident., TYS; Procedure No. 1, Amdt. Orig.; Eff. Date, 10 Mar. 62

Huntington Beach FM	LGB VOR	Direct	1500	T-dn*	300-1	300-1	200-1/2
				C-dn	500-1	600-1	600-2
				A-dn	800-2	800-2	800-2

Procedure turn S side of crs, 120° Outbnd, 300° Inbnd, 1500' within 10 mi.
 Minimum altitude over facility on final approach, 1500'.
 Crs and distance, facility to airport, 274°—4.4 mi.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.4 mi, make immediate right climbing turn and return to LGB VOR at 1500'.

NOTE: Use of this procedure under VFR flight conditions must be approved by the NAS Los Alamitos Tower.
 CAUTION: Standard clearance over obstructions not provided for circling minimums; 500' hill with oil derricks 1 mile S of airport. All circling and maneuvering shall be accomplished N of field.

Other change: Deletes transition from LGB-LFR.
 *300-1 required on Runways 16L, 25L, and 34R; 600-1 1/2 required for takeoff on Runway 16R.
 City, Long Beach; State, Calif.; Airport Name, Long Beach; Elev., 56'; Fac. Class., BVOR; Ident., LGB; Procedure No. 1, Amdt. 2; Eff. Date, 10 Mar. 62; Sup. Amdt. No. 1; Dated, 15 Aug. 59

				T-dn	300-1	NA	NA
				C-dn	1400-1	NA	NA
				A-dn	1800-2	NA	NA

Procedure turn E side of final approach crs, 157° Outbnd, 337° Inbnd, 4500' within 10 mi.
 Minimum altitude over facility on final approach crs, 3000'.
 Crs and distance, facility to airport, 337°—5.4 mi.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.4 mi, climb to 4500' on R-337 MGW-VOR within 10 mi. Reverse course and proceed to MGW-VOR. Hold SE on R-157 MGW-VOR, standard pattern, 1-minute right turns.
 CAUTION: Antenna 1419' 1.7 mi SW of airport. Antenna 1384' 1 mi SE of airport.

City, Morgantown; State, W. Va.; Airport Name, Morgantown Municipal; Elev., 1256'; Fac. Class., BVORTAC; Ident., MGW; Procedure No. 1, Amdt. Orig.; Eff. Date, 10 Mar. 62

				T-dn	300-1	300-1	NA
				C-dn	700-1	700-1	NA
				A-dn	NA	NA	NA

Procedure turn N side of course, 123° Outbnd, 303° Inbnd, 1700' within 10 mi.
 Crs and distance, facility to airport, 303°—5.6 mi.
 Minimum altitude over facility on final approach crs, 1200'.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.6 mi, make an immediate left (S) climbing turn returning to PTW VOR at 1700'. Hold E 1-minute, right turns. Inbound course 303'.
 City, Pottstown; State, Pa.; Airport Name, Pottstown Municipal; Elev., 255'; Fac. Class., BVOR; Ident., PTW; Procedure No. 1, Amdt. 1; Eff. Date, 10 Mar. 62; Sup. Amdt. No. Orig.; Dated, 24 Feb. 62

VOR STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

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	
Lindon VOR.....	Stockton VOR.....	Direct.....	2000	T-dn.....	300-1	300-1	200-1/4
Orange Int.....	Stockton VOR.....	Direct.....	2000	C-dn.....	500-1	600-1	600-1/4
Woodward Int.....	Stockton VOR.....	Direct.....	2000	S-dn-29.....	400-1	400-1	400-1
				A-dn.....	800-2	800-2	800-2

Procedure turn S side of crs, 123° Outbnd, 303° Inbnd, 2000' within 10 mi.
 Minimum altitude over facility on final approach crs, 1200'.
 Crs and distance, facility to airport, 304°—4.0 mi.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.0 mi, make a left climbing turn and climb to 2000' on R-229 of the SCK-VOR within 15 mi or, when directed by ATC, make left climbing turn and climb to 2000' on 233° crs from the SCK LOM within 15 mi.
 City, Stockton; State, Calif.; Airport Name, Stockton Municipal; Elev., 27'; Fac. Class., BVORTAC; Ident., SCK; Procedure No. 1, Amdt. 4; Eff. Date, 10 Mar. 62; Sup. Amdt. No. 3; Dated, 5 Aug. 61

4. The terminal very high frequency omnirange (TerVOR) procedures prescribed in § 609.200 are amended to read in part:

TERMINAL VOR STANDARD INSTRUMENT APPROACH PROCEDURE

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 of the Federal Aviation Agency. 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	
Lakeside Int.....	ADS TVOR.....	Direct.....	1800	T-dn.....	300-1	300-1	200-1/4
DAL VOR.....	ADS TVOR.....	Direct.....	1900	C-dn.....	400-1	500-1	500-1/4
Trinity Fork Int.....	ADS TVOR.....	Direct.....	2000	S-dn-18.....	400-1	400-1	400-1
DeSoto Int.....	ADS TVOR.....	Direct.....	2000	A-dn.....	800-2	800-2	800-2

Radar transition altitude 2000' within 20 mi. Radar control must provide 1000' clearance within 3 mi or 500' clearance between 3-5 mi of radio towers 1108' m.s.l. 20 mi N; 1221' m.s.l. 10 mi WSW; and 2349' m.s.l. 17 mi SSW of airport.
 Procedure turn E side crs, 353° Outbnd, 178° Inbnd, 2000' within 10 mi. Beyond 10 mi NA.
 Minimum altitude over facility on final approach crs 2000'.
 Minimum altitude over Highline Int# on final approach crs, 1100'.
 Crs and distance, Highline Int# to airport, 178°—2.7 mi.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 7.1 mi after passing ADS VOR, turn left, proceed direct to DAL VOR, climbing to 2000'.
 *Descent to 1100' authorized after passing ADS TVOR.
 #Int ADS VOR R-178 AND DAL VOR R-227.

City, Dallas; State, Tex.; Airport Name, Love Field; Elev., 485'; Fac. Class., BVORW; Ident., ADS; Procedure No. Ter VOR-18, Amdt. 6; Eff. Date, 10 Mar. 62; Sup. Amdt. No. 5; Dated, 5 Sept. 59

GRI-LFR.....	GRI-VOR.....	Direct.....	3200	T-dn.....	300-1	300-1	200-1/4
OBH-VOR.....	GRI-VOR.....	Direct.....	3200	C-dn.....	500-1 1/2	500-1 1/2	500-1 1/4
				S-dn-12#.....	400-1	400-1	400-1
				A-dn.....	800-2	800-2	800-2

Procedure turn W side of crs, 295° Outbnd, 115° Inbnd, 3200' within 10 mi.
 Minimum altitude over facility on final approach course, 2300'; over Evers Int,* 2300'.
 Crs and distance, breakoff point to Runway 12, 120°—1.3 mi.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mi after passing VOR or within 5.4 mi after passing Evers Int,* climb to 3300' on R-115 and return to GRI-VOR.
 Other change: Deletes caution note.
 *Evers Int: Int R-176 Wolfbach VOR and R-295 Grand Island VOR.
 #400-1 minimums authorized for aircraft having dual operating VOR receivers and the Evers Int is identified in passing.

City, Grand Island; State, Nebr.; Airport Name, Grand Island Municipal; Elev., 1846'; Fac. Class., BVOR; Ident., GRI; Procedure No. Ter VOR-12, Amdt. 2; Eff. Date, 10 Mar. 62; Sup. Amdt. No. 1; Dated, 20 Jan. 62

SFO Gap RBn.....	Fremont FM HW.....	Direct.....	4000	T-dn#.....	300-1	300-1	200-1/4
Bay Point Int.....	Fremont FM HW.....	Direct.....	6000	C-dn.....	500-1	600-1	600-1/4
Richmond Int.....	Fremont FM HW.....	Direct.....	4000	A-dn.....	800-2	800-2	800-2
OK LFR/"H".....	Fremont FM HW.....	Direct.....	4000				
Fremont FM HW.....	Mount Eden Int (Final).....	Direct.....	1900				
Mount Eden Int*.....	OAK VOR (Final).....	Direct.....	%500				
OAK VOR.....	Fremont FM HW.....	Direct.....	4000				

Standard procedure turn NA. All maneuvering and descent shall be accomplished in the Fremont FM-HW** LF holding pattern. Minimum altitude 4000'. Descent to 3500' authorized to cross Fremont FM-HW on final approach crs Inbnd.
 Minimum altitude over VOR on final approach crs, 500'.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mi, climb to 2000' in a 1-minute right turn holding pattern on R-300 (120° Inbnd, 300° Outbnd).
 All turns W side of crs.
 NOTES: Missed or discontinued approach must not cross OAK VOR above 1500'. ADF and VOR, or dual VOR equipment required for this procedure.
 #300-1 required for takeoff on Runway 33.
 *Int OAK VOR R-120 and 047° brng to Hayward RBn, or Int of OAK VOR R-120 and SFO VOR R-066.
 **Fremont FM/HW or Int OAK VOR R-120 and SFO VOR R-083.
 %500' required for aircraft with stall speed more than 65 knots.

City, Oakland; State, Calif.; Airport Name, Metropolitan Oakland International; Elev., 5'; Fac. Class., II-BVORTAC; Ident., OAK; Procedure No. Ter VOR (R-120), Amdt. 4; Eff. Date, 4 Mar. 62; Sup. Amdt. No. 3; Dated, 8 Oct. 60

TERMINAL VOR STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

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	
OAK-VOR	Int R-224 OAK and R-014 SFO-VOR	Direct	1000	T-dn*	300-1	300-1	200-1/4
Int R-224 OAK and R-014 SFO-VOR	SFO-VOR (Final)	Direct	400	C-dn	500-1	600-1	600-1 1/2
				S-dn-19L	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Radar transitions and vectoring using SFO radar authorized in accordance with approved radar patterns. Procedure turn not authorized. Except as authorized above, radar vectoring to final approach required. If radar contact not established during transition, proceed to the SFO LOM, hold SE, 1-minute pattern, 281° Inbnd, left turns, minimum altitude, 2000'. Final approach crs, 194° Inbnd. Minimum altitude over facility on final approach crs, 400'. Crs and distance from breakoff point to approach end of Runway 19L, 190°—0.7 mi. If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mi, make immediate left climbing turn to 2000' on R-101 within 10 mi. Note: Circling minimums do not provide standard clearance W and SW of airport. *300-1 required for takeoff Runway 19L-R.

City, San Francisco; State, Calif.; Airport Name, International; Elev., 11'; Fac. Class., VOR; Ident., SFO; Procedure No. TerVOR-19L, Amdt. 7; Eff. Date, 10 Mar. 62; Sup. Amdt. No. 6; Dated, 4 Mar. 61

SFO-VOR	SFO LOM	Direct	2000	T-dn *	300-1	300-1	200-1/4
OSI-VOR	SFO LOM	Direct	4000	C-dn	500-1	600-1	600-1 1/2
OAK-VOR	SFO LOM	Direct	2000	S-dn-28L/R	400-1	400-1	400-1
Fremont FM-HW	SFO LOM (Final)	Direct	1700	A-dn	800-2	800-2	800-2
SJC-VOR	SFO LOM (Final)	Direct	1700				

Radar transitions and vectoring using San Francisco Radar authorized in accordance with approved radar patterns. No procedure turn authorized. All necessary maneuvering and descent shall be accomplished in the SFO LOM holding pattern (1-minute left turns, 2000' minimum altitude); final approach crs, 101° Outbnd, 281° Inbnd. Minimum altitude over facility on final approach crs, 400'; over LOM, 1700'. Crs breakoff point to approach end of Runway 28, 281°. Final approach crs parallel to and between Runways 28L-R. If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mi, climb to 3000' on R-287 within 20 mi. Notes: 1. Circling minimums do not provide standard clearance W and SW of airport. 2. VOR and ADF equipment required for this procedure. Other change: Deletes transition from Stinson Beach Int and Richmond VHF Int. *300-1 required for takeoff Runway 19L-R.

City, San Francisco; State, Calif.; Airport Name, International; Elev., 11'; Fac. Class., VOR; Ident., SFO; Procedure No. TerVOR-28L-R, Amdt. 5; Eff. Date, 10 Mar. 62; Sup. Amdt. No. 4; Dated, 15 Oct. 60

5. The instrument landing system procedures prescribed in § 609.400 are amended to read in part:

ILS STANDARD INSTRUMENT APPROACH PROCEDURE

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 of the Federal Aviation Agency. 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	
Albany LFR	LOM	Direct	1800	T-dn	300-1	300-1	200-1/4
Ebenegetady FM	LOM	Direct	1800	C-dn	500-1	600-1	600-1 1/2
Saratoga Springs FM	LOM	Direct	1800	S-dn-19*	300-3/4	300-3/4	300-3/4
Round Lake FM	LOM (Final)	Direct	1600	A-dn	600-2	600-2	600-2
Albany VOR	LOM	Direct	1800				

Procedure turn W side N crs, 011° Outbnd, 191° Inbnd, 1800' within 10 mi. Minimum altitude at glide slope int. Inbnd: 1600'. Altitude of glide slope and distance to approach end of runway at OM, 1536'—3.8 mi; at MM, 492'—0.6 mi. If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, climb to 3000' on S crs ILS and proceed to the Greenbush Int or, when directed by ATC, climb to 1000' on S crs ILS, make a right climbing turn and proceed out W crs Albany LFR at 3000'. AIR CARRIER NOTE: 300-1 required for all takeoffs on Runways 10, 28, 15, and 33. *400-3/4 required when glide slope is inoperative.

City, Albany; State, N.Y.; Airport Name, Albany-County; Elev., 288'; Fac. Class., ILS; Ident., I-ALB; Procedure No. ILS-19, Amdt 4; Eff. Date, 10 Mar. 62; Sup. Amdt. No. 3; Dated, 22 Oct. 60

Charleston RBn	LOM	Direct	1300	T-dn*	300-1	300-1	200-1/4
Charleston VOR	LOM	Direct	1300	C-dn	400-1	500-1	500-1 1/2
Tucker Int	LOM (Final)	Direct	1300	S-dn-15*	200-1/4	200-1/4	200-1/4
				A-dn	600-2	600-2	600-2

Radar vectoring authorized in accordance with approved patterns. Procedure turn W side of crs, 320° Outbnd, 149° Inbnd, 1300' within 10 mi. Minimum altitude at glide slope interception Inbnd final, 1100'. Altitude of glide slope and distance to approach end of Runway at OM, 1055'—3.7 mi; at MM, 233'—0.7 mi. If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, climb to 2000' on R-149 CHS-VOR within 15 mi or, when directed by ATC, turn right, climb to 1300' and proceed direct to CHS LOM. CAUTION: Tower 1049' msl 10 mi SE. *400-3/4 required when glide slope not utilized.

Runway Visual Range 2600' also authorized for landing on Runway 15, provided all components of the ILS, high intensity runway lights, approach lights, condenser discharge flashers, middle and outer compass locators, and all related airborne equipment are operating satisfactorily. Descent below 245' MSL shall not be made unless visual contact with the approach lights has been established or the aircraft is clear of the clouds. **Runway Visual Range 2600' also authorized for takeoff on Runway 15 in lieu of 200-3/4 when 200-3/4 is authorized, provided high intensity runway lights are operational.

City, Charleston; State, S.C.; Airport Name, Charleston AFB/Municipal; Elev., 45'; Fac. Class., ILS; Ident., I-CHS; Procedure No. ILS-15, Amdt. 7; Eff. Date, 10 Mar. 62; Sup. Amdt. No. 6; Dated, 1 July 61

ILS STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

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	
Columbus CM-LOM	University Int*	Direct	2500	T-dn C-dn S-dn-9R A-dn	300-1 500-1 500-1 800-2	300-1 500-1 500-1 800-2	200- $\frac{1}{2}$ 500- $\frac{1}{2}$ 500-1 800-2

Radar vectoring authorized in accordance with approved patterns. When used in lieu of procedure turn, alignment on final approach course within 10 mi of University Int* is required.

Procedure turn S side of Runway 9R localizer crs, 276° Outbnd, 096° Inbnd, 2500' within 10 mi of University Int. No glide slope. Back crs approach. Minimum altitude over University Int* on final approach crs, 2000'. Crs and distance, University Int* to airport, 096°—5.6 mi. If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.6 mi after passing University Int, climb straight ahead to 2500' on E crs ILS to CM-LOM and hold E 1-minute right turns. Other change: Transitions to BXL RBN deleted. BXL RBN to be decommissioned. *University Int: Int back crs CMH localizer for Runway 27L and 006° brng to the CB-LOM.

City, Columbus; State, Ohio; Airport Name, Port Columbus; Elev., 816'; Fac. Class., ILS; Ident., I-CMH; Procedure No. ILS-9R, Amdt. 6; Eff. Date, 10 Mar. 62; Sup. Amdt. No. 5; Dated 22 Apr. 61

Carl's Int	LOM	Direct	2000	T-dn	300-1	300-1	200- $\frac{1}{2}$
JAX LFR	LOM	Direct	2000	C-dn	400-1	500-1	500- $\frac{1}{2}$
JAX VOR	LOM	Direct	2000	S-dn-5°	200- $\frac{1}{2}$	200- $\frac{1}{2}$	200- $\frac{1}{2}$
Blus Jacket Int	LOM	Direct	2000	A-dn	600-2	600-2	600-2
Bryceville Int	LOM	Direct	1500				
Sunbeam Int	LOM	Direct	1500				
Callahan Int	LOM	Direct	1500				

Radar terminal area transition altitude 1500' within 25 mi except 2000' required when within 3.0 mi of towers, 995' 4.3 mi and 1003' 3.8 mi SE of LOM. Radar control must provide separation from restricted area R-161A.

Procedure turn NA due to restricted area. Radar vector to final approach required. If radar contact not established during transition, proceed to the LOM, hold NE, 1-minute pattern, right turns. If radar contact not established or radar inoperative, execution of this procedure not authorized.

Minimum altitude at glide slope interception inbnd, 1200'. Altitude of glide slope and distance to approach end of runway at OM, 1170'—4.0 mi, at MM, 220'—0.6 mi. If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, climb to 1500' on crs of 045° within 20 mi or, when directed by ATC, climb to 1500' on R-089 JAX-VOR within 20 mi.

*400- $\frac{1}{2}$ required when glide slope not used.

City, Jacksonville; State, Fla.; Airport Name, Imeson; Elev., 52'; Fac. Class. and Ident., ILS-IJAX; Procedure No. ILS-5, Amdt. 14; Eff. Date, 10 Mar. 62; Sup. Amdt. No. 13 (ILS portion Comb ILS-ADF); Dated, 23 June 56

Huntington Beach FM	LOM (Final)	Direct	1500	T-dn*	300-1	300-1	200- $\frac{1}{2}$
San Pedro Int	LOM	Direct	1500	C-dn	500-1	600-1	600-2
LGB VOR	LOM	Direct	1500	S-dn-30# A-dn	300- $\frac{3}{4}$ 600-2	300- $\frac{3}{4}$ 600-2	300- $\frac{3}{4}$ 600-2

Radar vectoring to final approach course authorized. Procedure turn S side SE crs, 120° Outbnd, 300° Inbnd, 1500' within 10 mi of LOM. Beyond 10 mi NA.

Minimum altitude at glide slope Int inbnd, 1500'. Altitude of glide slope and distance to approach end of runway at OM, 1344'—4.2 mi; at MM, 230'—0.5 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, climb to 800' on NW crs LGB ILS, turn left, climb on 190° heading to interception of 160° brng from LAX RBN and proceed to San Pedro Int at 2500'.

CAUTION: Standard clearance over obstructions not provided for circling minimums; 500' hill with oil derricks 1 mi S of airport. All circling and maneuvering shall be accomplished N of field.

Other change: Deletes all reference to Long Beach LFR. *300-1 required for takeoff Runways 16L, 25L, 34R; 600- $\frac{1}{2}$ required for takeoff Runway 16R. #Straight-in landing minimums are 400-1 with glide slope inoperative.

City, Long Beach; State, Calif.; Airport Name, Municipal; Elev., 56'; Fac. Class., ILS; Ident., I-LGB; Procedure No. ILS-30, Amdt. 18; Eff. Date, 10 Mar. 62; Sup. Amdt. No. 17; Dated, 2 July 60

Keansburg VHF Int	Prospect VHF Int	Direct	2500	T-dn#	300-1	300-1	200- $\frac{1}{2}$
LGA-VOR	Prospect VHF Int	Direct	2500	C-dn#	700-1	700-2	700-2
Liberty VHF Int	Int SW crs LAG ILS and IDL R-271	Via radar vectors to IDL R-271	2500	S-dn4*# A-dn	400- $\frac{3}{4}$ 700-2	400- $\frac{3}{4}$ 700-2	400- $\frac{3}{4}$ 700-2
Int SW crs LAG ILS and IDL R-271	Prospect Int (Final)	Direct	2500				

Radar vectors may be substituted for the above transitions. Procedure turn S side SW crs, 224° Outbnd, 044° Inbnd, 2500' S of Prospect Int but within 10 mi 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 1310'—3.9 mi, at MM 295'—.7 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, climb to 4000' on LGA-VOR R-046 to Stamford VHF Int, cross Scarsdale VHF Int at 3000' or above. Hold NE Stamford Int 1-minute left turns, inbnd crs 226°.

CAUTION: (1) Standard clearance not provided over obstructions in final approach area, circling area of airport, and in missed approach area. (2) Unlighted obstructions in approach zone (Runway 4) protruding 40' above lights at beginning of approach lightline decreasing to 10' above lights at 1100' from approach end of runway. (3) Tower 415' msl 3.8 mi SW, tower 390' msl 3.5 mi SW, building 968' msl 6.7 mi SW.

*500-1 required with any component of the ILS inoperative. #Takeoff minimums for Runways 4 and 31 will not be less than 200-1 during period when tower advisories indicate presence of surface ships in channel.

#AIR CARRIER NOTE: Sliding scale not authorized for landing on Runways 13, 31, and 22.

City, New York; State, N.Y.; Airport Name, LaGuardia; Elev., 20'; Fac. Class., ILS; Ident., I-LGA; Procedure No. ILS-4, Amdt. 18; Eff. Date, 10 Mar. 62; Sup. Amdt. No. 17; Dated, 20 Jan. 62

ILS STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

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	
Fremont FM-HW	Hayward HW (Final)	Direct	2900	T-dn* #	300-1	300-1	200-1/2
OK-LFR/H	Hayward HW	Direct	4000	C-dn	500-1	600-1	600-1 1/2
OAK VOR	Hayward HW	Direct	4000	S-dn-27R%	200-1/2	200-1/2	200-1/2
Bay Point Int.	Hayward HW	Direct	6000	S-dn-27L #	400-1	400-1	400-1
Altamont Int.	Hayward HW	Direct	5000	A-dn	600-2	600-2	600-2
Samel Int.	Hayward HW (Final)**	Direct	4000				
Decota Int.	Hayward HW (Final)	Direct	2600				

Radar transitions and vectoring authorized using Oakland Radar in accordance with approved radar patterns.
 Procedure turn S side of crs, 095° Outbnd, 275° Inbnd, 4000' within 10 mi of HWD HW. Beyond 10 mi NA. (Nonstandard due to high terrain N.)
 Minimum altitude at glide slope int inbnd 2600'.
 Altitude of glide slope and distance to approach end of runway at HWD HW, 2590'—8.2 mi at OM, 1320'—4.1; at MM, 230'—0.6.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, climb to 2000' in a 1-minute right turn holding pattern on R-300 OAK-VOR (120° Inbnd, 300° Outbnd, all turns W side of crs).
 Missed approaches must cross OAK-VOR not above 1500'.
 *300-1 required for takeoff on Runway 33.
 **Descend on glide slope to cross Hayward HW at 2590'.
 #Crs and distance, OM to Runway 27L, 274°—4.1 mi.
 %Runway Visual Range 2600' also authorized for landing on Runway 27R; provided that all components of the ILS, hi-intensity runway lights, approach lights, condenser-discharge flasher, middle compass locator, outer compass locator, outer marker, Hayward HW and all related airborne equipment are operating satisfactorily. Descent below 200' MSL shall not be made unless visual contact with the approach lights has been established or the aircraft is clear of clouds.
 #Runway Visual Range 2600' also authorized for takeoff on Runway 27R in lieu of 200-1/2 when 200-1/2 is authorized, providing high intensity runway lights are operational.
 City, Oakland; State, Calif.; Airport Name, Metropolitan Oakland International; Elev., 5'; Fac. Class., ILS; Ident., I-OAK; Procedure No. ILS-27R/L, Amdt. 16; Eff. Date, 10 Mar. 62; Sup. Amdt. No. 15; Dated, 18 Feb. 61

San Jose VOR	LOM (Final)	Direct	1700	T-dn#	300-1	300-1	200-1/2
SFO VOR	LOM	Direct	2000	C-dn	500-1	600-1	600-1 1/2
Fremont FM/HW	LOM (Final)	Direct	1700	S-dn 28R%	200-1/2	200-1/2	200-1/2
OAK VOR	LOM	Direct	2000	A-dn	600-2	600-2	600-2
Woodside VOR	LOM	Direct	4000	S-dn 28L	400-1	400-1	400-1

Radar transitions and vectoring using San Francisco Radar authorized in accordance with approved radar patterns.
 No procedure turn authorized. All necessary maneuvering and descent shall be accomplished in accordance with and within the confines of the SFO LOM holding pattern.
 (1-minute left turns, 2000' minimum altitude. Final approach crs, 101° Outbnd, 281° Inbnd.)
 Minimum altitude at glide slope int inbnd, 1700'.
 Altitude of glide slope and distance to approach end of runway at OM 1720'—5.7 mi; at MM, 240'—0.6 mi.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, climb to 3000' on SFO VOR R-287 or on 287° crs from LMM within 15 mi.
 CAUTION: Circling minimums do not provide standard clearance over high terrain W and SW of airport.
 #300-1 required for takeoff Runway 19R-L.
 %Runway Visual Range 2600' also authorized for landing on Runway 28R; provided that all components of the ILS, hi-intensity runway lights, approach lights, condenser-discharge flashers, middle compass locator, outer compass locator and all related airborne equipment are operating satisfactorily. Descent below the authorized landing minimum altitude of 211' shall not be made unless visual contact with the approach lights has been established or the aircraft is clear of clouds.
 #Runway Visual Range 2600', also authorized for takeoff on Runway 28R in lieu of 200-1/2, when 200-1/2 is authorized. Providing high intensity runway lights are operational.
 City, San Francisco; State, Calif.; Airport Name, International; Elev., 11'; Fac. Class., ILS; Ident., I-SFO; Procedure No. ILS-28R-L, Amdt. 16; Eff. Date, 10 Mar. 62; Sup. Amdt. No. 15; Dated, 30 Sept. 61

Laden VOR	LOM	Direct	1600	T-dn	300-1	300-1	200-1/2
SCK-VOR	LOM	Direct	1600	C-dn	500-1	600-1	600-1 1/2
Woodward Int.	LOM	Direct	2000	S-dn-29-R*	400-3/4	400-3/4	400-3/4
Orange Int.	LOM	Direct	1600	A-dn	600-2	600-2	600-2

Procedure turn S side SE crs, 111° Outbnd, 291° Inbnd, 1600' within 10 mi of LOM. NA beyond 10 mi.
 Minimum altitude at glide slope interception inbnd, 1600'. Descent on glide slope is required.
 Altitude of glide slope and distance to approach end of runway at OM, 1528'—5.4 mi; at MM, 248'—0.6 mi.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, make left climbing turn and climb to 2000' on R-229 of the SCK-VOR within 15 mi or when directed by ATC, make left climbing turn and climb to 2000' on 233° crs from the SCK LOM within 15 mi.
 *400-1 required when only localizer and LOM used.
 City, Stockton; State, Calif.; Airport Name, Stockton Municipal; Elev., 27'; Fac. Class., ILS; Ident., I-SCK; Procedure No. ILS-29R, Amdt. 2; Eff. Date, 10 Mar. 62; Sup. Amdt. No. 1; Dated, 9 Sept. 61

Int MIP R-008 and IPT R-088	Picture Rocks RBn (Final)	Direct	3600	T-dn	800-1	800-1	800-1
MIP-VOR	Picture Rocks RBn	Direct	3700	C-dn	900-2	900-2	900-2
IP-LFR	Picture Rocks RBn	Direct	3700	S-dn-27*	800-2	800-2	800-2
IPT-VOR	Picture Rocks RBn	Direct	3700	A-d	1500-2	1500-2	1500-2
				A-n	1500-3	1500-3	1500-3

Procedure turn S side of crs, 086° Outbnd, 266° Inbnd, 3700' within 10 mi of Picture Rock RBn. Nonstandard due to higher terrain N of ILS course.
 Minimum altitude over facility on final approach crs, 3600'.
 Altitude at glide slope and distance to approach end of runway at OM, 1795'—3.8 mi; at MM, 766'—0.6 mi.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.8 mi after passing outer marker or 9.4 mi after passing Picture Rocks RBn, make immediate right (N) climbing turn, proceed to Picture Rocks RBn. Maintain 3700'. Hold E 1-minute right turns, inbound course 266° or, when directed by ATC, make a right (NW) climbing turn to 4000' to intercept the MIP-VOR R-325, proceed to Trout Run Int. Hold W Trout Run Int 1-minute right turns inbound course 110°.
 CAUTION: 2000' ridge approx. 2.0 mi S of airport. All circling approaches are prohibited in the area S of Runways 9-27.
 AIR CARRIER NOTE: Sliding scale not authorized for takeoffs and landings. Runways 15-33 closed to air carrier operations.
 *300-2 required with glide slope inoperative.
 City, Williamsport; State, Pa.; Airport Name, Lycoming County; Elev., 528'; Fac. Class., ILS; Ident., I-IPT; Procedure No. ILS-27, Amdt. Orig.; Eff. Date, 10 Mar. 62

RULES AND REGULATIONS

6. The radar procedures prescribed in § 609.500 are amended to read in part:

RADAR STANDARD INSTRUMENT APPROACH PROCEDURE

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 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 for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. 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.

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	
All directions.....	Radar site.....	Within 25 miles...	1500	Surveillance approach			
				T-dn.....	300-1	300-1	200-1/4
				C-dn-9, 23, 27, and 30.	400-1	500-1	500-1 1/2
				C-dn-5, 12.....	500-1	500-1	500-1 1/4
				S-dn-9, 23, 27, and 30.	400-1	400-1	400-1
				S-dn-5, 12.....	500-1	500-1	500-1
A-dn.....	800-2	800-2	800-2				

Radar control will provide 1000' vertical clearance within a 3-mile radius or 500' vertical clearance within a 3- to 5-mile (inclusive) radius of radio antenna towers 965' MSL 7.1 mi, 1003' 6.3 mi, and 615' MSL 10.3 mi S of radar antenna, and also must provide separation from restricted area R-161A.
 Procedure turn NA.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, climb to 1500' straight ahead, then proceed to JX-LFR or VOR.

City, Jacksonville; State, Fla.; Airport Name, Imeson; Elev., 52'; Fac. Class. and Ident., Imeson Radar; Procedure No. 1, Amdt. 3; Eff. Date, 10 Mar. 62; Sup. Amdt. No. 2 Dated, 6 Jan. 62

These procedures shall become effective on the dates specified therein.

(Secs. 313(a), 307(c), 72 Stat. 752, 749; 49 U.S.C. 1354(a), 1348(c))

Issued in Washington, D.C., on February 1, 1962.

G. S. MOORE,
Acting Director, Flight Standards Service.

[F.R. Doc. 62-1269; Filed, Mar. 7, 1962; 8:45 a.m.]

[Reg. Docket No. 1073; Amdt. 259]

PART 609—STANDARD INSTRUMENT APPROACH PROCEDURES

Miscellaneous Amendments

The amendments to standard instrument approach procedures contained herein are being adopted to become effective when indicated in order to promote safety. The revised procedures supersede the existing procedures of the same classification now in effect for the airports specified therein. For the convenience of the users, the revised procedures specify the complete procedure and indicate 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, procedure and effective date provisions of section 4 of the Administrative Procedure Act would be contrary to the public interest and is therefore not required.

Pursuant to the authority delegated to me by the Administrator (24 F.R. 5662), Part 609 is amended as follows:
 1. The low or medium frequency range procedures prescribed in § 609.100(a) are amended to read in part:

LFR STANDARD INSTRUMENT APPROACH PROCEDURE

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 of the Federal Aviation Agency. 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	
Fargo VOR.....	FG-LFR.....	Direct.....	2600	T-dn.....	300-1	300-1	200-1/4
				C-dn.....	500-1	500-1	500-1 1/4
				A-dn.....	800-2	800-2	800-2

PROCEDURE CANCELLED, EFFECTIVE MARCH 17, 1962.

City, Daytona Beach; State, Fla.; Airport Name, Daytona Beach; Elev., 34'; Fac. Class., SBMLZ-DTV; Ident., DAB; Procedure No. 1, Amdt. 9; Eff. Date, 16 Aug. 58; Sup. Amdt. No. 8; Dated, 14 June 58

Procedure turn N side of E crs, 080° Outbnd, 260° Inbnd, 2600' within 10 miles.

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

Crs and distance, facility to airport, 274°—0.8 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.8 mile, climb to 2600' on W crs FG-LFR within 10 miles.

CAUTION: Radio Tower 1075' MSL 1.0 mile SSE of airport.

Other change: Deletes straight-in minimums.

City, Fargo; State, N. Dak.; Airport Name, Hector Field; Elev., 900'; Fac. Class., SBRAZ; Ident., FG; Procedure No. 1, Amdt. 11; Eff. Date, 17 Mar. 62; Sup. Amdt. No. 10; Dated, 17 Sept. 60

LFR STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

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	
Ancon Int.....	Gustavus LFR.....	Direct.....	3500	T-dn..... C-dn..... S-dn..... A-dn.....	300-1 500-1 400-1 800-2	300-1 500-1 400-1 800-2	200-1/2 500-1 1/2 400-1 800-2

Procedure turn West side of NW crs, 286° Outbnd, 106° Inbnd, 2900' within 10 mi.
 Minimum altitude over facility on final approach crs, 900'.
 Crs and distance, facility to airport, 106°—2.3 mi.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 2.3 miles after passing GST-LFR, turn right climbing to 3000' on NW crs within 10 miles; continue climb to 4900' within 15 miles. (NA beyond 15 miles due to high terrain.)
 CAUTION: 1. Maneuvering North through East of airport not authorized due to terrain rising to 3000' within 4.8 mi. 2. Terrain rising to 4000' within 5.4 miles of procedure turn and missed approach course.
 NOTE: Final approach from holding pattern at Gustavus LFR not authorized. Procedure turn required.
 *Takeoff on Runway 1, North, 700-2 day and night.

City, Gustavus; State, Alaska; Airport Name, Gustavus; Elev., 36'; Fac. Class., SBRAZ; Ident., GST; Procedure No. 1, Amdt. 6; Eff. Date, 17 Mar. 62; Sup. Amdt. No. 5; Dated, 1 Oct. 55

Waterville VOR.....	TOL-LFR.....	Direct.....	2000	T-dn..... C-d..... C-n..... S-d-32..... S-n-32..... A-dn.....	300-1 500-1 500-2 500-1 500-2 NA	300-1 500-1 500-2 500-1 500-2 NA	200-1/2 500-1 1/2 500-2 500-1 500-2 NA
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Radar transitions and vectoring authorized in accordance with approved radar patterns.
 Procedure turn W side S crs, 204° Outbnd, 024° Inbnd, 1900' within 10 mi.
 Minimum altitude over facility on final approach crs, 1600'.
 Crs and distance, facility to airport, 344°—7.0 mi.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 7 mi, climb to 2100' on N crs within 10 mi. return to LFR, hold on S crs right turns 1-minute.

City, Toledo; State, Ohio; Airport Name, Municipal; Elev., 622'; Fac. Class., SBMRAZ; Ident., TOL; Procedure No. 1, Amdt. 2; Eff. Date, 17 Mar. 62; Sup. Amdt. No. 1; Dated, 7 May 60

2. The automatic direction finding procedures prescribed in § 609.100(b) are amended to read in part:

ADF STANDARD INSTRUMENT APPROACH PROCEDURE

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 of the Federal Aviation Agency. 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	
Dayton VOR.....	LOM.....	Direct.....	2700	T-dn.....	300-1	300-1	200-1/2
Tipp City RBN.....	LOM.....	Direct.....	2700	C-dn.....	400-1	500-1	500-1 1/2
Lewisburg Int*.....	LOM.....	Direct.....	2700	S-dn-6.....	400-1	400-1	400-1
Camden Int.....	LOM.....	Direct.....	2700	A-dn.....	800-2	800-2	800-2

Radar transition and vectoring authorized in accordance with approved radar patterns.
 Procedure turn West side SW crs, 236° Outbnd, 056° Inbnd, 2700' within 10 miles.
 Minimum altitude over facility on final approach crs, 2200'.
 Crs and distance, facility to airport, 056°—3.8 mi.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.8 miles after passing LOM, climb to 2000' on 056° crs, make left climbing turn and proceed to Dayton VOR and hold at 3000'.
 *Lewisburg Int: Int DAY VOR R-208 and RID VOR R-000.

City, Dayton; State, Ohio; Airport Name, Dayton Municipal; Elev., 1008'; Fac. Class., LOM; Ident., DA; Procedure No. 1, Amdt. 17; Eff. Date, 17 Mar. 62; Sup. Amdt. No. 16; Dated, 16 Dec. 61

Dayton VOR.....	TPC RBN.....	Direct.....	2700	T-dn.....	300-1	300-1	200-1/2
Springfield RBN.....	TPC RBN.....	Direct.....	2700	C-dn.....	400-1	500-1	500-1 1/2
Alamy Int*.....	TPC RBN (Final).....	Direct.....	2200	S-dn-24.....	400-1	400-1	400-1
LOM (DA).....	TPC RBN.....	Direct.....	2700	A-dn.....	800-2	800-2	800-2

Radar transitions and vectoring authorized in accordance with approved radar patterns.
 Procedure turn North side NE crs, 056° Outbnd, 236° Inbnd, 2700' within 10 miles.
 Minimum altitude over facility on final approach crs, 2200'.
 Crs and distance, Tipp City RBN to Rwy 24, 236°—3.9 mi.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.9 miles after passing TPC RBN, climb to 2000' on 236° crs, make right climbing turn and proceed to DAY VOR and hold at 3000'.
 *Alamy Int: Int RSD-VOR R-180 and the DAY ILS NE crs.

City, Dayton; State, Ohio; Airport Name, Dayton; Elev., 1008'; Fac. Class., MHW; Ident., TPC; Procedure No. 2, Amdt. 5; Eff. Date, 17 Mar. 62; Sup. Amdt. No. 4; Dated, 21 Jan. 61

ADF STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

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	
All directions: Shuttle East crs, 052° Outbnd, 232° Inbnd, 4000'			Within 25 mi.....	T-dn*..... C-dn*..... S-dn-25..... A-dn.....	300-1 500-2 500-2 800-2	300-1 500-2 500-2 800-2	300-1 500-2 500-2 800-2

Procedure turn North side of crs, 052° Outbnd, 232° Inbnd, 1600' within 10 miles.
 Minimum altitude over facility on final approach crs, 900'.
 Crs and distance, facility to airport, 232°—5.3 mi.
 If visual contact not established upon descent to 600' MSL within a maximum distance of 3.0 miles after passing Kodiak LFR, turn left, climbing direct range. continue climb to 4000' on a course of 052° outbnd within 20 mi.
 CAUTION: 1. High terrain all quadrants around airport except to the East, rising to 2506' 1.2 mi West of airport. 2. Terrain rising to 1200' 2.1 miles North of final approach course.

ATC CARRIER NOTE: Sliding scale NA.
 NOTE: Airport closed to all civil air traffic except in emergency or when given special authorization by U.S. Navy.
 *200-½ authorized Runways 7 and 10, over 2 engs, 65 knots. Proceed directly to range after takeoff. Takeoff Runways 25 and 28 NA.
 **All maneuvering for approach to Runways 18, 25, 28, and 36 to be accomplished East of airport, circling approach to Runways 7 and 10 NA.

City, Kodiak; State, Alaska; Airport Name, Kodiak NAS; Elev., 77' Fac. Class., SBRAZ; Ident., NHB; Procedure No. 1, Amdt. Orig.; Eff Date, 17 Mar. 62

Savannah VOR.....	LOM.....	Direct.....	1500	T-dn.....	300-1	300-1	200-½
Marlow Int.....	LOM.....	Direct.....	1500	C-dn.....	400-1	500-1	500-1½
				S-dn-9.....	400-1	400-1	400-1
				A-dn.....	800-2	800-2	800-2

Radar transition altitude 1500' within 25 miles.
 Procedure turn North side of crs, 272° Outbnd, 092° Inbnd, 1500' within 10 mi. Beyond 10 mi NA.
 Minimum altitude over facility on final approach crs, 1500'.
 Crs and distance, facility to airport, 092°—4.8 mi.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.8 miles after passing LOM, climb to 1500' on crs of 092° within 15 miles or, when directed by ATC, turn left, climbing to 1500' direct to SAV VOR.
 Other changes: Deletes transitions from Savannah LFR and NE crs SV-LFR and E crs ILS.
 *Nonstandard due to danger area.

City, Savannah; State, Ga.; Airport Name, Travis Field; Elev., 50'; Fac. Class., LOM; Ident., SA; Procedure No. 1, Amdt. 5; Eff. Date, 17 Mar. 62; Sup. Amdt. No. 4; Dated, 11 Oct. 58

Mechanicsburg Int.....	SGH MHW.....	Direct.....	2800	T-dn.....	300-1	300-1	200-½
South Solon Int.....	SGH MHW.....	Direct.....	2800	C-dn.....	400-1	500-1	500-1½
Gladstone Int.....	SGH MHW.....	Direct.....	2800	S-dn-23.....	400-1	400-1	400-1
DAY VOR.....	SGH MHW.....	Via R-106 DAY VOR.	2800	A-dn.....	800-2	800-2	800-2

Radar vectoring authorized in accordance with approved radar patterns.
 Procedure turn North side of crs, 055° Outbnd, 235° Inbnd, 2800' within 10 miles.
 Minimum altitude over facility on final approach crs, 1800'.
 Crs and distance, facility to airport, 235°—2.9 mi.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 2.9 miles, make climbing left turn to 2800', return to SGH MHW.

City, Springfield; State, Ohio; Airport Name, Springfield Municipal; Elev., 1049'; Fac. Class., MHW; Ident., SGH; Procedure No. 1, Amdt. 4; Eff. Date, 17 Mar 62; Sup. Amdt. No. 3; Dated, 16 Sept. 61

3. The very high frequency omnirange (VOR) procedures prescribed in § 609.100(c) are amended to read in part:

VOR STANDARD INSTRUMENT APPROACH PROCEDURE

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 of the Federal Aviation Agency. 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	
Datona Beach LOM.....	DAB-VOR.....	Direct.....	1500	T-dn..... C-dn..... A-dn.....	300-1 700-1 800-2	300-1 700-1 800-2	200-½ 700-1½ 800-2

Procedure turn West side of crs, 336° Outbnd, 156° Inbnd, 1500' within 10 miles.
 Minimum altitude over facility on final approach crs, 1500'.
 Crs and distance, facility to airport, 156°—7.4 mi.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 7.4 mi, climb to 1500' on R-156 within 10 mi.

City, Datona Beach; State, Fla.; Airport Name, Datona Beach Municipal; Elev., 34'; Fac. Class., BVOR; Ident., DAB; Procedure No. 1, Amdt. 2; Eff. Date, 17 Mar. 62; Sup. Amdt. No. 1; Dated, 20 May 61

Tyrone VOR.....	PSB-VOR.....	Direct.....	4000	T-dn..... C-d..... C-n..... A-dn.....	500-1 800-1 800-2 1000-2	500-1 800-1 800-2 1000-2	NA NA NA NA
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Procedure turn North side of crs, 066° Outbnd, 246° Inbnd, 3500' within 10 mi.
 Minimum altitude over facility on final approach crs, 3500'.
 Crs and distance, facility to airport, 246°—4.1 mi.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.1 miles, make a right climbing turn returning to the PSB-VOR at 4000'. Hold NE 1-minute right turns inbound course 246°.
 NOTE: Temporary van site. To be used from 4 to 6 months.

City, Phillipsburg; State, Pa.; Airport Name, Black Moshannon State; Elev., 1933'; Fac. Class., BVORTAC; Ident., PSB; Procedure No. 1, Amdt. 5; Eff. Date, 17 Mar. 62; Sup. Amdt. No. 4; Dated, 22 Oct. 60

VOR STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

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	
				T-dn.....	300-1	300-1	
				C-d.....	700-1	700-1	
				C-n.....	700-2	700-2	

Radar vectoring authorized in accordance with approved radar patterns.
 Procedure turn West side of crs, 203° Outbnd, 023° Inbnd, 3000' within 10 mi.
 Minimum altitude over facility on final approach crs, 3000'.
 Crs and distance, facility to airport, 023°—9.8 mi.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 9.8 mi after passing DAY-VOR, climb to 3000' and proceed to the RSD-VOR and hold.
 City, Piqua; State, Ohio; Airport Name, Piqua; Elev., 1000'; Fac. Class., BVORTAC; Ident., DAY; Procedure No. 1, Amdt. 3; Eff. Date, 17 Mar. 62; Sup. Amdt. No. 2; Dated, 26 Aug. 61

				T-dn.....	300-1	300-1	200-1/2
				C-d.....	500-1	500-1	500-1/2
				S-dn-23-27	500-1	500-1	500-1
				A-dn.....	800-2	800-2	800-2

Radar terminal transition altitude within 25 miles, 1500'.
 Procedure turn North side of crs, 066° Outbnd, 246° Inbnd, 1500' within 10 miles.
 Minimum altitude over facility on final approach crs, 1200'.
 Crs and distance, facility to Runwy 27, 246°—4.3 mi; facility to Runwy 23, 249°—4.3 mi.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.3 miles, make immediate right turn, * climb to 1500' R-306 within 20 miles.
 CAUTION: Stack 265' MSL 2 miles NE of airport.
 Other change: Deletes transition from Savannah LFR.
 *Danger Area 10 miles SW of airport.
 City, Savannah; State, Ga.; Airport Name, Travis (Chatham); Elev., 50'; Fac. Class., BVOR; Ident., SAV; Procedure No. 1, Amdt. 2; Eff. Date, 17 Mar. 62; Sup. Amdt. No. 1; Dated, 11 Oct. 58

Lee VHF Int.....	VLD-VOR.....	Direct.....	1700	T-dn.....	300-1	300-1	200-1/2
				C-d.....	500-1	500-1	500-1/2
				S-dn-35	400-1	400-1	400-1
				A-dn.....	800-2	800-2	800-2

Radar transitions: From R-270 to R-100, 1500' within 30 miles of VLD-VOR. From R-100 to R-270, 1500' within 15 mi of VLD-VOR.
 Procedure turn West side of crs, 184° Outbnd, 004° Inbnd, 1700' within 10 mi. Procedure turn nonstandard to provide separation from Moody AFB traffic.
 Minimum altitude over facility on final approach crs, 900'.
 Crs and distance, facility to airport, 004°—5.8 mi.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.8 miles, make left turn, climbing to 1700' intercepting R-346 of VLD-VOR within 20 mi.
 City, Valdosta; State, Ga.; Airport Name, Valdosta; Elev., 203'; Fac. Class., BVOR; Ident., VLD; Procedure No. 1, Amdt. 7; Eff. Date, 17 Mar. 62; Sup. Amdt. No. 6; Dated, 12 Dec. 59

4. The terminal very high frequency omnirange (TerVOR) procedures prescribed in § 609.200 are amended to read in part:

TERMINAL VOR STANDARD INSTRUMENT APPROACH PROCEDURE

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 of the Federal Aviation Agency. 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	
Milford FM.....	Bridgeport VOR (Final).....	Direct.....	*400	T-dn.....	300-1	300-1	200-1/2
				C-dn*	700-1	700-1	700-1/2
				S-d-24*	400-1	400-1	400-1
				S-n-24*	400-1	400-1	400-1/2
				A-dn*	800-2	800-2	800-2

Procedure turn East side of crs, 049° Outbnd, 229° Inbnd, 1700' within 10 miles of BDR VOR. Nonstandard to avoid obstructions.
 Minimum altitude until over Milford FM on final approach crs, *1000'.
 Crs and distance, Milford FM to airport, 229°—3.2 mi.
 Crs and distance, breakoff point to approach end of runwy, 237°—0.3 mi.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile, make a climbing left turn and climb to 1700' R-049 within 10 miles of BDR-VOR. Reverse course and return to BDR-VOR at 1700'. Hold BDR-VOR R-049 left turns, one-minute 229° inbnd.
 NOTE: Contact Westchester Approach Control for ATC clearance.
 *If Milford FM not received, maintain 1000' over BDR-VOR (minimums of 1000-2 will apply).
 City, Bridgeport; State, Conn.; Airport Name, Bridgeport Municipal; Elev., 9'; Fac. Class., VOR; Ident., BDR; Procedure No. Ter VOR-24, Amdt. 1; Eff. Date, 17 Mar. 62; Sup. Amdt. No. Orig.; Dated, 4 July 59

TERMINAL VOR STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

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	
Dayton VOR.....	MGY VOR.....	Via DAY-VOR R-163	3000	T-dn..... C-dn*.....	300-1 700-1	300-1 700-1	300-1 700-1½
Gladstone Int.....	MGY VOR.....	Direct.....	2600				
Camden Int.....	MGY VOR.....	Direct.....	2600				
Mount Holly Int*.....	MGY VOR (Final).....	Direct.....	2500				

Radar transitions and vectoring authorized in accordance with approved radar patterns.
 Procedure turn East side of crs, 146° Outbnd, 326° Inbnd, 2500' within 10 miles.
 Facility on airport.
 Minimum altitude over facility on final approach crs, 1800'.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished after passing MGY-VOR, make climbing right turn to 2500', hold SE on R-146 MGY-VOR, 1-minute, right turns.
 NOTE: No weather service available.
 *Descent to 1700' authorized after passing 5-mile radar fix.

City, Dayton; State, Ohio; Airport Name, Montgomery County; Elev., 960'; Fac. Class., VOR; Ident., MGY; Procedure No. 1, Amdt. 2; Eff. Date, 17 Mar. 62; Sup. Amdt. No. 1; Dated, 19 Aug. 61

				T-dn.....	300-1	300-1	300-1
				C-dn.....	800-1	800-1	800-1½
				S-dn-8.....	800-1	800-1	800-1
				A-dn.....	1000-2	1000-2	1000-2
Following minimums authorized for aircraft equipped with dual omni receivers operating normally and the Negaunee Int** received:							
				C-dn.....	700-1	700-1	700-1½
				S-dn-8.....	600-1	600-1	600-1

Procedure turn South side of crs, 251° Outbnd, 071° Inbnd, 3200' within 10 mi.
 Facility on airport. Minimum altitude over facility on final approach crs, 2200'.
 Crs and distance, breakoff point to approach end of Runway, 077°—0.5 mi.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile climb to 2800' on R-083 MQT-VOR within 20 miles.

CAUTION: 2241' tower 5 miles SW of airport. 2110' tower 4 miles SW of airport.
 NOTE: Sliding scale not applicable.
 *Runway 8-26: Climb to 2400' prior to making right or left turn. 700-1 required for Runway 1-19.
 **Negaunee Int: Int MQT-VOR R-261 and SAW-VOR R-315.

City, Marquette; State, Mich.; Airport Name, Marquette County; Elev., 1419'; Fac. Class., VOR; Ident., MQT; Procedure No. TerVOR-8, Amdt. 1; Eff. Date, 17 Mar. 62; Sup. Amdt. No. Orig.; Dated, 15 July 61

				T-dn.....	300-1	300-1	300-1
				C-dn.....	700-1	700-1	700-1½
				S-26-dn.....	600-1	600-1	600-1
				A-dn.....	800-2	800-2	800-2
Following minimums authorized for aircraft equipped with dual omni receivers operating normally and the Forestville Int* received:							
				S-dn-26.....	500-1	500-1	500-1

Procedure turn N side of final approach crs, 085° Outbnd, 265° Inbnd, 3200' within 10 miles.
 Minimum altitude over facility on final approach crs, 2000'.
 Crs and distance, breakoff point to approach end of runway, 257°—0.6 mi.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile make right climbing turn to 2800' on the 316° R of MQT VOR within 20 miles.
 CAUTION: 2241' tower 5 miles SW of airport. 2110' tower 4 miles SW of airport. 1784' tower 2 miles N of airport. Rough unlighted terrain all quadrants, highest N and E within 2 miles at 1700'.

NOTE: Take-offs runway 8-26 climb to 2400' prior to making right or left turn.
 AIR CARRIER NOTE: Sliding scales not applicable. 700-1 required for take-offs runway 1-19.
 *Forestville Int: Int MQT-VOR R-085 and SAW-VOR R-344.

City, Marquette; State, Mich.; Airport Name, Marquette County; Elev., 1419'; Fac. Class., L-BVOR; Ident., MQT; Procedure No. TerVOR-26, Amdt. 1; Eff. Date, 17 Mar. 62; Sup. Amdt. No. Orig.; Dated, 21 Oct. 61

Ohino Int**.....	Olive Int***.....	Direct.....	3500	T-dn.....	300-1	300-1	NA
Olive Int***.....	Tustin Int# (Final).....	Direct.....	2000	C-dn.....	500-1	500-1	NA
				S-dn-21.....	400-1	400-1	NA
				A-dn*.....	800-2	800-2	NA

Radar vector to final approach crs authorized via approved patterns.
 Procedure turn NA.
 Minimum altitude over Tustin Int# on final approach crs, 2000'; over Plant Int##, 600'; over SNA-VOR, 500'.
 Crs and distance, Tustin Int# to SNA-VOR, 188°—5.7 mi; Plant Int## to SNA-VOR, 188°—2.0 mi; SNA-VOR to airport, 192°—0.3 mi.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mi, climb to 2000' on R-190 to Newport Int.
 NOTE: Dual VOR or VOR/ADF necessary for execution of this approach.

*Weather service 0600 to 2300.
 **Ohino Int: Int SNA R-008 and ONT-VOR R-255.
 ***Olive Int: Int SNA-VOR R-008 and LGB-VOR R-063, or 233° brng to LGB ILS LOM.
 #Tustin Int: Int SNA-VOR R-008 and LGB-VOR R-080, or 252° brng to LGB ILS LOM.
 ##Plant Int: Int SNA-VOR R-008 and LGB-VOR R-098, or 269° brng to LGB ILS LOM.

City, Santa Ana; State, Calif.; Airport Name, Orange County; Elev., 54'; Fac. Class., VOR; Ident., SNA; Procedure No. TerVOR-21, Amdt. 4; Eff. Date, 17 Mar. 62; Sup. Amdt. No. 3; Dated, 20 Jan. 62

5. The instrument landing system procedures prescribed in § 609.400 are amended to read in part:

ILS STANDARD INSTRUMENT APPROACH PROCEDURE

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 procedures, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. 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	
BTL VOR	Mendon Int*	Direct	2600	T-dn	300-1	300-1	200-1/2
Leroy Int	Mendon Int*	Via LFD VOR R-294	2600	C-dn	400-1	500-1	500-1 1/2
Vicksburg Int**	Mendon Int (Final)*	Direct	2600	S-dn-4	400-1	400-1	400-1
AZO-VOR	Mendon Int (Final)*	Via AZO R-130 and SW ILS crs.	2600	A-dn	800-2	800-2	800-2

Procedure turn S side of crs, 224° Outbnd, 044° Inbnd, 2600' within 10 miles of Mendon Int*.

No glide slope.

Minimum altitude over Mendon Int* on final approach crs, 2600'.

Crs and distance, Mendon Int* to airport, 044°—5.3 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.3 miles of Mendon Int*, make climbing left turn to 2600' and proceed to Hickory Int via BTL-VOR R-331 or, when directed by ATC, climb to 2600' on NE crs ILS to BT LOM.

*Mendon Int: Int SW crs. BTL ILS and AZO VOR R-091, or DME FIX 5.8 mi. from BTL VOR.

**Vicksburg Int: Int AZO VOR R-180 and SW crs. BTL ILS or BTL VOR R-223.

City, Battle Creek; State, Mich.; Airport Name, Kellogg; Elev., 941'; Fac. Class., ILS; Ident., I-BTL; Procedure No. ILS-4, Amdt. 1; Eff. Date, 17 Mar. 62; Sup. Amdt. No. Orig.; Dated, 9 Sept. 61

Dayton VOR	LOM	Direct	2700	T-dn	300-1	300-1	200-1/2
Tipp City RBN	LOM	Direct	2700	C-dn	400-1	500-1	500-1 1/2
Lewisburg Int%	Trotwood Int** (Final)	(#)	2700	S-dn-6°	200-1/2	200-1/2	200-1/2
Camden Int	Trotwood Int** (Final)	Direct	2700	A-dn	600-2	600-2	600-2
Trotwood Int**	LOM (Final)	Direct	200				

Radar vectoring authorized in accordance with approved radar patterns.

Procedure turn West side SW crs, 236° Outbnd, 056° Inbnd, 2700' within 10 miles.

Minimum altitude at glide slope interception Inbnd, 2200'.

Altitude of glide slope and distance to approach end of runway at OM, 2121'—3.8 mi; at MM, 1220'—0.7 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished climb to 2000' on NE crs ILS, make left climbing turn, proceed to Dayton VOR and hold at 3000'.

*This transition via the RID-VOR R-090 and the DAY ILS SW crs.

%Lewisburg Int: Int DAY VOR R-208 and RID VOR R-090.

**Trotwood Int: Int DAY VOR R-175 and DAY ILS SW crs.

*400-1/2 required with glide slope inoperative.

City, Dayton; State, Ohio; Airport Name, Dayton Municipal; Elev., 1008'; Fac. Class., ILS; Ident., I-DAY; Procedure No. ILS-6, Amdt. 16; Eff. Date, 17 Mar. 62; Sup. Amdt. No. 15; Dated, 5 Nov. 60

Dayton VOR	TPC RBN	Direct	2700	T-dn	300-1	300-1	500-1 1/2
Springfield RBN	TPC RBN	Direct	2700	C-dn	400-1	500-1	500-1 1/2
LOM (DA)	TPC RBN	Direct	2700	S-dn-24	400-1	400-1	400-1
RSD VOR	Alcoony Int# (Final)	(*)	2700	A-dn	800-2	800-2	800-2
Alcoony Int#	TPC RBN (Final)	Direct	2200				

Radar vectoring authorized in accordance with approved radar patterns.

Procedure turn North side NE crs, 056° Outbnd, 236° Inbnd, 2700' within 10 mi of Tipp City RBN.

No glide slope or markers.

Altitude over Tipp City RBN, 2200'. Distance, Tipp City to Rny 24, 4.0 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.9 miles after passing TPC RBN, climb to 2000' on SW crs ILS, make right climbing turn, proceed to DAY VOR and hold at 3000'.

*This transition via the RSD-VOR R-180 and the DAY ILS NE crs.

#Alcoony Int: Int RSD-VOR R-180 and the DAY ILS NE crs.

City, Dayton; State, Ohio; Airport Name, Dayton; Elev., 1008'; Fac. Class., ILS; Ident., I-DAY; Procedure No. ILS-24, Amdt. 6; Eff. Date, 17 Mar. 62; Sup. Amdt. No. 5; Dated, 21 Jan. 61

Marlow Int	LOM	Direct	1500	T-dn	300-1	300-1	200-1/2
SAV VOR	LOM	Direct	1500	C-dn	400-1	500-1	500-1 1/2
				S-dn-9°	200-1/2	200-1/2	200-1/2
				A-dn	600-2	600-2	600-2

Radar transition altitude 1500' within 25 miles.

Procedure turn North side of crs, 272° Outbnd, 092° Inbnd, 1500' within 10 mi. Beyond 10 mi NA. Nonstandard due to restricted area.

Minimum altitude at glide slope Int. Inbnd, 1500'.

Altitude of glide slope and distance to appr end of rny at OM 1450—4.8, at MM 237—0.5.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished climb to 1500' on crs of 092° from LOM within 15 miles or, when directed by ATC, turn left, climbing to 1500' direct to SAV VOR.

Other changes: Deletes transition from Savannah LFR.

*400-1/2 required when glide slope not utilized.

City, Savannah; State, Ga.; Airport Name, Travis Field; Elev., 50'; Fac. Class., ILS; Ident., I-SAV; Procedure No. ILS-9, Amdt. 6; Eff. Date, 17 Mar. 62; Sup. Amdt. No. 5; Dated, 8 Aug. 59

These procedures shall become effective on the dates specified therein.

(Secs. 313(a), 307(c), 72 Stat. 752, 749; 49 U.S.C. 1354(a), 1348(c))

Issued in Washington, D.C., on February 9, 1962.

G. S. MOORE,
Acting Director, Flight Standards Service.

[Reg. Docket No. 1079; Amdt. 260]

PART 609—STANDARD INSTRUMENT APPROACH PROCEDURES

Miscellaneous Amendments

The amendments to standard instrument approach procedures contained herein are being adopted to become effective when indicated in order to promote safety. The revised procedures supersede the existing procedures of the same classification now in effect for the airports specified therein. For the convenience of the users, the revised procedures specify the complete procedure and indicate 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, procedure and effective date provisions of section 4 of the Administrative Procedure Act would be contrary to the public interest and is therefore not required.

Pursuant to the authority delegated to me by the Administrator (24 F.R. 5662), Part 609 is amended as follows:

1. The low or medium frequency range procedures prescribed in § 609.100(a) are amended to read in part:

LFR STANDARD INSTRUMENT APPROACH PROCEDURE

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 of the Federal Aviation Agency. 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	

PROCEDURE CANCELLED, EFFECTIVE MARCH 24, 1962.

City, Palacios; State, Tex.; Airport Name, Municipal; Elev., 13'; Fac. Class., BMRLZ; Ident., PS; Procedure No. 1, Amdt. 5; Eff. Date, 27 May 61; Sup. Amdt. No.4; Dated, 18 June 60

2. The automatic direction finding procedures prescribed in § 609.100(b) are amended to read in part:

ADF STANDARD INSTRUMENT APPROACH PROCEDURE

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 of the Federal Aviation Agency. 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	
Augusta VOR.....	LOM.....	Direct.....	1800	T-dn.....	300-1	300-1	200-1/2
Augusta LFR.....	LOM.....	Direct.....	1700	C-dn.....	600-1	600-1	600-1/2
Sardis Int.....	LOM.....	Direct.....	1600	S-dn-35.....	500-1	500-1	500-1
Mallard Int.....	LOM.....	Direct.....	2000	A-dn.....	800-2	800-2	800-2
Trenton Int.....	LOM.....	Direct.....	2000				
Clarice Int.....	LOM.....	Direct.....	2000				

Procedure turn West side of crs, 163° Outbnd, 348° Inbnd, 1600' within 10 mi. (Nonstandard due to prohibited area.)

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

Crs and distance, facility to airport, 348°—4.5 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.3 miles after passing LOM, climb to 2000' on crs of 348° within 15 miles or, when directed by ATC, turn left and climb to 1800' on W crs AS-LFR within 20 miles of LFR.

Other change: Deletes transition from City Int.

#300-1 required on Runway 26.

City, Augusta; State, Ga.; Airport Name, Bush Field; Elev., 142'; Fac. Class., LOM; Ident., AG; Procedure No. 1, Amdt. 9; Eff. Date, 24 Mar. 62; Sup. Amdt. No. 8; Dated, 8 Oct. 60

Int FAR-VOR R-132 and 058° brng to Lancaster RBn.	Lancaster RBn (Final).....	Direct.....	1500	T-dn.....	300-1	300-1	
				C-dn.....	500-1	500-1	
				S-dn-8.....	400-1	400-1	
				A-dn.....	800-2	800-2	

Procedure turn S side of crs, 238° Outbnd, 058° Inbnd, 1800' within 10 mi.

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

Crs and distance, facility to airport, 058°—4.0 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.0 mi, make a climbing left turn and return to Lancaster RBn at 2000'. Hold SW LRP RBn, 1 minute right turns, 058° inbound.

City, Lancaster; State, Pa.; Airport Name, Lancaster; Elev., 401'; Fac. Class., MHW; Ident., LRP; Procedure No. 1, Amdt. 6; Eff. Date, 24 Mar. 62; Sup. Amdt. No. 5; Dated, 21 May 55

Meridian VOR.....	MDA RBn.....	Direct.....	2000	T-dn.....	300-1	300-1	200-1/2
				C-dn.....	500-1	600-1	600-1/2
				S-dn-01.....	500-1	500-1	500-1
				A-dn.....	800-2	800-2	800-2

Procedure turn E side of crs, 184° Outbnd, 004° Inbnd, 2000' within 15 mi.

Minimum altitude over MDA RBn Inbnd on final approach, 1500'.

Crs and distance, facility to airport, 004°—4.5 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.5 mi after passing MDA RBn, turn left and return to MDA RBn at 2000'.

NOTE: Takeoffs with less than 200-1/2 NA on runways 4 and 22. No approach lights. Over-run lights and high intensity runway lights only on runway 18-36. Runway 9-27 closed.

CAUTION: Trees 600 MSL 2 mi. E of airport. 1000' tower 2.5 mi E of airport. 880' tower 4.2 mi SE of airport.

Other change: Deletes transition from Meridian LFR.

City, Meridian; State, Miss.; Airport Name, Key Field; Elev., 297'; Fac. Class., HW; Ident., MDA; Procedure No. 1, Amdt. 4; Eff. Date, 24 Mar. 62; Sup. Amdt. No. 5; Dated, 17 Oct. 59

ADF STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

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	
SAT-VOR.....	LOM.....	Direct.....	2200	T-dn.....	300-1	300-1	*200-½
SAT-RBn.....	LOM.....	Direct.....	2200	C-dn.....	400-1	500-1	*500-1½
Wetmore Int.....	LOM.....	Direct.....	2200	S-dn-3.....	400-1	400-1	400-1
Losoya Int.....	LOM.....	Direct.....	2200	A-dn.....	800-2	800-2	*800-2
Collins Int.....	LOM (Final).....	Direct.....	2000				

Radar transition and vectoring authorized in accordance with approved procedures. Radar control will provide 1500' vertical terrain clearance within a 25-nautical-mile radius excluding that area within the control zone (SAT, SKF, RND, and STN) where 1000' vertical clearance will be provided within a 3-mile radius or 500' vertical clearance within a 3- to 5-mile (inclusive) radius of radio towers 2049' MSL 19 mi SE, 1241' MSL 5 mi SSE, 1190' MSL 10 mi SE, and 1107' MSL 3.5 mi SE of airport.

Procedure turn East side of crs, 211° Outbnd, 031° Inbnd, 2200' within 10 mi.
 Minimum altitude over facility on final approach crs, 2000'.
 Crs and distance, facility to airport, 031°—3.8 mi.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.8 mi of LOM, turn left, proceed direct to SAT RBn, climb to 3000' on 354° crs within 20 miles of SAT RBn or, when directed by ATC, climb to 3000' on crs of 031° within 20 miles of SAT LOM.
 *Runway 17-35 restricted to 2-engine aircraft and smaller.

City, San Antonio; State, Tex.; Airport Name, International; Elev., 808'; Fac. Class., LOM; Ident., SA; Procedure No. 1, Amdt. 20; Eff. date, 24 Mar. 62; Sup. Amdt. No. 19; Dated, 9 Dec. 61

SAT-VOR.....	SAT RBn.....	Direct.....	3000	T-dn.....	300-1	300-1	200-½
SAT-VOR.....	SAT RBn (Final).....	Direct.....	*%1700	C-dn.....	400-1	500-1	*500-1½
				A-dn.....	800-2	800-2	*800-2

Radar transition and vectoring authorized in accordance with approved procedures. Procedure turn West side of crs, 355° Outbnd, 175° Inbnd, 3000' within 10 mi.
 Minimum altitude over facility on final approach crs, 1700'.#
 Crs and distance, SAT RBn to airport, 175°—2.3 mi.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 2.3 miles, climb to 3000' on 175° brng from SAT RBn within 20 miles.

Other change: Deletes straight-in minimums.
 #If passage of SAT-VOR on final approach course is not determined, minimum altitude over SAT RBn is 1900'.
 *Maintain 3000' MSL until South of SAT-VOR on final approach.
 #Runway 17-35 restricted to 2-engine aircraft and smaller.

City, San Antonio; State, Tex.; Airport Name, International; Elev., 808'; Fac. Class., ABHZ; Ident., SAT; Procedure No. 2, Amdt. 4; Eff. Date, 24 Mar. 62; Sup. Amdt. No. 3; Dated, 9 Dec. 61

SAT-VOR.....	LOM.....	Direct.....	2500	T-dn.....	300-1	300-1	*200-½
SAT-RBn.....	LOM.....	Direct.....	2500	C-dn.....	600-1	600-1	*600-1½
				S-dn-12.....	600-1	600-1	600-1
				A-dn.....	800-2	800-2	*800-2

Radar transition and vectoring authorized in accordance with approved procedures. Radar control will provide 1500' vertical terrain clearance within a 25-mile-nautical mile radius excluding that area within the control zone (SAT, RND, SKF, and STN) where 1000' vertical clearance will be provided within a 3-mile radius or 500' vertical clearance within a 3- to 5-mile (inclusive) radius of radio towers 2049' MSL 19 mi SE, 1241' MSL 5 mi SSE, 1190' MSL 10 mi SE, and 1107' MSL 3.5 mi SE of airport.

Procedure turn West side of NW crs, 303° Outbnd, 123° Inbnd, 3500' within 10 mi.
 Minimum altitude over LOM on final approach crs, 2600'.#
 Crs and distance, facility to airport, 123°—5.9 mi.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.9 miles, turn right, intercept and climb to 3000' on 174° brng from SAT RBn within 20 miles or, when directed by ATC, turn right, climb to 3000' on SAT VOR R-158 within 20 miles.
 *Runway 17-35 restricted to 2-engine aircraft and smaller.
 #Descent below 3500' MSL not authorized until inbound on final approach from procedure turn.

City, San Antonio; State, Tex.; Airport Name, International; Elev., 808'; Fac. Class., LOM; Ident., AN; Procedure No. 3, Amdt. 6; Eff. Date, 24 Mar. 62; Sup. Amdt. No. 5 Dated, 13 Jan. 62

3. The very high frequency omnirange (VOR) procedures prescribed in § 609.100(c) are amended to read in part:

VOR STANDARD INSTRUMENT APPROACH PROCEDURE

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 of the Federal Aviation Agency. 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	
TS-LFR.....	TYS-VOR.....	Direct.....	3100	T-dn.....	300-1	300-1	200-½
				C-d.....	600-1	600-1	600-1½
				C-n.....	600-1½	600-1½	600-1½
				S-dn-22R#.....	500-1	500-1	500-1
				A-dn.....	800-2	800-2	800-2

Radar terminal area transition altitudes: 0-360° within 5 miles, 2500'; 091°-179° within 10 miles, 4000'; 180-090° within 10 miles, 2500'; 158°-205° within 17 miles, 5000'; 355°-070° within 17 miles, 3000'; 205°-270° within 24 miles, 2500'; 355°-070° within 25 miles, 3100'; 270-355° within 10-20 miles, 3000'; 070-085° within 10-25 miles, 4000'. All bearings and distances are from radar antenna site with sector azimuths progressing clockwise. Radar control will provide 1000' vertical clearance within a 3-mile radius of terrain 3100' MSL located at 35-49/83-40 or maintain 4300'.

Procedure turn East side of crs, 042° Outbnd, 222° Inbnd, 3100' within 10 miles.
 Minimum altitude over facility on final approach crs, 2500'; over Rockford Int., 1700'.
 Crs and distance, facility to airport, 222°—6.6 mi; Rockford Int. to airport, 222°—2.6 mi.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 6.6 miles of TYS-VOR, turn right, climb to 3000' on R-248 TYS-VOR within 15 miles.

#If Rockford Int. not identified on final, descent below 1800' MSL not authorized; minima become 800-1.
 *Rockford Int: Int R-222 TYS-VOR and 281° brng to TS-LFR.

City, Knoxville; State, Tenn.; Airport Name, McGhee-Tyson; Elev., 889'; Fac. Class., H-BVORTAC; Ident., TYS; Procedure No. 1, Amdt. 1; Eff. Date, 24 Mar. 62; Sup. Amdt. No. Orig.; Dated, 10 Mar. 62

RULES AND REGULATIONS

VOR STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

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	
				T-dn.....	300-1	300-1	200-1/2
				C-dn.....	600-1	600-1	600-1 1/4
				A-dn.....	800-2	800-2	800-2

Procedure turn S side of crs, 309° Outbnd, 129° Inbnd, 2000' within 15 ml.
 Minimum altitude over facility on final approach crs, 1100'.
 Crs and distance, facility to airport, 129°-3.2.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.2 mi turn right, climb to 2000' on R-170 within 20 ml.
AIR CARRIER NOTE: Takeoffs with less than 200-1/2 NA runways 4-22.
CAUTION: Trees 600' MSL 2 miles East of airport. 1000' tower 2.5 mi E of airport. 880' tower 4.2 mi SE of airport.
 Other Change: Deletes transition from Meridian LFR.
 City, Meridian; State, Miss.; Airport Name, Key Field; Elev., 297'; Fac. Class., BVORTAC; Ident., MEI; Procedure No. 1, Amdt. 3; Eff. Date, 24 Mar. 62; Sup. Amdt. No. 2; Dated, 7 Nov. 59

Nantucket HHW.....	ACK-VOR.....	Direct.....	1300	T-dn.....	300-1	300-1	200-1/2
				C-dn.....	400-1	500-1	500-1 1/2
				S-dn-24.....	400-1	400-1	400-1
				A-dn.....	800-2	800-2	800-2

Procedure turn N side of crs, 060° Outbnd, 240° Inbnd, 1700' within 10 ml.
 Minimum altitude over facility on final approach crs, 600'.
 Crs and distance, facility to airport, 240°-1.9.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 1.9 miles, climb to 1700' on R-240 within 10 miles of Nantucket VOR. Reverse course and return to ACK-VOR at 1700'. Hold on R-060, right turns, 240° Inbnd.
 City, Nantucket; State, Mass.; Airport Name, Nantucket-Memorial; Elev., 48'; Fac. Class., BVOR; Ident., ACK; Procedure No. 1, Amdt. 1; Eff. Date, 24 Mar. 62; Sup. Amdt. No. Orig.; Dated, 20 May 54

SAT RBn.....	SAT-VOR.....	Direct.....	3000	T-dn.....	300-1	300-1	200-1/2
Berghelm Int.....	SAT-VOR (Final).....	Direct.....	3000	C-dn.....	400-1	500-1	*500-1 1/2
				S-dn-17*.....	400-1	400-1	NA
				A-dn.....	800-2	800-2	*800-2

Radar transition and vectoring authorized in accordance with approved procedures. Radar control will provide 1500' vertical terrain clearance within a 25-nautical-mile radius excluding that area within the control zone (SAT, SKF, RND, and STN) where 1000' vertical clearance will be provided within a 3-mile radius or 500' vertical clearance within a 3- to 5-mile (inclusive) radius of radio towers 2099' MSL 19 mi SE, 1241' MSL 5 mi SSE, 1190' MSL 10 mi SE, and 1107' MSL 3.5 mi SE of airport.
 Procedure turn West side of crs, 355° Outbnd, 175° Inbnd, 3000' within 10 ml.
 Minimum altitude over facility on final approach crs, 3000'; over SAT RBn, 1500'. (Descent below 1500' NA if position over SAT RBn not determined.)
 Crs and distance, SAT-VOR to airport, 175°-6.3 mi; SAT-RBn to airport, 175°-2.3 mi.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 6.3 mi, turn left, climb to 3000' on R-158 within 20 miles or, when directed by ATC, turn left and climb, via SAT ILS NE crs, to 3000' within 20 miles, or climb via R-174 to 3000' within 20 miles.
 *Runway 17-35 restricted to 2-engine aircraft and smaller.
 City, San Antonio; State, Tex.; Airport Name, International; Elev., 808'; Fac. Class., BVORTAC; Ident., SAT; Procedure No. 1, Amdt. 11; Eff. Date, 24 Mar. 62; Sup. Amdt. No. 10; Dated, 9 Dec. 61

Losoya Int.....	Bellaire Int.....	Direct.....	2000	T-dn.....	300-1	300-1	*200-1/2
Bellaire Int #.....	Oimos Int. (Final).....	Direct.....	**1400	C-d*.....	500-1	500-1 1/2	*500-1 1/2
				C-n*.....	500-1 1/2		
				S-dn-35**.....	500-1	500-1	NA
				A-dn.....	800-2	800-2	*800-2

Radar transition and vectoring authorized in accordance with approved procedures. Radar control will provide 1500' vertical terrain clearance within 25-nautical-mile radius excluding that area within the control zone (SAT, SKF, RND and STN) where 1000' vertical clearance will be provided within a 3-mile radius or 500' vertical clearance within a 3- to 5-mile (inclusive) radius of radio towers 2049' MSL 19 mi SE, 1241' MSL 5 mi SSE, 1190' MSL 10 mi SE, and 1107' MSL 3.5 mi SE of airport.
 Procedure turn NA.
 Minimum altitude over Olmos Int. on final approach crs., 1400'.
 Crs. and distance, Olmos Int. to airport, 354°-2.3 mi.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 2.3 mi of Olmos Int, proceed direct to SAT-VOR, climb to 3300' on R-353 within 20 miles of VOR or, when directed by ATC, climb to 3300' on brng 355° from SAT RBn within 20 miles.
 #Maintain 2000' until north of LVR R-270.
 *Runway 17-35 restricted to 2-engine aircraft and smaller.
 **Descent below 1400' MSL, and ceiling less than 600' Not authorized unless position over Olmos Int is identified on final approach.
 City, San Antonio; State, Tex.; Airport Name, International; Elev., 808'; Fac. Class., BVORTAC; Ident., SAT; Procedure No. 2, Amdt. 1; Eff. Date, 24 Mar. 62; Sup. Amdt. No. Orig.; Dated, 25 Nov. 61

SAT-VOR.....	STN-VOR.....	Direct.....	2300	T-dn.....	300-1	300-1	NA
McCoy Int.....	STN-VOR.....	Direct.....	2300	C-dn.....	500-1	500-1	NA
Losoya Int.....	STN-VOR.....	Direct.....	2300	S-dn-32#.....	400-1	400-1	NA
				A-dn.....	800-2	800-2	NA

Procedure turn East side of crs, 157° Outbnd, 337° Inbnd, 2300' within 10 ml.
 Minimum altitude over facility on final approach crs, 2000'.
 Crs and distance, facility to airport, 337°-4.5 mi.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.5 miles, turn left, climb to 2300' on R-174 SAT-VOR to Losoya Int. Hold South on R-174 SAT-VOR, left turns 1 minute, 2300'.
NOTES: Night operation authorized Runway 14-32 only. Control zone effective between 0700-2300 CST.
CAUTION: 2049' TV tower 11 mi ESE of Stinson Field.
 #Straight-in minimums NA unless position is established over the (1) LVR R-240, or (2) SOT R-057 on final approach.
 City, San Antonio; State, Tex.; Airport Name, Stinson Field; Elev., 567'; Fac. Class., VORW; Ident., STN; Procedure No. 1, Amdt. 2; Eff. Date, 24 Mar 62; Sup. Amdt. No. 1; Dated, 30 Dec. 61

VOR STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

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	
DAY-VOR	RSD-VOR	Direct	3000	T-dn	300-1	300-1	
TBC-RBn	RSD-VOR	Direct	3000	C-dn	700-1	700-1	
				A-dn	NA	NA	

Procedure turn North side of crs, 063° Outbnd, 243° Inbnd, 3000' within 10 mi.
 Minimum altitude over facility on final approach crs, 3000'.
 Crs and distance, facility to airport, 243°—5.9 mi.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.9 miles, make climbing left turn to 3000' and return to RSD-VOR. Hold North side of R-063 RSD-VOR 243° Inbnd 1-minute right turns.
 CAUTION: No weather service available.

City, Sidney; State, Ohio; Airport Name, Sidney; Elev. 1020'; Fac. Class., BVORTAC; Ident., RSD; Procedure No. 1, Amdt. 2; Eff. Date, 24 Mar. 62; Sup. Amdt. No. 1; Dated, 2 Dec. 61

4. The terminal very high frequency omnirange (TerVOR) procedures prescribed in § 609.200 are amended to read in part:

TERMINAL VOR STANDARD INSTRUMENT APPROACH PROCEDURE

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 of the Federal Aviation Agency. 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	
Lancaster RBn	Lancaster VOR	Direct	2000	T-dn	300-1	300-1	
Landisville Int*	Lancaster VOR (Final)	Direct	800	C-dn	500-1	500-1	
				S-dn-8	400-1	400-1	
				A-dn	800-2	800-2	

Procedure turn South side of crs, 268° Outbnd, 088° Inbnd, 2000' within 10 miles.
 Minimum altitude over facility on final approach crs, 800'.
 Crs and distance, breakoff point to app end of Rny-8, 076°—0.6 mi.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile, climb to 2000' on R-088 within 10 miles and return to VOR at 2000'. Hold West LRP VOR, 1 minute right turns, 088° Inbound.
 CAUTION: 1400' tower 16 miles SW of airport.
 *Int Lancaster VOR R-268 and 180° ADF brng to LRP RBn.
 †Maintain 1200' until after passing Landisville Int*. If aircraft not equipped to identify Landisville Int*, ceiling minimum of 800' is applicable for landing.

City, Lancaster; State, Pa.; Airport Name, Lancaster; Elev., 401'; Fac. Class., BVOR; Ident., LRP; Procedure No. TerVOR-8, Amdt. 2; Eff. Date, 24 Mar. 62; Sup. Amdt. No. 1; Dated, 8 July 61

Lancaster Rbn	LRP-VOR	Direct	2100	T-dn	300-1	300-1	
				C-dn	500-1	500-1	
				S-dn-31	500-1	500-1	
				A-dn	800-2	800-2	

Procedure turn N side of crs, 136° Outbnd, 316° Inbnd, 2100' within 10 miles.
 Minimum altitude over facility on final approach crs, 900'.
 Crs and distance, breakoff point to app end of Rny-31, 307°—0.6 mi.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile, climb to 2000' on Lancaster VOR R-290 within 10 miles, then make left turn and return to Lancaster VOR at 2000'. Hold West LRP VOR 1 minute right turns, 088° Inbound.

City, Lancaster; State, Pa.; Airport Name, Lancaster; Elev., 401'; Fac. Class., BVOR; Ident., LRP; Procedure No. TerVOR-31, Amdt. 2; Eff. Date, 24 Mar. 62; Sup. Amdt. No. 1; Dated, 9 Sept. 61

ODI-VOR	Pickwick Int*	Direct	2900	T-d	500-1½	500-1½	
Pickwick Int*	Home Int (Final)**	Direct	2900	T-n	500-2	500-2	
Winona Int	Winona VOR	Direct	2800	C-dn	800-2	800-2	
Dodge Int	Winona VOR	Direct	2800				

Procedure turn North side of crs, 103° Outbnd, 283° Inbnd, 2800' within 10 mi of VOR.
 Minimum altitude over Home Int** on final approach crs, 2000'.
 Crs and distance Home Int** to airport, 283°—3.3 mi.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile, climb to 2800' on R-315 ONA-VOR within 15 miles.

NOTE: Procedure authorized only for aircraft equipped with operating dual omni receivers.
 CAUTION: 1834' MSL tower 3.1 miles SE of airport. 1200' MSL bluffs 0.8 mi West of airport.
 * Pickwick Int: Int R-350 ODI-VOR and R-103 ONA-VOR.
 ** Home Int: Int R-317 ODI-VOR and R-103 ONA-VOR.

City, Winona; State, Minn.; Airport Name, Municipal; Elev., 656'; Fac. Class., BVOR (State-owned facility); Ident., ONA; Procedure No. Ter VOR-103, Amdt. 1; Eff. Date, 24 Mar. 62; Sup. Amdt. No. Orig.; Dated, 27 Jan. 62

Winona Int	Winona VOR	Direct	2800	T-d	500-1½	500-1½	
Dodge Int	Winona VOR	Direct	2800	T-n	500-2	500-2	
				C-dn	900-2	900-2	

Procedure turn West side of crs, 315° Outbnd, 135° Inbnd, 2800' within 10 miles.
 Facility on airport.
 Minimum altitude over facility on final approach crs, 1600'.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile, climb to 2800' on R-103 ONA-VOR within 10 miles.

CAUTION: 1834' MSL tower 3.1 miles SE of airport; 1200' MSL bluffs 0.8 mi West of airport.
 City, Winona; State, Minn.; Airport Name, Municipal; Elev. 656'; Fac. Class., BVOR (State-owned facility); Ident., ONA; Procedure No. TerVOR-315, Amdt. 1; Eff. Date, 24 Mar. 62; Sup. Amdt. No. Orig.; Dated, 27 Jan. 62

5. The instrument landing system procedures prescribed in § 609.400 are amended to read in part:

ILS STANDARD INSTRUMENT APPROACH PROCEDURE

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 of the Federal Aviation Agency. 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	
Albuquerque LFR.....	LOM.....	Direct.....	7000	T-dn.....	300-1	300-1	200-1/4
Albuquerque VOR.....	LOM.....	Direct.....	7000	C-dn.....	400-1	500-1	500-1/4
Aden Int.....	LOM.....	Direct.....	8000	S-dn-35°.....	200-1/2	200-1/2	200-1/4
Bacaville VOR.....	S crs ILS.....	Via R-020 BCV VOR 19.4 ml.	7000	A-dn.....	600-2	600-2	600-2
Coyote Int.....	LOM.....	Direct.....	9000				
North Int.....	LOM.....	Direct.....	7000				
Dalles Int.....	LOM.....	Direct.....	7000				
Bean Int.....	LOM.....	Direct.....	10,500				
South Int.....	S crs ILS.....	061°—5.8 ml.....	7000				

Radar transitions and vectoring using Albuquerque Radar authorized in accordance with approved radar patterns.
 Procedure turn W side S crs, 170° Outbnd, 350° Inbnd, 7000' within 10 mi.
 Minimum altitude at glide slope int inbnd, 7000'.
 Altitude of glide slope and distance to appr end of rny at OM 6400—3.8, at MM 5530—0.6.
 Other changes: Deletes transitions from Luna, Becker, Mooney, and Sandia Intersections.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, make a left climbing turn, climb to 5000' direct to ABQ-VOR or, when directed by ATC, turn left and climb to 8000' on W crs AQ-LFR within 20 miles.
 CAUTION: Terrain exceeding 8000' E of ILS localizer—all turns to be made W of localizer crs.
 *Runway 17-35 currently limited to aircraft of 33,000 pounds or less gross weight.
 City, Albuquerque; State, N. Mex.; Airport Name, Kirtland AFB/Mun.; Elev., 5352'; Fac. Class., ILS; Ident., I-ABQ; Procedure No. ILS-35, Amdt. 22; Eff. Date, 24 Mar. 62; Sup. Amdt. No. 21; Dated, 21 Oct. 61

Augusta VOR.....	LOM.....	Direct.....	1800	T-dn.....	300-1	300-1	200-1/4
Augusta LFR.....	LOM.....	Direct.....	1700	C-dn.....	600-1	600-1	600-1/4
Sardis Int.....	LOM.....	Direct.....	1600	S-dn-35°.....	200-1/2	200-1/2	200-1/4
Mallard Int.....	LOM.....	Direct.....	2000	A-dn.....	600-2	600-2	600-2
Trenton Int.....	LOM.....	Direct.....	2000				
Clarice Int.....	LOM.....	Direct.....	2000				

Procedure turn West side of crs, 168° Outbnd, 348° Inbnd, 1600' within 10 mi. (Nonstandard due to prohibited area.)
 Minimum altitude at glide slope interception inbnd, 1600'.
 Altitude of glide slope and distance to approach end of Runway at OM, 1470'—4.5 mi; at MM, 332'—0.5 mi.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, climb to 2000' MSL on 348° crs from LOM within 10 miles or, when directed by ATC, turn left and climb to 1800' on West crs Augusta LFR within 20 miles or, turn left, climb to 2000' and proceed direct to AGS VOR.
 #300-1 required on Runway 26.
 *400-1/4 required with glide slope inoperative.
 City, Augusta; State, Ga.; Airport Name, Bush Field; Elev., 142'; Fac. Class., ILS; Ident., I-AGS; Procedure No. ILS-35, Amdt. 8; Eff. Date, 24 Mar. 62; Sup. Amdt. No. 7; Dated, 12 Mar. 60

Meridian VOR.....	MDA RBn.....	Direct.....	2000	T-dn.....	300-1	300-1	200-1/4
				C-dn.....	500-1	600-1	600-1/4
				S-dn-01#.....	300-1/2	300-1/2	300-1/4
				A-dn.....	600-2	600-2	600-2

Procedure turn E side S crs, 184° Outbnd, 004° Inbnd, 2000' within 15 ml.
 Minimum altitude at glide slope interception inbnd 1700'.
 Altitude of glide slope and distance to appr end of rny at OM 1700—4.5, at MM 506—0.6.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, turn left, climb to 2000', proceed direct to MEI VOR. Hold NW on R-309, 1-minute right turns or, when directed by ATC, turn left and return to MDA RBn at 2000'.
 NOTE: Take-offs with less than 200-1/4 N.A. on runways 4 and 22.
 No approach lights. Over-run lights and high intensity runway lights only on runway 18-36. Runway 9-27 closed.
 CAUTION: Trees 600 MSL 2 mi. East of airport. 1000' tower 2.5 mi E of airport. 880' tower 4.2 mi SE of airport.
 #500-1 required when glide slope not used.
 Other change: Deletes transition from Meridian LFR.
 City, Meridian; State, Miss.; Airport Name, Key Field; Elev., 297'; Fac. Class., ILS; Ident., I-MEI; Procedure No. ILS-01, Amdt. 5; Eff. Date, 24 Mar. 62; Sup. Amdt. No. 4; Dated, 14 Nov. 59

PROCEDURE CANCELLED, EFFECTIVE MARCH 24, 1962.
 City, Nashville; State, Tenn.; Airport Name, Berry Field; Elev., 605'; Fac. Class., ILS; Ident., IBNA; Procedure No. ILS-20R, Amdt. 4; Eff. Date, 24 Feb. 62; Sup. Amdt. No. 3; Dated, 10 Nov. 56

San Antonio VOR.....	LOM.....	Direct.....	2200	T-dn.....	300-1	300-1	200-1/4
San Antonio RBn.....	ILS SW crs.....	174—3.3.....	2200	C-dn.....	400-1	500-1	*500-1/4
Wetmore Int.....	LOM.....	Direct.....	2200	S-dn-3#.....	200-1/2	200-1/2	200-1/4
San Antonio RBn.....	LOM.....	Direct.....	2200	A-dn.....	600-2	600-2	*600-2
Losoya Int.....	LOM.....	Direct.....	2300				
Collins Int.....	LOM (Final).....	Direct.....	2100				

Radar transition and vectoring authorized in accordance with approved procedures. Radar control will provide 1500' vertical terrain clearance within a 25-nautical-mile radius excluding that area within the control zone (SAT, SKF, RND, and STN) where 1000' vertical clearance will be provided within a 3-mile radius or 500' vertical clearance within a 3- to 5-mile (inclusive) radius of radio towers 2049' MSL 19 mi SE, 1241' MSL 5 mi SSE, 1190' MSL 10 mi SE, and 1107' MSL 3.5 mi SE of airport.
 Procedure turn East side of SW crs, 211° Outbnd, 031° Inbnd, 2200' within 10 mi.
 Minimum altitude at glide slope int inbnd, 2100'.
 Altitude of glide slope and distance to approach end of rny at OM 2050—3.8, at MM 1000—0.6.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, turn left, proceed direct to SAT-VOR climbing to 3300' on R-353 within 20 miles of SAT-VOR or, when directed by ATC, turn right and climb to 3000' on R-158 within 20 miles of SAT-VOR, or climb to 3000' on NE crs of SAT ILS within 20 miles of SA LOM.
 *Runway 17-35 restricted to 2-engine aircraft and smaller.
 #400-1/4 required when glide slope not utilized.
 City, San Antonio; State, Tex.; Airport Name, International; Elev., 808'; Fac. Class., ILS; Ident., I-SAT; Procedure No. ILS-3, Amdt. 20; Eff. Date, 24 Mar. 62; Sup. Amdt. No. 19; Dated, 9 Dec. 61

ILS STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

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	
SAT-VOR.....	LOM.....	Direct.....	3100	T-dn.....	300-1	300-1	200-½
SAT-RBN.....	LOM.....	Direct.....	3100	C-dn.....	400-1	500-1	*500-1
				S-dn-12.....	200-½	200-½	200-½
				A-dn.....	600-2	600-2	*600-2

Radar transition and vectoring authorized in accordance with approved procedures. Radar control will provide 1500' vertical terrain clearance within a 25-nautical-mile radius excluding that area within the control zone (SAT, SKF, RND, and STN) where 1000' vertical clearance will be provided within a 3-mile radius or 500' vertical clearance within a 3- to 5-mile (inclusive) radius of radio towers 2049' MSL 19 mi SE, 1241' MSL 5 mi SSE, 1190' MSL 10 mi SE, and 1107' MSL 3.5 mi SE of airport.

Procedure turn West side of NW crs, 303° Outbnd, 123° Inbnd, 3500' within 10 mi.
 Minimum altitude at glide slope interception inbnd, 2600'.
 Altitude of glide slope and distance to approach end of Rnwy at LOM, 2600'—5.9 mi; at LMM, 1028'—0.5 mi.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, turn right, climb to 3000' on SAT-VOR R-158 within 20 miles.
 *Runway 17-35 restricted to 2-engine aircraft and smaller.
 †Descent below 3500' MSL on final approach to be accomplished utilizing glide slope, or maintain 3500' until inbound from procedure turn.
 City, San Antonio; State, Tex.; Airport Name, International; Elev., 808'; Fac. Class., ILS; Ident., I-ANT; Procedure No. ILS-12, Amdt. 5; Eff. Date, 24 Mar 62; Sup. Amdt. No. 4; Dated 9 Dec. 61

SAT-VOR.....	Wetmore Int.....	Via R-143.....	2500	T-dn.....	300-1	300-1	200-½
SAT-RBN.....	Wetmore Int.....	Via Crs 084°.....	2500	C-dn.....	400-1	500-1	*500-1½
Bracken Int#.....	Wetmore Int (Final)#.....	direct.....	1800	S-dn-21.....	400-1	400-1	400-1
				A-dn.....	800-2	800-2	*800-2

Radar transition and vectoring authorized in accordance with approved procedures. Radar control will provide 1500' vertical terrain clearance within a 25-nautical-mile radius excluding that area within the control zone (SAT, SKF, RND, and STN) where 1000' vertical clearance will be provided within a 3-mile radius or 500' vertical clearance within a 3- to 5-mile (inclusive) radius of radio towers 2049' MSL 19 mi SE, 1241' MSL 5 mi SSE, 1190' MSL 10 mi SE, and 1107' MSL 3.5 mi SE of airport.

Procedure turn West side of NE crs, 031° Outbnd, 211° Inbnd, 3000' within 10 mi.
 No glide slope. No outer marker.
 Minimum altitude over Wetmore Int 1800.
 Distance, Wetmore Int to Rnwy 21, 3.1 mi.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.1 mi after passing Wetmore Int, turn left, climb to 3000' via R-158 within 20 mi or, when directed by ATC, turn right and climb to 3300' via R-353 within 20 mi.
 *Runway 17-35 restricted to 2-engine aircraft and smaller.
 #Maintain 2500' msl until Southwest of Bracken Int on final approach.
 City, San Antonio; State, Tex.; Airport Name, International; Elev. 808'; Fac. Class., ILS; Ident., I-SAT; Procedure No. ILS-21, Amdt. 13; Eff. Date, 24 Mar. 62; Sup. Amdt. No. 12; Dated, 9 Dec. 61

6. The radar procedures prescribed in § 609.500 are amended to read in part:

RADAR STANDARD INSTRUMENT APPROACH PROCEDURE

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 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 for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. 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.

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	
				Surveillance approach			
All directions.....		Within: 15 mi.....	3000	T-dn.....	300-1	300-1	200-½
All directions.....		25 mi.....	5000	C-dn.....	600-1	600-1	600-1½
160°.....	210°.....	10 mi.....	3000	S-dn-14.....	500-1	500-1	500-1
210°.....	160°.....	10 mi.....	2500	S-dn-5 and 23.....	600-1	600-1	600-1
				A-dn.....	800-2	800-2	800-2

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished—

Runway 5: Climb straight ahead to 2500', proceed to LOM, hold NE 1 minute right turn inbound crs 230°.
 Runways 14 and 23: Climb straight ahead to 3000', then proceed direct to CRW VOR, maintain 3000', hold CRW VOR R-192 one minute right turn.
 City, Charleston; State, W. Va.; Airport Name, Kanawha County; Elev., 982'; Fac. Class., and; Ident., Charleston Radar; Procedure No. 1, Amdt. Orig.; Eff. Date, 24 Mar. 62; Sup. Amdt. No. Orig.; Dated,

RADAR STANDARD INSTRUMENT APPROACH PROCEDURE

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 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 for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. 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														Ceiling and visibility minimums			
From	To	Dist.	Alt.	Dist.	Alt.	Dist.	Alt.	Dist.	Alt.	Dist.	Alt.	Dist.	Alt.	Condition	2-engine or less		More than 2-engine, more than 65 knots
															65 knots or less	More than 65 knots	
035	105					15	2000			25	2500				Surveillance approach		
105	165	7.0	2200							25	2500			T-dn.....	300-1	300-1	*300-1/4
165	210					15	2200	20	2500					C-dn.....	400-1	500-1	*500-1/4
210	265			10	2200			20	2500					S-dn.....	400-1	400-1	*400-1
265	330	7.0	2200			15	2700	20	3500					A-dn.....	800-2	800-2	*800-2
330	035	7.0	2200			15	3100	20	3300								*300-2

Bearings are from radar antenna site with sector azimuths progressing clockwise. Radar control will provide 1500' vertical terrain clearance within a 25-nautical-mile radius extending that area within the control zone (SAT, SKF, RND, and STN) where 1000' vertical clearance will be provided within a 3-mile radius or 500' vertical clearance within a 3- to 5-mile (inclusive) radius of radio towers 2049' MSL 19 mi SE, 1241' MSL 5 mi SSE, 1190' MSL 10 mi SE, and 1107' MSL 3.5 mi SE of airport.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished—

Runways 12, 17, and 21: Climb to 3000' via SAT R-158 within 20 miles or, when directed by ATC, climb to 3000' on brng 174° from SAT RBN within 20 miles.

Runways 3, 30, and 35: Climb to 3300' on R-353 SAT-VOR within 20 miles or, when directed by ATC, climb to 3300' on brng 355° from SAT RBN within 20 miles.

*Runway 17-35 restricted to 2-engine aircraft and smaller.

City, San Antonio; State, Tex.; Airport Name, International; Elev., 808'; Fac. Class., and; Ident., San Antonio Radar; Procedure No. 1, Amdt. 4; Eff. Date, 24 Mar. 62; Sup. Amdt. No. 3; Dated, 9 Dec. 61

These procedures shall become effective on the dates specified therein.

(Secs. 313(a), 307(c), 72 Stat. 752, 749; 49 U.S.C. 1354(a), 1348(c))

Issued in Washington, D.C., on February 16, 1962.

G. S. MOORE,
Acting Director, Flight Standards Service.

[F.R. Doc. 62-1779; Filed, Mar. 7, 1962; 8:45 a.m.]

Title 7—AGRICULTURE

Chapter III—Agricultural Research Service, Department of Agriculture

PART 319—FOREIGN QUARANTINE NOTICES

Subpart—Fruits and Vegetables

REVISION OF ADMINISTRATIVE INSTRUCTIONS PRESCRIBING METHOD OF TREATMENT OF MANGOES FROM CENTRAL AMERICA AND WEST INDIES

Pursuant to the authority conferred by § 319.56-2 of the regulations (7 CFR 319.56-2) supplemental to the Fruit and Vegetable Quarantine (Notice of Quarantine No. 56, 7 CFR 319.56), under sections 5 and 9 of the Plant Quarantine Act of 1912 (7 U.S.C. 159, 162), administrative instructions appearing as 7 CFR 319.56-2i are hereby amended to read as follows:

§ 319.56-2i Administrative instructions prescribing method of treatment of mangoes from Central America and the West Indies.

Fumigation with ethylene dibromide upon arrival, in accordance with the procedures described in this section, is hereby authorized as a condition-of-entry treatment for mangoes from Central America and the West Indies offered for entry under permit under § 319.56-2.

(a) *Central America.* As used in this section, the term "Central America" means the southern portion of North America from the southern boundary of Mexico to South America, including

Guatemala, British Honduras, Honduras, El Salvador, Nicaragua, Costa Rica, and Panama.

(b) *West Indies.* As used in this section, the term "West Indies" means the foreign islands lying between North and South America, the Caribbean Sea, and the Atlantic Ocean, including, among others, Cuba, Jamaica, Hispaniola, and the Bahama, Leeward, and Windward Islands, but excluding the chain of islands adjacent and parallel to the north coast of South America (the largest of which are Aruba, Curacao, Bonaire, Tortuga, Margarita, Trinidad, and Tobago).

(c) *Ports of entry.* Mangoes to be offered for entry must be shipped from the country of origin directly to New York or such other North Atlantic ports as may be named in the permit. Furthermore, shipments moving by air must be so routed as to avoid landing at ports south of Baltimore.

(d) *Approved fumigation.* (1) The approved fumigation shall consist of fumigation with ethylene dibromide for 2 hours at normal atmospheric pressure, in a fumigation chamber which has been approved for that purpose by the Plant Quarantine Division. The dosage shall be applied at the following rates:

	Dosage in ounces
	per 1,000 cubic feet
Temperature (° F.):	
80-89.....	12
70-79.....	16
55-69.....	20

The temperature shall be that of the fruit. Cubic feet of space shall be that of the unloaded chamber. The ethylene dibromide must be applied as a liquid and volatilized within the sealed fumiga-

tion chamber in an electrically heated vaporizing pan. The electrically heated vaporizing pan shall be controlled by a switch outside the chamber and shall be equipped with a signal light to indicate when the current is on or off. Fifteen minutes after all liquid ethylene dibromide has been injected into the vaporizing pan inside the fumigation chamber, the electric current for the vaporizing pan must be turned off, and the 2-hour period of exposure shall begin. The gas shall be circulated within the chamber continuously for the 2-hour period by electric fans or blowers. The fans or blowers must be of a capacity to circulate the entire air mass within the chamber in 3 minutes.

(2) Mangoes to be fumigated may be packed in slatted crates or well perforated unwaxed cardboard cartons with wood excelsior packing material. Individually wrapped mangoes are not authorized unless wrappers are approved in advance by the Director of the Plant Quarantine Division. When loaded in the fumigation chamber the crates or containers must be stacked evenly over the floor surface and the crates or containers in a stack shall be separated at least 2 inches on all sides by wooden strips or other means, to insure adequate gas circulation. The chamber shall not be loaded to more than 50 percent of capacity.

(e) *Other conditions.* The unloading of mangoes from the means of conveyance, their delivery to an approved fumigation plant, and the fumigation procedure will be under the supervision of an inspector of the Plant Quarantine

Division. The unloading and delivery and any other handling prior to fumigation shall be conducted in accordance with such safeguard requirements as the inspector may require to prevent the dissemination of injurious insects. Final release of the mangoes for entry into the United States will be conditioned upon compliance with such safeguard requirements and the prescribed regulations.

(f) *Costs.* All costs of treatment and required safeguards and supervision, other than the services of the supervising inspector during regularly assigned hours of duty and at the usual place of duty, shall be borne by the owner of the fruit, or his representative.

(g) *Department not responsible for damage.* The treatment prescribed in paragraph (d) of this section is judged from experimental tests to be safe for use with mangoes. However, the Department assumes no responsibility for any damage sustained through or in the course of such treatment, or compliance with requirements imposed under paragraph (e) of this section.

(Sec. 9, 37 Stat. 318, 7 U.S.C. 162. Interprets or applies sec. 5, 37 Stat. 316; 7 U.S.C. 159)

These administrative instructions shall become effective March 8, 1962.

The major change made by this revision is the provision for ethylene dibromide fumigation of mangoes from Central America in the same manner provided for mangoes from the West Indies. The requirement for precooling of mangoes to 50° F. prior to unloading has been discontinued.

Heretofore the regulations permitted alternate fumigation of mangoes in Cuba as a condition of importation, when supervision could be provided. Importation of all fruit from Cuba is now embargoed under a Presidential proclamation. Accordingly, there is no longer a need for this alternate provision and it has been deleted. Notice and other public procedure, and a 30-day delay with respect to this deletion would be useless. All changes other than that relating to Cuba relieve restrictions heretofore imposed. Therefore, the administrative instructions should be made effective as quickly as possible in order to make these procedures available to affected persons. Accordingly, pursuant to section 4 of the Administrative Procedure Act (5 U.S.C. 1003), it is found upon good cause that notice and other public procedure with respect to these instructions are impracticable and good cause is found for making them effective less than 30 days after publication in the FEDERAL REGISTER.

Done at Washington, D.C., this 5th day of March 1962.

[SEAL] E. P. REAGAN,
Director,
Plant Quarantine Division.

[F.R. Doc. 62-2298; Filed, Mar. 7, 1962; 8:48 a.m.]

Title 13—BUSINESS CREDIT AND ASSISTANCE

Chapter I—Small Business Administration

[Amdt. 5 (Rev. 1)]

PART 108—LOANS TO STATE AND LOCAL DEVELOPMENT COMPANIES

Loan Maturity

The Loans to State and Local Development Companies Regulation (Rev. 1, 26 F.R. 1822) as amended is hereby further amended by:

1. Deleting the word "twenty-five" as it appears in the last sentence of § 108.502-1(i) and inserting in lieu thereof the word "ten". As amended § 108.502-1(i) reads as follows:

§ 108.502-1 Section 502 loans.

(i) *Loan maturity.* The maturity of any loan under this section may not exceed twenty-five years plus such additional period as is estimated may be required to complete construction, conversion or expansion. It shall be the policy of SBA generally, in the case of a lease agreement between a local development company and an identifiable small-business concern, to require that the term of the lease shall not be less than the term of the loan. It shall also

be the policy of SBA generally to require repayment of the loan in equal periodic installments. Extensions or renewals of loans for an additional period not to exceed ten years beyond the stated maturity may be granted by SBA only if such extensions or renewals will aid in the orderly liquidation of such loans.

The foregoing amendment is effective upon publication in the FEDERAL REGISTER.

Dated: February 26, 1962.

JOHN E. HORNE,
Administrator.

[F.R. Doc. 62-2285; Filed, Mar. 7, 1962; 8:47 a.m.]

Chapter III—Area Redevelopment Administration, Department of Commerce

PART 302—DESIGNATION OF REDEVELOPMENT AREAS

Lists of Areas

The regulations of the Area Redevelopment Administration, as published in the FEDERAL REGISTER of October 24, 1961 (26 F.R. 9933-9943), are amended as follows:

1. Section 302.10 *List of areas of Subpart B—Areas Designated Under Section 5(a) of the Act* is amended by adding to the list in that section those areas designated since October 24, 1961, as follows:

State and labor market area	Area definition
Kentucky:	
Elizabethtown.....	Grayson, Hardin, Larue, and Meade Counties.
Louisiana:	
Hammond.....	Tangipahoa Parish.
Michigan:	
Traverse City.....	Grand Traverse, Kalkaska, and Leelanau Counties.
Minnesota:	
Brainerd-Grand Rapids.....	Aitkin, Cass, Crow Wing, and Itasca Counties.
Missouri:	
Flat River.....	Iron, Madison, St. Francois, Ste. Genevieve, and Washington Counties.
New Jersey:	
Paterson-Passaic.....	Passaic County.
New York:	
Schenectady.....	Schenectady County.
North Carolina:	
Henderson-Oxford.....	Franklin, Granville, and Vance Counties.
Pennsylvania:	
Pottsville-Lehighnton.....	Carbon and Schuylkill Counties.
Sharon-Farrell.....	Mercer County.
Puerto Rico:	
Aguadilla.....	Aguada and Aguadilla Municipios.
Arecibo.....	Arecibo, Camuy, and Hatillo Municipios.
Caguas.....	Caguas, Aguas Buenas, Cidra, Gurabo, Juncos, and San Lorenzo Municipios.
Guayama.....	Arroyo, Guayama, and Patillas Municipios.
Tennessee:	
Greeneville.....	Greene County.
Harriman-Rockwood.....	Roane and Morgan Counties.
West Virginia:	
Logan.....	Boone (Washington District) (redefined area includes all of Boone County), Logan and Lincoln (Harts Creek District) Counties.
Wisconsin:	
LaCrosse.....	LaCrosse County.

RULES AND REGULATIONS

2. Section 302.40 List of areas of Subpart D—Areas Designated Under Section 5(b) of the Act is amended by adding to the list in that section those areas designated since October 24, 1961, as follows:

<i>State and County Name</i>	
ALASKA	
Aleutian Islands.....	(Election District No. 14)
Barrow.....	(Election District No. 21)
Bethel.....	(Election District No. 16)
Bristol Bay.....	(Election District No. 15)
Cardova-McCarthy.....	(Election District No. 7)
Fairbanks.....	(Election District No. 19)
Ketchikan.....	(Election District No. 2)
Kobuk.....	(Election District No. 22)
Kodiak.....	(Election District No. 13)
Kuskokwim.....	(Election District No. 17)
Lynn Canal-Icy Straits.....	(Election District No. 6)
Nome.....	(Election District No. 23)
Palmer-Wasilla-Talkeetna.....	(Election District No. 9)
Prince of Wales.....	(Election District No. 1)
Seward.....	(Election District No. 11)
Upper Yukon.....	(Election District No. 20)
Valdez-Chitina-Whittier.....	(Election District No. 8)
Wade Hampton.....	(Election District No. 24)
Wrangell-Petersburg.....	(Election District No. 3)
Yukon-Koyukuk.....	(Election District No. 18)
ALABAMA	
Blount.	Marshall.
Cullman.	Saint Clair.
ARKANSAS	
Calhoun.	Johnson.
Cleburne.	Little River.
Conway.	Perry.
Drew.	Scott.
CALIFORNIA	
Lassen.	Sierra.
Plumas.	Trinity.
San Benito.	
COLORADO	
Alamosa.	Costilla.
Conejos.	
FLORIDA	
Calhoun.	Pasco.
Franklin.	Walton.
Liberty.	
GEORGIA	
Brantley.	Wheeler.
Bryan.	
IDAHO	
Benewah.	Idaho.
Bonner.	Shoshone (A very-Clarkia CCD).
Clearwater.	
ILLINOIS	
Carroll.	Moultrie.
Edwards.	Randolph.
Mercer.	Richland.
Monroe.	

Clay.	
Dearborn.	
Greene.	
Jasper.	
Jennings.	
Lawrence.	
Morgan.	
Pike.	
INDIANA	
Bath.	
Calloway.	
Carlisle.	
Crittenden.	
Fulton.	
Hickman.	
Lyon.	
Menifee.	
KENTUCKY	
Allen.	
Acadia.	
Ascension.	
Evangeline.	
LOUISIANA	
Towns of Crystal, Dyer Brook, Hersey Town, Island Falls, Merrill, Moro Plantation, Oakfield, Sherman, and Smyrna in Aroostook County.	
Towns of Camden, Cushing, Friendship, Hope, Owls Head, Rockport, St. George, South Thomaston, Union, Warren, and Rockland City in Knox County.	
Towns of Boothbay, Boothbay Harbor, and Southport and Waldoboro in Lincoln County.	
Towns of Mount Chase Plantation, Patten, Stacyville, and Town 2, R6, W.E.L.S. (Herseytown) in Penobscot County.	
Piscataquis County.	
MAINE	
Cecil.	
MARYLAND	
Towns of Kingston, Plymouth, and Plympton in Plymouth County.	
MASSACHUSETTS	
Antrim.	
Arenac.	
Charlevoix.	
Cheboygan.	
Emmet.	
Huron.	
Lake.	
Lapeer.	
Livingston.	
Manistee.	
Roseau.	
MICHIGAN	
Franklin.	
Lincoln.	
MINNESOTA	
Franklin.	
Lincoln.	
MISSISSIPPI	
Carter.	
Grundy.	
Lafayette.	
Mercer.	
MISSOURI	
Carbon.	
Deer Lodge.	
MONTANA	
Bladen.	
Carteret.	
Cherokee.	
Clay.	
Columbus.	
NORTH CAROLINA	
Atoka.	
Coal.	
Delaware.	
Grady.	
Haskell.	
Johnson.	
Marshall.	
OKLAHOMA	
Pulaski.	
Scott.	
Spencer.	
Starke.	
Sullivan.	
Vermillion.	
Washington.	
OREGON	
Columbia.	
Hood River.	
Josephine.	
Benton.	
Bledsoe.	
Cocke.	
Cumberland.	
Dickson.	
Fentress.	
Grundy.	
Limestone.	
Beaver.	
Garfield.	
Juab.	
Russell.	
Kittitas.	
Okanogan.	
Grant.	
Hampshire.	
Hardy.	
Lincoln (Except Harts Creek District).	
Morgan.	
Juneau.	
Menominee.	
Big Horn.	
Celiba.	
Fajardo.	
Humacao.	
Las Piedras.	
Luquillo.	
Maunabo.	
Naguabo.	
INDIAN RESERVATION AREAS	
<i>State, Reservation, and County</i>	
New Mexico; Isleta Pueblo; principally in Bernalillo and Valencia Counties.	
New Mexico; Laguna Pueblo; largely Valencia County, plus parts of Bernalillo and Sandoval Counties.	

Sherman.	
Wasco.	
Yamhill.	
TENNESSEE	
Hickman.	
McNairy.	
Putnam.	
Sequatchie.	
Sevier.	
Wayne.	
White.	
TEXAS	
McCulloch.	
UTAH	
Sanpete.	
Summit.	
Wasatch.	
VIRGINIA	
WASHINGTON	
San Juan.	
WEST VIRGINIA	
Pendleton.	
Pocahontas.	
Preston.	
Randolph.	
Roane.	
Tucker.	
WISCONSIN	
Portage.	
WYOMING	
Lincoln.	
PUERTO RICO	
Quebradillas.	
Salinas.	
Trujillo Alto.	
Vega Alto.	
Vega Baja.	
Yabucoa.	
INDIAN RESERVATION AREAS	
<i>State, Reservation, and County</i>	
New Mexico; Isleta Pueblo; principally in Bernalillo and Valencia Counties.	
New Mexico; Laguna Pueblo; largely Valencia County, plus parts of Bernalillo and Sandoval Counties.	

3. Note 1, following the list of areas designated under section 5(b) of the Act, § 302.40, is deleted. It should be further noted that Carbon County, Pennsylvania, to which Note 1 referred, Grayson County, Kentucky, St. Francois and Washington Counties, Missouri, have been designated under Section 5(a) of the Act and have been shifted to § 302.10 of the regulations.

(Secs. 5, 12, Public Law 87-27)

In accordance with the provisions of section 4 of the Administrative Procedure Act (5 U.S.C. 1003) it has been found that notice and hearing on the foregoing §§ 302.10 and 302.40 of Chapter III of Title 13 of the Code of Federal Regulations is unnecessary for the reason that all matters herein relate to agency management and benefits; and for the reason that because of the nature of these rules, such notice and hearing would serve no useful purpose. The pro-

visions of this chapter are effective upon publication in the FEDERAL REGISTER.

Dated: February 23, 1962.

WILLIAM L. BATT, Jr.,
Area Redevelopment Administrator.

[F.R. Doc. 62-2260; Filed, Mar. 7, 1962;
8:45 a.m.]

Title 5—ADMINISTRATIVE PERSONNEL

Chapter I—Civil Service Commission PART 6—EXCEPTIONS FROM THE COMPETITIVE SERVICE

Department of State

Effective upon publication in the FEDERAL REGISTER, subparagraph (6) of paragraph (o) of § 6.302 is amended as set out below.

§ 6.302 Department of State.

- * * * * *
- (o) Policy Planning Council. * * *
- (6) Twelve members.

(R.S. 1753, sec. 2, 22 Stat. 403, as amended;
5 U.S.C. 631, 633)

UNITED STATES CIVIL SERVICE COMMISSION,

[SEAL] MARY V. WENZEL,
Executive Assistant to the Commissioners.

[F.R. Doc. 62-2290; Filed, Mar. 7, 1962;
8:48 a.m.]

Title 16—COMMERCIAL PRACTICES

Chapter I—Federal Trade Commission [Docket 8405 c.o.]

PART 13—PROHIBITED TRADE PRACTICES

L. T. Baldwin and Baldwin Gas Products Co.

Subpart—Advertising falsely or misleadingly: § 13.70 *Fictitious or misleading guarantees*. Subpart—Furnishing means and instrumentalities of misrepresentation or deception: § 13.1055 *Furnishing means and instrumentalities of misrepresentation or deception*. Subpart—Securing orders by deception: § 13.2170 *Securing orders by deception*.

(Sec. 6, 38 Stat. 721; 15 U.S.C. 46. Interpret or apply sec. 5, 38 Stat. 719, as amended; 15 U.S.C. 45) (Cease and desist order, L. T. Baldwin doing business as Baldwin Gas Products Co., St. Louis, Mo., Docket 8405, Oct. 24, 1961)

In the Matter of L. T. Baldwin, an Individual Doing Business as Baldwin Gas Products Company

Consent order requiring a St. Louis, Mo., distributor of water heaters to cease representing falsely in brochures, circulars, and other media, which he also furnished to retailers of his products, that his water heaters were unconditionally guaranteed for 5 years or 1 year

without disclosing that there were various limitations imposed; and to cease using fictitious list prices for proration after the unconditional guarantee period.

The order to cease and desist is as follows:

It is ordered, That respondent L. T. Baldwin, individually and doing business as Baldwin Gas Products Company, or under any other name, and respondent's representatives, agents and employees, directly or through any corporate or other device, in connection with the offering for sale, sale and distribution in commerce, as "commerce" is defined in the Federal Trade Commission Act, of water heaters, or any other product, do forthwith cease and desist from:

1. Representing, directly or by implication, that a product is guaranteed unless the nature and extent of the guarantee and the manner in which the guarantor will perform thereunder are clearly disclosed.

2. Representing, directly or by implication, that a product is sold under a guarantee unless the terms of the guarantee are strictly complied with.

3. Using fictitious list prices or any other fictitious prices in pro rata adjustment of guarantees.

By "Decision of the Commission", etc., report of compliance was required as follows:

It is ordered, That respondent herein shall, within sixty (60) days after service upon him of this order, file with the Commission a report in writing setting forth in detail the manner and form in which he has complied with the order to cease and desist.

Issued: October 24, 1961.

By the Commission.

[SEAL] JOSEPH W. SHEA,
Secretary.

[F.R. Doc. 62-2275; Filed, Mar. 7, 1962;
8:46 a.m.]

Title 33—NAVIGATION AND NAVIGABLE WATERS

Chapter IV—Saint Lawrence Seaway Development Corporation

PART 401—SEAWAY REGULATIONS AND RULES

Subpart A—Regulations

Seaway Regulations and Rules were issued jointly by the Saint Lawrence Seaway Development Corporation and The St. Lawrence Seaway Authority of Canada in 1959 (24 F.R. 2983-2991). Revisions were published in respect to the Regulations and Rules in 1960 (25 F.R. 2206-2217), and in the Rules in 1961 (26 F.R. 2972-2981).

Interested parties have submitted their views and comments since the last revisions. Based on this data, the experience of each agency relating to its operations during the year 1961, and the joint conferences between the Saint Lawrence Seaway Development Corporation and The St. Lawrence Seaway Au-

thority of Canada, Subpart A is hereby amended as set forth below. This subpart contains no major amendments. The amendments consist of minor deletions and additions, and a restatement and renumbering of a few sections. Sections 401.16 to 401.18 relate to that portion of the seaway under the administration of The St. Lawrence Seaway Authority of Canada. They are included herein for information purposes.

The agreement entered into between the United States and Canada provides that the establishment and maintenance of a method of billing and the collection of tolls shall be the responsibility of The St. Lawrence Seaway Authority of Canada, which shall account to the Saint Lawrence Seaway Development Corporation for its share of the total revenue, subject to such collaboration and cooperation on the part of the Corporation as may jointly be determined.

These regulations as revised will govern seaway operations and vessel transits beginning with the 1962 season.

All interested parties who may desire to do so may submit further written comments for consideration by the Corporation in connection with this subpart by filing the same with the General Counsel, Saint Lawrence Seaway Development Corporation, Seaway Circle, Massena, New York.

Subpart A—Regulations

Sec.	
401.1	Short title.
401.2	Definitions.
401.3	Transit of the Seaway.
401.4	Pre-clearance of vessels.
401.5	Condition of vessels.
401.6	Navigation on the Seaway.
401.7	Notice of arrival.
401.8	Passing through.
401.9	Dangerous cargo.
401.10	Documentary evidence.
401.11	Accidents.
401.12	Detention of vessel.
401.13	Removal of obstructions.
401.14	Wintering and laying-up.
401.15	Access to Seaway.
401.16	Summary conviction.
401.17	Violations; detention.
401.18	Seizure and sale.
401.19	Copy of regulations to be kept on board.
401.20	Boarding vessel.
401.21	Discharge of refuse.

NOTE: The numbering of the regulations contained in Subpart A, §§ 401.1 to 401.21 correspond to the Canadian Regulations Nos. 1 to 21.

AUTHORITY: §§ 401.1 to 401.21 issued under 68 Stat. 92-96, 33 U.S.C. 981-990; agreement between the Governments of the United States and of Canada, dated March 9, 1959.

§ 401.1 Short title.

The regulations in this part may be cited as the "Seaway Regulations".

§ 401.2 Definitions.

In these regulations:

(a) "Authority" means the Saint Lawrence Seaway Development Corporation and, where applicable, shall be deemed to include The St. Lawrence Seaway Authority of Canada.

(b) "Navigation season" means the period designated by the Authority for navigation on the Seaway or any portion thereof;

(c) "Officer" means a person employed by the Authority to direct some phase of the operation or use of the Seaway;

(d) "Passing through" means in transit through a lock or through the waters enclosed by the Approach Walls at either end of a lock chamber;

(e) "Pleasure craft" means a vessel, however propelled, that is used exclusively for pleasure and that does not carry passengers who have paid a fare for passage;

(f) "Representative" means the owner or charterer of a vessel or an agent of either of them and includes any person who, in an application for pre-clearance of a vessel, accepts responsibility for payment of the tolls and charges to be assessed against the vessel in respect of transit and wharfage;

(g) "Seaway" means that portion of the deep waterway between the Port of Montreal and Lake Erie that is under the jurisdiction of the Authority and includes all canals and works, whether inside or outside that area, the management, administration and control of which have been entrusted to the Authority;

(h) "Station" means a radio station operated by the Authority;

(i) "Towed" means pushed or pulled through the water;

(j) "Transit" means to use the Seaway or a part of it, either upbound or downbound; and

(k) "Vessel" means any type of craft used as a means of transportation on water.

§ 401.3 Transit of the Seaway.

(a) Except as provided in these regulations, no vessel shall transit.

(b) Subject to these regulations, every vessel that does not exceed seven hundred and fifteen feet in overall length and seventy-two feet in beam may transit during the navigation season.

(c) Subject to these regulations, vessels exceeding seven hundred and fifteen feet in overall length and seventy-two feet in beam, but not exceeding seven hundred and thirty feet in overall length and seventy-five feet in beam or seventy-five feet six inches in extreme breadth including fenders may, with special instructions from the Authority, transit during the navigation season.

(d) No vessel shall transit unless the maximum draft of the vessel does not exceed the draft currently prescribed by the Authority for the part of the Seaway in which the vessel is travelling.

(e) No vessel shall be towed through any part of the Seaway by another vessel or vessels, except in compliance with all conditions prescribed by the Authority in respect of towing and in compliance with any special instructions of an officer.

(f) No pleasure craft of less than twenty feet in overall length, or one ton in weight, shall transit the South Shore, Beauharnois, or Welland Canals.

§ 401.4 Pre-clearance of vessels.

(a) No vessel shall transit:

(1) Until an application for pre-clearance has been made to the Authority by its representative and the

application has been approved by the Authority; or

(2) While its pre-clearance is suspended.

(b) The representative of a vessel may apply to the Authority in the form prescribed by the Authority for pre-clearance of the vessel and shall in each application:

(1) Provide particulars of the ownership and physical characteristics of the vessel; and

(2) Guarantee payment of all tolls and charges that may be incurred by the vessel.

(c) The representative of a vessel shall provide security for the payment of the tolls and charges to be incurred by the vessel.

(d) Where, in the opinion of the Authority, the security provided by the representative is insufficient to secure the tolls and charges incurred or likely to be incurred by a vessel, the Authority may suspend the pre-clearance of the vessel.

(e) No vessel shall transit after:

(1) The expiration of the guarantee endorsed on the application for its pre-clearance; or

(2) The physical characteristics of the vessel described in the application for pre-clearance of the vessel are materially altered by reason of construction or repair, unless an application for a new pre-clearance has been made and approved by the Authority.

(f) Paragraphs (a) to (f) of this section do not apply to pleasure craft of less than three hundred and fifty tons in weight.

§ 401.5 Condition of vessels.

(a) No vessel shall transit unless:

(1) It is properly trimmed and in a condition determined by the Authority or an officer to be safe and satisfactory to it or him; and

(2) It is equipped with such apparatus, equipment or machinery as the Authority deems necessary for safe transit.

(b) An officer may refuse to allow a vessel to transit when, in his opinion:

(1) The vessel, its cargo, equipment or machinery are in such a condition as to prevent safe or expeditious transit by that vessel; or

(2) The vessel is manned with a crew that is incompetent or insufficient in numbers.

(c) Where an officer refuses to allow a vessel to transit, that vessel shall not transit until an officer grants it specific permission to do so.

§ 401.6 Navigation on the Seaway.

(a) Subject to these regulations, the related marine, navigation and shipping laws and regulations of the United States of America, as well as the Canada Shipping Act and the regulations made thereunder, shall apply mutatis mutandis to every vessel in transit.

(b) No vessel shall transit unless it:

(1) Proceeds at a speed that is not in excess of that prescribed by the Authority for that part of the Seaway in which the vessel is travelling;

(2) Complies with all orders given to it by an officer or a station; and

(3) Complies with these regulations and all directions given by the Authority in respect to navigation and passing through.

(c) The Authority assumes no liability in providing aids or things to assist navigation.

(d) Nothing in these regulations shall be construed as derogating from the responsibility of a Master for his vessel and its crew.

§ 401.7 Notice of arrival.

(a) All self-propelled vessels in transit or approaching the Seaway, except pleasure craft of less than sixty-five feet in overall length, shall:

(1) Be on radio-listening watch; and

(2) Give notice of arrival in the manner prescribed by the Authority upon reaching any calling-in point designated by the Authority.

(b) Notice of arrival shall be deemed to have been given when it is acknowledged by a station.

§ 401.8 Passing through.

(a) The crew of a vessel shall assist in the handling and passing through of the vessel in such manner as may be prescribed by the Authority.

(b) Except as authorized by an officer, no person shall go aboard or leave any vessel while the vessel is passing through.

§ 401.9 Dangerous cargo.

(a) No vessel, carrying cargo to which the Dangerous Cargo Act or the regulations issued thereunder or the Dangerous Goods Shipping Regulations made under the Canadian Shipping Act apply, shall transit except with the written permission of the Authority.

(b) No vessel carrying fuel oil, gasoline, other flammable goods or other goods deemed by the Authority to be dangerous shall transit except in accordance with all directions given by the Authority in respect of vessels carrying such goods.

§ 401.10 Documentary evidence.

(a) The representative of a vessel shall, within fourteen days after the vessel first enters the Seaway on any upbound or downbound voyage, furnish to the Authority in the form prescribed by the Authority, a detailed report stating the destination of the vessel and the nature and quantity of its cargo.

(b) All documentary evidence, including inspection certificates, vessel manifests, cargo manifests, crew lists and bills of lading, shall be made available to any officer requiring production of such evidence.

§ 401.11 Accidents.

(a) Where a vessel on the Seaway or approaching the Seaway with intent to transit is involved in an accident resulting in damage to a vessel or its cargo or to property of the Authority or to property on the premises of the Authority, the Master of the vessel shall:

(1) Report the accident immediately to the nearest station; and

(2) If required by an officer, file a written report on the accident.

(b) The representative of a vessel involved in an accident described in para-

graph (a) of this section shall, if required to do so by an officer, furnish such reports or give such assistance for the purpose of investigation as may be required by that officer.

§ 401.12 Detention of vessel.

Where an event results:
 (a) In damage to property of the Authority;
 (b) In damage to goods or cargo stored on property of the Authority; or
 (c) In injury to employees of the Authority,

the vessel causing such damage or injuries may be detained until security satisfactory to the Authority has been provided.

§ 401.13 Removal of obstructions.

The Authority may take such action as it deems necessary to relocate any vessel, cargo or thing that, in its opinion, obstructs or hinders transit of any part of the Seaway.

§ 401.14 Wintering and laying-up.

No vessel shall winter or lay-up within the Seaway except with the written permission of the Authority and subject to the conditions and charges that may be imposed by the Authority.

§ 401.15 Access to Seaway land.

(a) Except as authorized by an officer, no person shall load or unload goods on property of the Authority.

(b) Except as authorized by an officer or by the Shore Traffic Regulations, no person shall enter upon any land or structures of the Authority or swim in any canal or lock area.

§ 401.16¹ Summary conviction.

(a) A person who violates a regulation is guilty of an offense and is liable on summary conviction to a fine not exceeding one thousand dollars.

(b) Every person who:

(1) Handles any vessel contrary to the provisions of these regulations or any directions of the Authority or of an officer given under these regulations;

(2) Is a party to any act described in subparagraph (1) of this paragraph; or
 (3) Is the owner, charterer or master of any vessel by means of which any act described in subparagraph (1) of this paragraph is committed;

shall be deemed to have violated those provisions or directions unless, in any prosecution for such violation, he estab-

lishes that the act in respect of which the prosecution has been commenced, took place without his consent, and that he exercised all due diligence to prevent its commission.

§ 401.17¹ Violations; detention.

(a) An officer may detain a vessel where:

(1) The tolls or charges levied against the vessel have not been paid; or
 (2) A violation of these regulations has taken place in respect of the vessel.

(b) A vessel detained pursuant to subparagraph (1) of paragraph (a) shall be released where the unpaid tolls or charges are paid.

(c) A vessel detained pursuant to subparagraph (2) of paragraph (a) of this section may be released where a sum of money in an amount, determined by the Authority to be the maximum fine that may be imposed for the violation in respect of which the vessel has been detained, is deposited with the Authority as security for the payment of any fine that may be imposed.

(d) Where a sum of money has been deposited pursuant to paragraph (c) of this section, the Authority may:

(1) Return the deposit;
 (2) Hold the deposit in trust as security for the payment of any fine that may be imposed; or

(3) Retain the deposit if the depositor agrees to retention by the Authority of the sum deposited.

(e) Although the master or the representative may have agreed to retention by the Authority of an amount deposited under paragraph (c) of this section, an action may be brought for the recovery of the amount deposited on the ground that there has been no violation of the regulations.

§ 401.18 Seizure and sale.

(a) Where a vessel has been detained pursuant to § 401.17 and payment of the tolls and charges or the fine imposed on conviction has not been made within forty-eight hours after:

(1) The time of detention, in the case of arrears of tolls and charges; or

(2) The imposition of the fine, in the case of conviction, the Authority may direct that the vessel or its cargo or any part thereof be seized.

(b) The Authority may, after giving such notice as it deems reasonable to a representative of the vessel, sell the vessel or cargo seized pursuant to paragraph (a) of this section.

(c) Any amount remaining from the proceeds of a sale held pursuant to paragraph (b) of this section shall, after deduction of the amount due for tolls and charges or the amount of the fine imposed on conviction together with the cost of the detention, seizure and sale, be paid to the owner of the vessel or cargo or the mortgagee thereof, as the case may be.

§ 401.19 Copy of regulations to be kept on board.

A copy of these regulations and rules shall be kept on board every vessel in transit on the Seaway.

§ 401.20 Boarding vessel.

For the purpose of enforcing these regulations, an officer may board any vessel and:

- (a) Examine the vessel or its cargo; and
- (b) Inspect its crew.

§ 401.21 Discharge of refuse.

No vessel in transit shall discharge oil, oil sludge, or other flammable or dangerous substance, or garbage, ashes, ordure, litter, or other materials, and no person shall deposit any such substance or material in waters or on land or structures under the jurisdiction of the Authority.

SAINT LAWRENCE SEAWAY DEVELOPMENT CORPORATION,
 [SEAL] JOSEPH H. McCANN,
 Administrator.

[F.R. Doc. 62-2282; Filed, Mar. 7, 1962; 8:47 a.m.]

Title 41—PUBLIC CONTRACTS

Chapter 9—Atomic Energy Commission

PART 9-51—REVIEW AND APPROVAL OF CONTRACT ACTIONS

Part 9-51 is added to read as follows:

Sec.	
9-51.000	Scope of part.
9-51.001	Definition.
Subpart 9-51.1—Headquarters Review and Approval of Field Office Contract Actions	
9-51.100	Scope of subpart.
9-51.101	General instructions regarding submissions to Headquarters.
9-51.102	Contract actions requiring headquarters review and approval.
9-51.103	Supporting data for contract actions requiring Headquarters advance approval.
9-51.103-1	Negotiation.
9-51.103-2	Formal advertising.
9-51.103-3	Request for renewals and extensions.
9-51.103-4	Questions of contract policy and procedure.
9-51.103-5	Time of submission.
Subpart 9-51.2—Subcontracts Requiring Prior Authorization by AEC	
9-51.200	Scope of subpart.
9-51.201	Types of actions.
Subpart 9-51.3—Other Approval Requirements	
9-51.301	Other approval requirements.
Subpart 9-51.4—Contract and Subcontract Review Requirements	
9-51.400	Scope of subpart.
9-51.401	Applicability.
9-51.402	Responsibilities.
9-51.403	Assignment of review functions.
9-51.403-1	Contract Review Boards.
9-51.403-2	Alternate review procedures.
Subpart 9-51.5—Contracts or Subcontracts Requiring Advance Notice to Headquarters	
9-51.500	Scope of part.
9-51.501	Contracts for electric power.
9-51.502	Contracts for gas.
9-51.503	Contracts let under long term contract authority.

AUTHORITY: §§ 9-51.000 to 9-51.503 issued under sec. 161; 68 Stat. 948; 42 U.S.C. 2201; sec. 205; 63 Stat. 390; 40 U.S.C. 486.

¹ Sections 401.16 to 401.18 relate to that portion of the Seaway under the jurisdiction of the St. Lawrence Seaway Authority of Canada and its obligations. These sections are included herein primarily for the purpose of information.

The agreement entered into between the United States and Canada dated March 9, 1959, provides that the establishment and maintenance of a method of billing and the collection of tolls shall be the responsibility of the St. Lawrence Seaway Authority of Canada, which shall account to the Saint Lawrence Seaway Development Corporation for its share of the total revenue, subject to such collaboration and cooperation on the part of the Corporation as may be jointly determined.

(c) "Officer" means a person employed by the Authority to direct some phase of the operation or use of the Seaway;

(d) "Passing through" means in transit through a lock or through the waters enclosed by the Approach Walls at either end of a lock chamber;

(e) "Pleasure craft" means a vessel, however propelled, that is used exclusively for pleasure and that does not carry passengers who have paid a fare for passage;

(f) "Representative" means the owner or charterer of a vessel or an agent of either of them and includes any person who, in an application for pre-clearance of a vessel, accepts responsibility for payment of the tolls and charges to be assessed against the vessel in respect of transit and wharfage;

(g) "Seaway" means that portion of the deep waterway between the Port of Montreal and Lake Erie that is under the jurisdiction of the Authority and includes all canals and works, whether inside or outside that area, the management, administration and control of which have been entrusted to the Authority;

(h) "Station" means a radio station operated by the Authority;

(i) "Towed" means pushed or pulled through the water;

(j) "Transit" means to use the Seaway or a part of it, either upbound or downbound; and

(k) "Vessel" means any type of craft used as a means of transportation on water.

§ 401.3 Transit of the Seaway.

(a) Except as provided in these regulations, no vessel shall transit.

(b) Subject to these regulations, every vessel that does not exceed seven hundred and fifteen feet in overall length and seventy-two feet in beam may transit during the navigation season.

(c) Subject to these regulations, vessels exceeding seven hundred and fifteen feet in overall length and seventy-two feet in beam, but not exceeding seven hundred and thirty feet in overall length and seventy-five feet in beam or seventy-five feet six inches in extreme breadth including fenders may, with special instructions from the Authority, transit during the navigation season.

(d) No vessel shall transit unless the maximum draft of the vessel does not exceed the draft currently prescribed by the Authority for the part of the Seaway in which the vessel is travelling.

(e) No vessel shall be towed through any part of the Seaway by another vessel or vessels, except in compliance with all conditions prescribed by the Authority in respect of towing and in compliance with any special instructions of an officer.

(f) No pleasure craft of less than twenty feet in overall length, or one ton in weight, shall transit the South Shore, Beauharnois, or Welland Canals.

§ 401.4 Pre-clearance of vessels.

(a) No vessel shall transit:

(1) Until an application for pre-clearance has been made to the Authority by its representative and the

application has been approved by the Authority; or

(2) While its pre-clearance is suspended.

(b) The representative of a vessel may apply to the Authority in the form prescribed by the Authority for pre-clearance of the vessel and shall in each application:

(1) Provide particulars of the ownership and physical characteristics of the vessel; and

(2) Guarantee payment of all tolls and charges that may be incurred by the vessel.

(c) The representative of a vessel shall provide security for the payment of the tolls and charges to be incurred by the vessel.

(d) Where, in the opinion of the Authority, the security provided by the representative is insufficient to secure the tolls and charges incurred or likely to be incurred by a vessel, the Authority may suspend the pre-clearance of the vessel.

(e) No vessel shall transit after:

(1) The expiration of the guarantee endorsed on the application for its pre-clearance; or

(2) The physical characteristics of the vessel described in the application for pre-clearance of the vessel are materially altered by reason of construction or repair, unless an application for a new pre-clearance has been made and approved by the Authority.

(f) Paragraphs (a) to (f) of this section do not apply to pleasure craft of less than three hundred and fifty tons in weight.

§ 401.5 Condition of vessels.

(a) No vessel shall transit unless:

(1) It is properly trimmed and in a condition determined by the Authority or an officer to be safe and satisfactory to it or him; and

(2) It is equipped with such apparatus, equipment or machinery as the Authority deems necessary for safe transit.

(b) An officer may refuse to allow a vessel to transit when, in his opinion:

(1) The vessel, its cargo, equipment or machinery are in such a condition as to prevent safe or expeditious transit by that vessel; or

(2) The vessel is manned with a crew that is incompetent or insufficient in numbers.

(c) Where an officer refuses to allow a vessel to transit, that vessel shall not transit until an officer grants it specific permission to do so.

§ 401.6 Navigation on the Seaway.

(a) Subject to these regulations, the related marine, navigation and shipping laws and regulations of the United States of America, as well as the Canada Shipping Act and the regulations made thereunder, shall apply mutatis mutandis to every vessel in transit.

(b) No vessel shall transit unless it:

(1) Proceeds at a speed that is not in excess of that prescribed by the Authority for that part of the Seaway in which the vessel is travelling;

(2) Complies with all orders given to it by an officer or a station; and

(3) Complies with these regulations and all directions given by the Authority in respect to navigation and passing through.

(c) The Authority assumes no liability in providing aids or things to assist navigation.

(d) Nothing in these regulations shall be construed as derogating from the responsibility of a Master for his vessel and its crew.

§ 401.7 Notice of arrival.

(a) All self-propelled vessels in transit or approaching the Seaway, except pleasure craft of less than sixty-five feet in overall length, shall:

(1) Be on radio-listening watch; and

(2) Give notice of arrival in the manner prescribed by the Authority upon reaching any calling-in point designated by the Authority.

(b) Notice of arrival shall be deemed to have been given when it is acknowledged by a station.

§ 401.8 Passing through.

(a) The crew of a vessel shall assist in the handling and passing through of the vessel in such manner as may be prescribed by the Authority.

(b) Except as authorized by an officer, no person shall go aboard or leave any vessel while the vessel is passing through.

§ 401.9 Dangerous cargo.

(a) No vessel, carrying cargo to which the Dangerous Cargo Act or the regulations issued thereunder or the Dangerous Goods Shipping Regulations made under the Canadian Shipping Act apply, shall transit except with the written permission of the Authority.

(b) No vessel carrying fuel oil, gasoline, other flammable goods or other goods deemed by the Authority to be dangerous shall transit except in accordance with all directions given by the Authority in respect of vessels carrying such goods.

§ 401.10 Documentary evidence.

(a) The representative of a vessel shall, within fourteen days after the vessel first enters the Seaway on any upbound or downbound voyage, furnish to the Authority in the form prescribed by the Authority, a detailed report stating the destination of the vessel and the nature and quantity of its cargo.

(b) All documentary evidence, including inspection certificates, vessel manifests, cargo manifests, crew lists and bills of lading, shall be made available to any officer requiring production of such evidence.

§ 401.11 Accidents.

(a) Where a vessel on the Seaway or approaching the Seaway with intent to transit is involved in an accident resulting in damage to a vessel or its cargo or to property of the Authority or to property on the premises of the Authority, the Master of the vessel shall:

(1) Report the accident immediately to the nearest station; and

(2) If required by an officer, file a written report on the accident.

(b) The representative of a vessel involved in an accident described in para-

graph (a) of this section shall, if required to do so by an officer, furnish such reports or give such assistance for the purpose of investigation as may be required by that officer.

§ 401.12 Detention of vessel.

Where an accident results:

- (a) In damage to property of the Authority;
- (b) In damage to goods or cargo stored on property of the Authority; or
- (c) In injury to employees of the Authority.

the vessel causing such damage or injuries may be detained until security satisfactory to the Authority has been provided.

§ 401.13 Removal of obstructions.

The Authority may take such action as it deems necessary to relocate any vessel, cargo or thing that, in its opinion, obstructs or hinders transit of any part of the Seaway.

§ 401.14 Wintering and laying-up.

No vessel shall winter or lay-up within the Seaway except with the written permission of the Authority and subject to the conditions and charges that may be imposed by the Authority.

§ 401.15 Access to Seaway land.

(a) Except as authorized by an officer, no person shall load or unload goods on property of the Authority.

(b) Except as authorized by an officer or by the Shore Traffic Regulations, no person shall enter upon any land or structures of the Authority or swim in any canal or lock area.

§ 401.16¹ Summary conviction.

(a) A person who violates a regulation is guilty of an offense and is liable on summary conviction to a fine not exceeding one thousand dollars.

(b) Every person who:

- (1) Handles any vessel contrary to the provisions of these regulations or any directions of the Authority or of an officer given under these regulations;
- (2) Is a party to any act described in subparagraph (1) of this paragraph; or
- (3) Is the owner, charterer or master of any vessel by means of which any act described in subparagraph (1) of this paragraph is committed;

shall be deemed to have violated those provisions or directions unless, in any prosecution for such violation, he estab-

lishes that the act in respect of which the prosecution has been commenced, took place without his consent, and that he exercised all due diligence to prevent its commission.

§ 401.17¹ Violations; detention.

(a) An officer may detain a vessel where:

- (1) The tolls or charges levied against the vessel have not been paid; or
 - (2) A violation of these regulations has taken place in respect of the vessel.
- (b) A vessel detained pursuant to subparagraph (1) of paragraph (a) shall be released where the unpaid tolls or charges are paid.

(c) A vessel detained pursuant to subparagraph (2) of paragraph (a) of this section may be released where a sum of money in an amount, determined by the Authority to be the maximum fine that may be imposed for the violation in respect of which the vessel has been detained, is deposited with the Authority as security for the payment of any fine that may be imposed.

(d) Where a sum of money has been deposited pursuant to paragraph (c) of this section, the Authority may:

- (1) Return the deposit;
- (2) Hold the deposit in trust as security for the payment of any fine that may be imposed; or
- (3) Retain the deposit if the depositor agrees to retention by the Authority of the sum deposited.

(e) Although the master or the representative may have agreed to retention by the Authority of an amount deposited under paragraph (c) of this section, an action may be brought for the recovery of the amount deposited on the ground that there has been no violation of the regulations.

§ 401.18 Seizure and sale.

(a) Where a vessel has been detained pursuant to § 401.17 and payment of the tolls and charges or the fine imposed on conviction has not been made within forty-eight hours after:

- (1) The time of detention, in the case of arrears of tolls and charges; or
- (2) The imposition of the fine, in the case of conviction, the Authority may direct that the vessel or its cargo or any part thereof be seized.

(b) The Authority may, after giving such notice as it deems reasonable to a representative of the vessel, sell the vessel or cargo seized pursuant to paragraph (a) of this section.

(c) Any amount remaining from the proceeds of a sale held pursuant to paragraph (b) of this section shall, after deduction of the amount due for tolls and charges or the amount of the fine imposed on conviction together with the cost of the detention, seizure and sale, be paid to the owner of the vessel or cargo or the mortgagee thereof, as the case may be.

§ 401.19 Copy of regulations to be kept on board.

A copy of these regulations and rules shall be kept on board every vessel in transit on the Seaway.

§ 401.20 Boarding vessel.

For the purpose of enforcing these regulations, an officer may board any vessel and:

- (a) Examine the vessel or its cargo; and
- (b) Inspect its crew.

§ 401.21 Discharge of refuse.

No vessel in transit shall discharge oil, oil sludge, or other flammable or dangerous substance, or garbage, ashes, ordure, litter, or other materials, and no person shall deposit any such substance or material in waters or on land or structures under the jurisdiction of the Authority.

SAINT LAWRENCE SEAWAY DEVELOPMENT CORPORATION,
[SEAL] JOSEPH H. MCCANN,
Administrator.

[F.R. Doc. 62-2282; Filed, Mar. 7, 1962; 8:47 a.m.]

Title 41—PUBLIC CONTRACTS

Chapter 9—Atomic Energy Commission

PART 9-51—REVIEW AND APPROVAL OF CONTRACT ACTIONS

Part 9-51 is added to read as follows:

Sec.	
9-51.000	Scope of part.
9-51.001	Definition.
Subpart 9-51.1—Headquarters Review and Approval of Field Office Contract Actions	
9-51.100	Scope of subpart.
9-51.101	General instructions regarding submissions to Headquarters.
9-51.102	Contract actions requiring headquarters review and approval.
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9-51.103-1	Negotiation.
9-51.103-2	Formal advertising.
9-51.103-3	Request for renewals and extensions.
9-51.103-4	Questions of contract policy and procedure.
9-51.103-5	Time of submission.
Subpart 9-51.2—Subcontracts Requiring Prior Authorization by AEC	
9-51.200	Scope of subpart.
9-51.201	Types of actions.
Subpart 9-51.3—Other Approval Requirements	
9-51.301	Other approval requirements.
Subpart 9-51.4—Contract and Subcontract Review Requirements	
9-51.400	Scope of subpart.
9-51.401	Applicability.
9-51.402	Responsibilities.
9-51.403	Assignment of review functions.
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AUTHORITY: §§ 9-51.000 to 9-51.503 issued under sec. 161; 68 Stat. 948; 42 U.S.C. 2201; sec. 205; 63 Stat. 390; 40 U.S.C. 486.

¹Sections 401.16 to 401.18 relate to that portion of the Seaway under the jurisdiction of the St. Lawrence Seaway Authority of Canada and its obligations. These sections are included herein primarily for the purpose of information.

The agreement entered into between the United States and Canada dated March 9, 1959, provides that the establishment and maintenance of a method of billing and the collection of tolls shall be the responsibility of the St. Lawrence Seaway Authority of Canada, which shall account to the Saint Lawrence Seaway Development Corporation for its share of the total revenue, subject to such collaboration and cooperation on the part of the Corporation as may be jointly determined.

§ 9-51.000 Scope of part.

This part sets forth administrative requirements for the review and approval of certain contract actions, exclusive of Contractor Selection (AECM 9131).

§ 9-51.001 Definition.

(a) For the purpose of this part, the term "Contract Actions" includes:

(1) Actions relating to the letting of contracts, subcontracts, agreements with other governmental agencies, and subsequent modifications, extensions, and terminations thereof.

(2) Questions of contract policy or procedure which arise in the course of contract negotiation and administration.

(b) For the purpose of this part, the term "Contract Actions" does not include administrative functions associated with contract administration, such as the development, interpretation and modification of contract cost principles, financial plan and budget operations, labor relations, safety, security, audit, salary and wage administration, foreign travel, programmatic matters (program scope, technical requirements or specifications, project schedules, etc.), and the administration of construction activities. Such matters are handled directly between Field Offices and the Headquarters Division or Office having cognizance over the matter involved.

Subpart 9-51.1—Headquarters Review and Approval of Field Office Contract Actions**§ 9-51.100 Scope of subpart.**

This subpart sets forth the administrative requirements for Headquarters review and approval of Field Office contract actions.

§ 9-51.101 General instructions regarding submissions to Headquarters.

(a) The Field Offices at Chicago, Hanford, Idaho, New York, Oak Ridge, Savannah River, San Francisco, Albuquerque, and the Brookhaven Office will communicate directly with the Director, Division of Contracts, on all contract actions requiring Headquarters' consideration.

(b) The Field Offices at Schenectady and Pittsburgh will communicate directly with the Manager, Naval Reactors, Division of Reactor Development, concerning contract actions requiring Headquarters' consideration.

(c) The Grand Junction Office will communicate directly with the Division of Raw Materials on contract actions requiring Headquarters' consideration.

(d) Contract actions requiring Headquarters' review and approval shall be submitted to Headquarters sufficiently in advance of the proposed date for final action by the Field Office to permit an orderly study and analysis of the proposed contract action. Requests for approval of contracts and subcontracts shall be accompanied by six copies of the proposed contract document together with the required supporting data, also in sextuplicate.

§ 9-51.102 Contract actions requiring Headquarters' review and approval.

(a) Contract actions requiring the advance attention of the General Manager and Commission. Managers of Field Offices will submit the following contract actions for advance Headquarters' approval:

(1) Contract actions involving estimated costs for the contract period in excess of \$10,000,000 shall be subject to Commission approval. A modification to an existing contract which has the effect of bringing the total amount of the contract in excess of \$10,000,000 will be brought to the attention of the Commission for its information.

(2) All contractual matters of a new or unusual nature, or matters likely to provoke unusual public interest, and all prime contracts with foreign parties in excess of \$300,000 are brought to the Commission's attention prior to approval.

(b) Contract actions in excess of authority delegated to Managers of Field Offices, requiring advance Headquarters' review and approval. Managers of Field Offices will submit contract actions in excess of authority delegated to them for advance Headquarters' approval, including:

(1) Preliminary contractual agreements when there is reason to believe that the resulting contract or subcontract may exceed delegated authority.

(2) Any proposed contract or subcontract which by the exercise of any option or options therein would exceed delegated authority.

(3) Any proposed contract or subcontract, regardless of amount, which in the opinion of the Manager of the Field Office will, as a result of extension, follow-on work, or otherwise increase the contract or subcontract, or lead to a contract or subcontract with the same contractor, in an amount in excess of his delegated authority.

(4) Extension or modification which within itself includes increases in excess of delegated authority.

(5) Extension or modification which has the effect of increasing the total amount of the basic contract or subcontract and all prior modifications, if any, to an amount in excess of \$10,000,000.

(c) Other contract actions requiring advance Headquarters' approval. Managers of Field Offices will submit requests for the extension of operating and on-site service-type contracts and for deviation from prescribed contract policy for advance Headquarters' approval.

(d) Managers of Field Offices will submit to Headquarters for information after execution any contract action for which advance Headquarters' approval is not required, but which has the effect of increasing the total amount of the basic contract or subcontract and all prior modifications, if any, to an amount in excess of the authority delegated to Managers of Field Offices.

(e) Modifications to contracts or subcontracts previously approved by Headquarters need not be submitted for

Headquarters consideration when they involve only periodic modifications (1) to establish scope and/or estimated costs within the approved general scope and fixed fees, provided the fee negotiated is within the allowable fee limits of AEC fee policy or (2) to increase (or decrease) the funds obligated or the contractual limitations on expenditures, when funds for such purposes have been allotted and set forth in approved financial plans.

§ 9-51.103 Supporting data for contract actions requiring Headquarters' advance approval.**§ 9-51.103-1 Negotiation.**

Requests for approval of contracts and subcontracts to be entered into as a result of negotiation shall be accompanied by the information required by § 9-55.102.

§ 9-51.103-2 Formal advertising.

Requests for approval of contracts and subcontracts to be entered into as a result of formal advertising shall be accompanied by:

(a) Copy of the invitation to bid and any supplements;

(b) A list of persons or firms invited to bid;

(c) Information relating to posting or publishing notices of the invitation and copies of all paid advertisements, if any were used;

(d) Copy of abstract of bids;

(e) An evaluation of the reasonableness of the low bid accepted including a comparison with the independent government cost estimate, if applicable;

(f) Copy of bid received from contractor to whom award is proposed; and

(g) If award is proposed to be made to other than the lowest bidder, a complete statement of the reasons therefor.

§ 9-51.103.3 Requests for renewals and extensions.

Requests for the renewal or extension of contracts or subcontracts which require Headquarters' approval shall be accompanied by:

(a) Summary description of scope of work, and brief listing of some of the important projects which have been handled under this contract. A list of any important projects planned for assignment in the future should be included.

(b) A short statement concerning adequacy of contractor performance. The last annual management appraisal should be summarized and incorporated in the submission.

(c) A summary of the major contract provisions of the existing contract should be attached as an appendix with particular attention to indemnity, patents, conduct of work (control over work) and termination, as well as those which deviate from current AEC policies.

(d) Indicate cost level and fee (or management allowance) over past term and expected cost level in the future.

(e) Include an outline of the principal issues to be negotiated with arguments pro and con, as well as the AEC recommended position.

(f) A brief discussion of the possibilities of obtaining a suitable replacement contractor, where appropriate.

(g) Reference to the specific standard contract clauses (FPR, AECPR or AECM, as appropriate) to be used in the proposed contractual document, together with a draft of suggested deviations, if any, from other applicable standard clauses, with full justification for such any proposed deviations and the text of proposed contract provisions not covered by standard clauses.

(h) Other appropriate recommendations, if any, supported by adequate justification.

§ 9-51.103.4 Questions of contract policy and procedure.

Questions of contract policy and procedure which arise in the course of contract negotiation and administration on which Headquarters' consideration is required or desired by the field office shall be accompanied by sufficient information to permit adequate review and analysis of the problem involved.

§ 9-51.103.5 Time of submission.

Requests for approval of contractual documents shall be submitted and approval shall be obtained prior to execution by either party.

Subpart 9-51.2—Subcontracts Requiring Prior Authorization by AEC

§ 9-51.200 Scope of subpart.

This subpart sets forth the requirement for AEC approval of cost-type contractors' procurement actions.

§ 9-51.201 Types of actions.

Managers of Field Offices shall require cost-type contractors to obtain the approval of AEC prior to entering into any subcontracts or purchase orders within the following categories:

(a) *Operation of production facilities.* Approval shall be required prior to entering into any subcontract for the operation of production facilities as described in Section 41 of the Atomic Energy Act of 1954.

(b) *Specified materials, equipment, or services.* Managers of Field Offices shall take such action as may be required to insure compliance with the procedure for purchases from contractor-controlled sources or the procurement of specific items, or classes of items which by the terms of the contract may require AEC approval.

(c) *Specified types of procurements.* Approval shall be required prior to entering into subcontracts in excess of \$500 on a cost, cost-plus-a-fixed-fee or time and material basis.

(d) *Specified dollar amounts.* Approval shall be required prior to entering into subcontracts or purchase orders above specified dollar amounts. Dollar limits will be established at the discretion of Managers of Field Offices, taking into consideration such factors as the nature of work under each contract, the estimated cost of work under the contract, the contractor's procurement organization, other controls exercised over the contractor's procurement operations, and policies with respect to ap-

provals established by Headquarters or Field Offices. Except as provided in paragraph (e) of this section, limits in excess of the following dollar amounts shall not be established under:

- (1) Construction and architect-engineer contracts..... \$10,000
- (2) Off-site research and development contracts..... 5,000
- (3) All other contracts..... 25,000

(e) *Exceptions.* In the event a Manager of a Field Office determines (1) that application of any limitations established in this section would impair the AEC program of the Field Office concerned or would be impracticable of application under the circumstances or (2) that it would be in the best interests of the Government to establish less stringent limitations, the determination with supporting data shall be submitted to Headquarters for approval.

(f) *Emergency approvals.* Managers of Field Offices may, in their discretion, give oral approval (or approval by telephone or teletype) to any subcontract or purchase order requiring AEC approval under this § 9-51.201 in instances of compelling or unusual urgency, such as circumstances under which an AEC program would be seriously hampered or delayed if supplies or services are not obtained by a certain date and time does not permit the obtaining of formal approval. Such emergency approvals shall be confirmed in writing.

Subpart 9-51.3—Other Approval Requirements

§ 9-51.301 Other approval requirements.

Nothing in this Part 9-51 shall be construed as precluding the establishment of additional approval requirements by Headquarters or Managers of Field Offices with respect to contracts or subcontracts under their jurisdiction.

Subpart 9-51.4—Contract and Subcontract Review Requirements

§ 9-51.400 Scope of subpart.

This subpart sets forth the administrative requirement for independent review of proposed contracts and subcontracts.

§ 9-51.401 Applicability.

All contracts and subcontracts under cost-type contractors, in excess of \$100,000 shall be reviewed in conformance with this subpart. Such reviews shall be made prior to award in all cases.

§ 9-51.402 Responsibilities.

Each Manager of a Field Office shall establish procedures in accordance with this subpart providing for an independent review of proposed contract and subcontract actions and to review termination settlements.

§ 9-51.403 Assignment of review functions.

Responsibility for independent review of contract and subcontract actions shall be assigned to a Contract Review Board established under § 9-51.403-1, or such independent review shall be accom-

plished under the alternate review procedures set forth in § 9-51.403-2.

§ 9-51.403-1 Contract Review Boards.

(a) *Organization.* Each Contract Review Board shall consist of not less than three members with broad business and contracting experience. A majority of representatives on each Board shall be permanent board members. Other members may be drawn from panels of designated persons as may be appropriate for cases under consideration. To the extent practicable, no person shall serve as a member of a Contract Review Board in reviewing a contract action in which he has participated, or a contractor selection (AECM 9131), unless such action is subject to approval under § 9-51.102, or the Manager of the Field Office shall determine that his participation in the review of the particular contract provides continuity of experience or is otherwise in the best interest of the Government. The Chairman of each Board in a Field Office shall be designated by the Manager of the Field Office concerned and each Board shall be furnished with such staff assistance as may be requested by the Board and approved by the Manager of the Field Office. Contract Review Boards may be assigned additional functions at the discretion of Managers of Field Offices provided such functions are related to procurement and are not inconsistent with the Board's responsibility as set forth in this chapter.

(b) *Purpose of review.* In negotiated procurements, the primary function of contract review is to provide an independent review and analysis of contract and subcontract actions for the purpose of determining whether the negotiations (1) were competently conducted, (2) were based on adequate information, (3) were in conformance with established policies and procedures, and (4) resulted in a contract or subcontract (i) with a responsible contractor (AECPR 9-1.310) and (ii) that adequately protects the interest of the Government, including the reasonableness of the fixed fee or profit (if any) in cost-type procurements, the reasonableness of price in fixed price-type contracts or subcontracts including the reasonableness of intermediate or final repricing due to price redetermination, escalation, etc., with comparison of the proposed price with the independent government cost estimate, if applicable. With respect to awards resulting from formal advertising, review will include such matters as determining the responsibility of the contractor (AECPR 9-1.310), the reasonableness of the price of the proposed award, including comparison with the independent government cost estimate, if applicable, the adequacy of competition, the advisability of rejecting all bids and re-advertising or negotiating, and in the case of a proposed award to other than the low bidder, whether such action is in the best interest of the Government.

(c) *Method and extent of review.* When review is required by this Part 9-51 or for termination settlements, the negotiator or purchasing officer (or contract administrator in the case of sub-

contracts) shall submit a statement justifying the proposed action with such detailed information as may be required for an adequate review. Procedures for the submission of such statements shall be issued by each Field Office. Contract Review Boards shall determine the overall reasonableness of proposed actions from the standpoint of protecting the interests of the Government. Such Boards may vary the scope and extent of reviews according to the size and complexity of individual cases and other relevant factors.

(d) *Results of review.* Contract Review Boards shall document the scope and extent of the review and submit written recommendations to Managers of Field Offices (or to such other approving officials as may be appropriate) on each proposed contract or subcontract action reviewed. In the event the approving official departs from the recommendation of the review board, the basis for such action shall be appropriately documented in the files.

§ 9-51.403-2 Alternate review procedures.

Where it is impracticable to establish a Contract Review Board, or where additional procedures are appropriate to supplement a Contract Review Board, the following procedures shall be followed:

(a) *For procurement effected through competition.* Contracts and subcontracts to be entered into as a result of formal advertising and subcontracts which meet the criteria established in § 9-55.102-3 may be reviewed by such alternate procedures as may be prescribed by Managers of Field Offices.

(b) *For procurement effected by negotiation.* Contracts and subcontracts other than those covered in paragraph (a) of this section may be reviewed by such alternate procedures as may be prescribed by Managers of Field Offices provided:

(1) In the judgment of the Manager of the Field Office concerned, supplemental procedures are necessary, or it is impracticable to establish a Contract Review Board as set forth in § 9-51.403-1;

(2) The alternate procedures assure an adequate independent review of contract and subcontract actions; and

(3) The following principles are observed in establishing the alternate procedures:

(i) Contract or subcontract actions requiring review under a Field Office (or Area Office with respect to contract or subcontract actions within the approval authority of an Area Manager in those instances where Area Managers have been delegated contracting or approving authority in excess of \$100,000) to the fullest extent practicable shall be reviewed by the same reviewers regardless of the nature of the work under the individual contracts in order to assure continuity of experience and uniformity of treatment.

(ii) Reviewers shall have a broad background of business and contracting experience in private industry or government.

(iii) Advice in specialized fields such as engineering, law, and accounting shall be readily available to the reviewers.

(iv) Reviewers shall not negotiate or assist in the negotiation of any contract or subcontract, including contractor selection (AECM 9131), except when the contract or subcontract shall be subject to approval under § 9-51.102, or where the approving authority shall determine that the reviewer's participation provides continuity of experience or is otherwise in the best interest of the Government.

(e) The requirement of § 9-51.403-1 (b), (c), and (d), with respect to Contract Review Boards shall be met.

Subpart 9-51.5—Contracts or Subcontracts Requiring Advance Notice

§ 9-51.500 Scope of subpart.

Notice of intent to enter into contracts or subcontracts within the categories set forth below shall be required as indicated therein. These requirements are not established for approval purposes but are for information only.

§ 9-51.501 Contracts for electric power.

Proposed contracts or subcontracts for the supplying of electric power shall be reported by Managers of Operations to the Division Director concerned unless all the following conditions exist:

(a) The requirement is for a maximum demand of less than 5,000 kilowatts for which service is available or can be made available;

(b) The power is to be furnished at rates, terms, and conditions of an established rate schedule approved by the State public service commission having jurisdiction;

(c) Power is to be furnished without a contribution to the service, or an advance or special payment of any kind (including provisions covering payments in the event of cancellation prior to expiration date) by or on behalf of AEC, other than a contribution or payment required by an approved rate schedule under (b), above; and

(d) The estimated cost of the power does not exceed \$500,000 per year during the life of the proposed contract or subcontract.

§ 9-51.502 Contracts for gas.

Proposed contracts or subcontracts for the supplying of natural or manufactured gas shall be reported by Managers of Operations to the Division Director concerned unless all of the following conditions exist:

(a) The gas is to be furnished at rates, terms, and conditions of an established rate schedule approved by the State public service commission having jurisdiction;

(b) The gas is to be furnished without a contribution to the service or an advance or special payment of any kind (including provisions covering payments in the event of cancellation prior to expiration date) by or on behalf of AEC;

(c) The gas is to be furnished without an investment by AEC in facilities to be installed off the property, other than a contribution or payment required by an

approved rate schedule under (a) above; and

(d) The estimated annual cost of the gas does not exceed \$120,000 per year during the life of the proposed contract or subcontract.

§ 9-51.503 Contracts let under long term contract authority.

Managers of Field Offices shall advise the Controller, with a copy to the Director, Division of Contracts, of any intent to utilize the long term contract authority provided by subsection U, section 161 of the Atomic Energy Act of 1954 as amended by Public Law 85-681 (72 Stat. 633). Such advance notice should be provided at an early stage of planning on any such proposed contract action.

Effective date. These regulations are effective upon publication in the FEDERAL REGISTER.

Dated at Germantown, Md., this 27th day of February 1962.

For the Atomic Energy Commission.

A. R. LUEDECKE,
General Manager.

[F.R. Doc. 62-2261; Filed, Mar. 7, 1962; 8:45 a.m.]

Title 50—WILDLIFE AND FISHERIES

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

PART 33—SPORT FISHING

Swan Lake National Wildlife Refuge, Missouri

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

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

MISSOURI

SWAN LAKE NATIONAL WILDLIFE REFUGE

Sport fishing on the Swan Lake National Wildlife Refuge, Missouri, is permitted only on the areas designated by signs as open to fishing. This open area, comprising 3,600 acres or 80 percent of the total water area of the refuge, is delineated on a map available at the refuge headquarters and from the office of the Regional Director, Bureau of Sport Fisheries and Wildlife, 1006 West Lake Street, Minneapolis 8, Minnesota. Sport fishing is subject to the following conditions:

(a) Species permitted to be taken: Crappies, channel cat, black bass, buffalo, shad and other minor species as permitted by State regulations.

(b) Open season: April 1, 1962, through September 10, 1962; daylight hours only.

(c) Daily creel limits: Crappies, 30; channel cat, 10; black bass, 10; buffalo and shad, no limit except 25 pounds plus one fish; creel limits for other minor

species as prescribed by State regulations.

(d) Methods of fishing:

(1) Pole and line, trotline, throwline, limblime, bankline, jig or block line, artificial lures, hooks and bait are permitted; game fish may not be used for bait. No more than three unlabeled poles or more than thirty-three (33) hooks in the aggregate, may be used by any person at one time. Hooks may not be left unattended for more than 24 hours while in use. Hooks attached to throwlines or trotlines shall be staged not less than 2 feet apart. Trotlines and throwlines may not be attached together. Minnow traps, trotlines, throwlines, limblines, banklines, and liveboxes shall be plainly labeled with the owner's name and address.

(2) No person shall use any electrical device, explosive, poison or chemical to kill, or stupefy fish, or take or attempt to take fish by rock or hand fishing, with or without hook.

(3) The use of boats, canoes, and similar floating devices, without motors, is permitted.

(4) See applicable State regulations for additional details on methods of fishing.

(e) Other provisions:

(1) The provisions of this special regulation supplement the regulations which govern fishing on wildlife refuge areas generally which are set forth in Title 50, Code of Federal Regulations, Part 33.

(2) A Federal permit is not required to enter the public fishing area.

(3) The provisions of this special regulation are effective to September 11, 1962.

R. W. BURWELL,
*Regional Director, Bureau of
Sport Fisheries and Wildlife.*

MARCH 1, 1962.

[F.R. Doc. 62-2276; Filed, Mar. 7, 1962;
8:46 a.m.]

Proposed Rule Making

DEPARTMENT OF LABOR

Division of Public Contracts

[41 CFR Part 50-202]

MEN'S HAT AND CAP INDUSTRY IN PUERTO RICO

Proposed Minimum Wages

Effective September 25, 1961, I determined that, except in particular or similar industries for which a higher prevailing minimum wage has been determined, \$1.15 per hour is the prevailing minimum wage in all those groups of industries currently operating in each locality in which the materials, supplies, articles, or equipment are to be manufactured or furnished under any contract subject to the Walsh-Healey Public Contracts Act (41 CFR 50-202.2; 26 F.R. 9042).

This determination is applicable to that industry which manufactures or furnishes men's cloth hats and caps and cap covers. Though it has been my policy heretofore not to enforce this determination in Puerto Rico and the Virgin Islands, I have been advised that, with respect to this particular industry, the nonenforcement policy has operated unfairly to the disadvantage of mainland industry and labor. I propose, therefore, henceforth to enforce this determination in Puerto Rico and the Virgin Islands with respect to future contracts for products of this industry.

Any person adversely affected or aggrieved by this proposal (who shall be deemed to include any manufacturer of, or regular dealer in men's cloth hats and caps and cap covers purchased or to be purchased by the Government of the United States from any source in Puerto Rico or the Virgin Islands, and any employee or representative of employees of any such person) may request an opportunity for a hearing upon timely application as hereinafter provided.

Any such hearing will be limited to whether any reason should preclude enforcement of the \$1.15 minimum wage determination applicable to this industry.

Any application for such a hearing shall be in writing, filed in quadruplicate (original and three copies) with the Administrator of the Wage and Hour and Public Contracts Divisions at the United States Department of Labor, Constitution Avenue and Fourteenth Street NW., Washington 25, D.C., within 30 days after this notice is filed for publication with the Officer of the Federal Register. It shall state each of the applicant's contentions regarding the issues set out in the preceding paragraph. The application, and each copy thereof, shall be accompanied by a copy of each document intended to be introduced in evidence, an identification of each witness intended to be called, a summary of the expected testimony of such witness, the name and address of the counsel or other representative selected to present such evi-

dence, and an estimate of the time the presentation may require.

The time and place of any hearing will be published in the FEDERAL REGISTER if, and after, applications are received. The procedure will be governed by sections 7 and 8 of the Administrative Procedure Act (5 U.S.C. 1006 and 1007), and 41 CFR Part 50-203, Subpart C, as recently amended (26 F.R. 8945), and the applicable provisions of the Walsh-Healey Public Contracts Act (41 U.S.C. 35 et seq.).

Signed at Washington, D.C., this 5th day of March 1962.

ARTHUR J. GOLDBERG,
Secretary of Labor.

[F.R. Doc. 62-2297; Filed, Mar. 7, 1962;
8:48 a.m.]

FEDERAL AVIATION AGENCY

[14 CFR Part 601]

[Airspace Docket No. 62-KC-2]

CONTROLLED AIRSPACE

Proposed Alteration of Control Zone

Pursuant to the authority delegated to me by the Administrator (14 CFR 409.13), notice is hereby given that the Federal Aviation Agency is considering an amendment to § 601.2319 of the regulations of the Administrator, the substance of which is stated below.

The Kalamazoo, Mich., control zone is presently designated within a 5-mile radius of the Kalamazoo Airport, within 2 miles either side of the 039° True radial of the Kalamazoo VOR extending from the 5-mile radius zone to 12 miles northeast of the VOR and within 2 miles either side of the 143° True radial of the Kalamazoo VOR extending from the 5-mile radius zone to 12 miles southeast of the VOR, during the period from 0700 to 2300 hours local standard time, daily.

The Federal Aviation Agency has under consideration alteration of the Kalamazoo control zone by realigning the two control zone extensions to coincide with the final approach courses specified in the revised prescribed instrument approach procedures. These procedures were revised as a result of changes in the runway configuration at Kalamazoo Airport. The northeast control zone extension would be redesignated within 2 miles either side of the Kalamazoo VOR 001° True radial extending from the 5-mile radius zone to 8 miles north of the VOR, and the southeast control zone extension would be redesignated within 2 miles either side of the Kalamazoo VOR 167° True radial extending from the 5-mile radius zone to 8 miles south of the VOR.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Assistant

Administrator, Central Region, Attn: Chief, Air Traffic Division, Federal Aviation Agency, 4825 Troost Avenue, Kansas City 10, Mo. All communications received within forty-five days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Regional Air Traffic Division Chief, or the Chief, Airspace Utilization Division, Federal Aviation Agency, Washington 25, D.C. Any data, views or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The official Docket will be available for examination by interested persons at the Docket Section, Federal Aviation Agency, Room C-226, 1711 New York Avenue NW., Washington 25, D.C. An informal Docket will also be available for examination at the office of the Regional Air Traffic Division Chief.

This amendment is proposed under section 307(a) of the Federal Aviation Act of 1958 (72 Stat. 749; 49 U.S.C. 1348).

Issued in Washington, D.C., on March 1, 1962.

CLIFFORD P. BURTON,
Acting Chief,
Airspace Utilization Division.

[F.R. Doc. 62-2264; Filed, Mar. 7, 1962;
8:45 a.m.]

[14 CFR Parts 601, 608]

[Airspace Docket No. 61-LA-51]

CONTROLLED AIRSPACE AND SPECIAL USE AIRSPACE

Proposed Designation of Restricted Area and Proposed Alteration of Continental Control Area

Pursuant to the authority delegated to me by the Administrator (14 CFR 409.13), notice is hereby given that the Federal Aviation Agency is considering amendments to §§ 601.7101 and 608.51 of the regulations of the Administrator, the substance of which is stated below.

The Federal Aviation Agency has under consideration a proposal by the Department of Army to establish a restricted area in the vicinity of McGregor, N. Mex., and to establish a Federal Aviation Agency, El Paso, ARTC Center, as controlling agency.

This is the first of a series of airspace proposals to be considered as the result of a recent airspace review by the Federal Aviation Agency conducted for the purpose of promoting safety of flight and more efficient utilization of the airspace

in the White Sands, N. Mex., and the McGregor, N. Mex., restricted area complex.

The restricted area would extend from 31,000 feet MSL to unlimited and would contain a maneuvering area for supersonic drones of mach 2.2 speeds which are utilized in training conducted by the U.S. Army Air Defense Center, Fort Bliss, Tex.

Since the proposed restricted area would be utilized on an irregular schedule, more efficient airspace use would be achieved by establishing joint use of this area with the Federal Aviation Agency, El Paso Center as controlling agency. The inclusion of this restricted area within the continental control area would also provide additional air traffic control flexibility.

Therefore, it is proposed to designate the R-5110, McGregor, N. Mex., restricted area as follows:

McGregor, N. Mex., Restricted Area R-5110:

Boundaries. Beginning at latitude 38°13'00" N., longitude 105°17'35" W.; thence clockwise along the arc of a 45-mile radius circle centered at Walker AFB, Roswell, N. Mex. (latitude 33°18'00" N., longitude 104°31'20" W.) to latitude 32°52'30" N.,

longitude 105°06'55" W.; to latitude 32°26'20" N., longitude 105°30'00" W.; to latitude 32°45'00" N., longitude 105°30'00" W.; to latitude 32°45'00" N., longitude 105°27'00" W.; to latitude 33°13'00" N., longitude 105°27'00" W.; to point of beginning.

Designated altitude. 31,000 feet MSL to unlimited.

Time of designation. Continuous.

Controlling agency. Federal Aviation Agency, El Paso ARTC Center.

Using agency. Commanding General, Fort Bliss, Tex.

Concurrently with this action, Part 601 (§ 601.7101) would be amended to include all the airspace of R-5110 within the continental control area.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Assistant Administrator, Southwest Region, Attn: Chief, Air Traffic Division, Federal Aviation Agency, P.O. Box 1689, Fort Worth 1, Tex. All communications received within thirty days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials

may be made by contacting the Regional Air Traffic Division Chief, or the Chief, Airspace Utilization Division, Federal Aviation Agency, Washington 25, D.C. Any data, views or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The official Docket will be available for examination by interested persons at the Docket Section, Federal Aviation Agency, Room C-226, 1711 New York Avenue NW., Washington 25, D.C. An informal Docket will also be available for examination at the office of the Regional Air Traffic Division Chief.

This amendment is proposed under section 307(a) of the Federal Aviation Act of 1958 (72 Stat. 749; 49 U.S.C. 1348).

Issued in Washington, D.C., on March 1, 1962.

CLIFFORD P. BURTON,
Acting Chief,
Airspace Utilization Division.

[F.R. Doc. 62-2265; Filed, Mar. 7, 1962; 8:45 a.m.]

Notices

DEPARTMENT OF THE INTERIOR

Bureau of Land Management

[Group 327, Arizona]

ARIZONA

Notice of Filing of Plat of Survey; Amendment

FEBRUARY 28, 1962.

Effective February 28, 1962, the Notice of Filing of Plat of Survey, Group 327, published in 27 F.R. 1580, February 20, 1962, is hereby amended by eliminating paragraphs 4 and 5, and substituting therefor the following: The public lands affected by this Order are hereby restored to the operation of the public land laws, subject to any valid existing rights, the provisions of existing withdrawals, and the requirements of applicable law, rules, and regulations.

ROY T. HELMANDOLLAR,
Manager.

[F.R. Doc. 62-2277; Filed, Mar. 7, 1962;
8:46 a.m.]

[Group 330, Arizona]

ARIZONA

Notice of Filing of Plat of Survey; Amendment

FEBRUARY 28, 1962.

Effective February 28, 1962, the Notice of Filing of Plat of Survey, Group 330, published in 27 F.R. 1661, February 21, 1962, is hereby amended by eliminating paragraphs 3 and 4, and substituting therefor the following: The public lands affected by this Order are hereby restored to the operation of the public land laws, subject to any valid existing rights, the provisions of existing withdrawals, and the requirements of applicable law, rules, and regulations.

ROY T. HELMANDOLLAR,
Manager.

[F.R. Doc. 62-2278; Filed, Mar. 7, 1962;
8:46 a.m.]

UTAH

Notice of Filing of Utah Protraction Diagrams

FEBRUARY 27, 1962.

Notice is hereby given that effective April 12, 1962, the following protraction diagrams, approved December 14, 1961, are officially filed of record in the Utah Land Office. In accordance with Title 43, Code of Federal Regulations, these protractions will become the basic record for describing the land for all authorized purposes at and after 10 a.m. of the above effective date. Until this date and time, the diagrams have been placed in the open files and are available to the public for information only.

2252

UTAH PROTRACTION DIAGRAMS NOS. 1 THROUGH 13 AND NO. 52

SALT LAKE MERIDIAN

Unsurveyed sections in:

Nos. 1 and 1A

Ts. 15 N., Rs. 2, 3, and 4 E.,
T. 14 N., R. 2 E.,
Ts. 13 N., Rs. 2 and 3 E.,
Ts. 3 S., Rs. 7 and 8 W.,
T. 4 S., R. 7 W.

No. 2

Ts. 4 and 5 N., Rs. 8, 9, 10, 11, 12, and 13 W.,
Ts. 6 N., Rs. 9, 10, 11, and 12 W.,
Ts. 7 N., Rs. 10 and 11 W.,
T. 8 N., R. 10 W.

No. 3

Ts. 2 N., Rs. 17, 18, and 19 W.,
Ts. 3 N., Rs. 15, 16, 17, and 18 W.,
Ts. 4 N., Rs. 15 and 16 W.

No. 4

Ts. 1 S., Rs. 12, 13, and 14 W.,
Ts. 1, 2, and 3 N., Rs. 12, 13, 14, and 14½ W.,
T. 4 N., Rs. 14 and 14½ W.

No. 5

T. 2 N., R. 14 E.,
Ts. 1 N., Rs. 11, 12, 13, and 14 E.,
Ts. 1 S., Rs. 10, 11, 12, and 13 E.

Nos. 6 and 6A

Ts. 2 N., Rs. 15, 16, 17, and 18 E.,
Ts. 1 N., Rs. 15, 16, 17, 18, and 19 E.,
Ts. 1 S., Rs. 18 and 19 E.,
Ts. 2 S., Rs. 18 and 19 E.,
T. 3 S., R. 18 E.

Nos. 7 and 7A

T. 2 N., R. 21 E.,
Ts. 1 N., Rs. 20 and 21 E.,
Ts. 1 and 2 S., R. 20 E.,
Ts. 3 S., Rs. 24 and 25 E.,
Ts. 4 S., Rs. 23, 24, and 25 E.

No. 8

Ts. 3 S., Rs. 16 and 17 W.,
Ts. 4 S., Rs. 16, 17, and 18 W.,
Ts. 5 S., Rs. 16, 17, and 19 W.,
Ts. 6 and 7 S., Rs. 16, 17, 18, and 19 W.

No. 9

Ts. 2 S., Rs. 12 and 13 W.,
Ts. 3 S., Rs. 11, 12, 13, and 14 W.,
Ts. 4 and 5 S., Rs. 11, 12, 13, 14, and 15 W.

No. 10

Ts. 6 and 7 S., Rs. 14 and 15 W.,
Ts. 8 S., Rs. 14, 15, 16, and 17 W.,
Ts. 9 and 10 S., Rs. 14, 15, 16, and 18 W.

No. 11

T. 5 S., R. 10 W.,
Ts. 6 S., Rs. 9, 10, 11, 12, and 13 W.,
Ts. 7 S., Rs. 9, 10, 11, and 12 W.,
Ts. 8 S., Rs. 12 and 13 W.

No. 12

Ts. 11 S., Rs. 14 and 15 W.,
Ts. 12 and 13 S., Rs. 14, 15, and 16 W.,
Ts. 14 and 15 S., Rs. 15, 16, and 17 W.

No. 13

Ts. 9, 10, and 11 S., Rs. 11, 12, and 13 W.,
Ts. 12 S., Rs. 12 and 13 W.,
Ts. 13 S., R. 13 W.

No. 52

T. 2 S., R. 2 E.,
Ts. 3 S., Rs. 2 and 3 E.

Copies of these diagrams are for sale at one dollar (\$1.00) each by the Utah

Land Office, Bureau of Land Management, Darling Building, Salt Lake City, Utah.

F. S. KIRK,
*Operations Manager,
Utah Land Office.*

[F.R. Doc. 62-2279; Filed, Mar. 7, 1962;
8:46 a.m.]

COLORADO

Notice of Proposed Withdrawal and Reservation of Lands

FEBRUARY 27, 1962.

The United States Forest Service of the Department of Agriculture has filed an application, Serial Number Colorado 066554 for the withdrawal of the lands described below from location and entry under the General Mining Laws, subject to existing valid claims.

The applicant desires the land for use as recreation areas, campgrounds, roadside zones, overlooks, organization camps, back area camps, picnic grounds and roadside rest areas located in the Roosevelt and San Isabel National Forests.

For a period of thirty days from the date of publication of this notice, all persons who wish to submit comments, suggestions, or objections in connection with the proposed withdrawal may present their views in writing to the undersigned officer of the Bureau of Land Management, Department of the Interior, Colorado State Office, Gas and Electric Building, 910 15th Street, Denver 2, Colorado.

If circumstances warrant it, a public hearing will be held at a convenient time and place, which will be announced.

The determination of the Secretary on the application will be published in the FEDERAL REGISTER. A separate notice will be sent to each interested party of record.

The lands involved in the application are:

SIXTH PRINCIPAL MERIDIAN, COLORADO

ROOSEVELT NATIONAL FOREST

Indian Peaks Recreation Area, Including Long, Mitchell, Isabelle, and Other Lake Areas

T. 1 N., R. 73 W.,
Sec. 4, N½S½NW¼, Lots 3 and 4;
Sec. 5, NE¼SE¼NE¼, W½SE¼NE¼, S¼SW¼SW¼, SE¼SW¼, S½NE¼SW¼, W½NE¼SE¼, W½SE¼, N½SE¼SE¼, Lots 1, 2, and 3;

Sec. 7, S½N½NE¼, NE¼NW¼, Lot 1;
Sec. 8, N½NW¼, NW¼NW¼NE¼.

T. 1 N., R. 74 W.,
Sec. 12, NE¼NE¼.

T. 2 N., R. 73 W.,
Sec. 32, S½SW¼, S½SW¼SE¼.
Total area 835.17 acres.

Ironclad Mountain Campground

T. 2 N., R. 72 W.,
Sec. 5, NW¼SE¼, S½SW¼NE¼, E½NE¼SW¼.

Total area 80 acres.

Mount Meeker Campground Extension No. 2

T. 3 N., R. 73 W.,
Sec. 11, N $\frac{1}{2}$ SW $\frac{1}{4}$ SW $\frac{1}{4}$.
Total area 20 acres.

Fish Creek Campground

T. 7 N., R. 73 W.,
Sec. 1, W $\frac{1}{2}$ SW $\frac{1}{4}$ NW $\frac{1}{4}$, W $\frac{1}{2}$ NW $\frac{1}{4}$ SW $\frac{1}{4}$.
Total area 40 acres.

Limber Pines Campground

T. 7 N., R. 73 W.,
Sec. 18, NE $\frac{1}{4}$ NE $\frac{1}{4}$.
Total area 40 acres.

Aspen Vail Campground

T. 8 N., R. 75 W.,
Sec. 33, NW $\frac{1}{4}$ SW $\frac{1}{4}$.
Total area 40 acres.

Extension of Buckhorn Road Number 1631, Roadside Zone

A strip of land 200 feet wide on each side of the center line of the Buckhorn Road through National Forest land in the following legal subdivisions:

T. 7 N., R. 71 W.,
Sec. 16, SW $\frac{1}{4}$ NE $\frac{1}{4}$, S $\frac{1}{2}$ NW $\frac{1}{4}$, N $\frac{1}{2}$ SE $\frac{1}{4}$;
Sec. 17, W $\frac{1}{2}$ NE $\frac{1}{4}$, SE $\frac{1}{4}$ NE $\frac{1}{4}$, NW $\frac{1}{4}$;
Sec. 18, N $\frac{1}{2}$ NE $\frac{1}{4}$, SE $\frac{1}{4}$ NW $\frac{1}{4}$.

T. 7 N., R. 72 W.,
Sec. 7, SE $\frac{1}{4}$ SE $\frac{1}{4}$;
Sec. 13, NW $\frac{1}{4}$ NE $\frac{1}{4}$, NE $\frac{1}{4}$ NW $\frac{1}{4}$, NW $\frac{1}{4}$ SW $\frac{1}{4}$;
Sec. 14, SE $\frac{1}{4}$ NE $\frac{1}{4}$, S $\frac{1}{2}$ NW $\frac{1}{4}$, NE $\frac{1}{4}$ SW $\frac{1}{4}$,
N $\frac{1}{2}$ SE $\frac{1}{4}$;
Sec. 15, SW $\frac{1}{4}$ NE $\frac{1}{4}$, SE $\frac{1}{4}$ NW $\frac{1}{4}$;
Sec. 17, N $\frac{1}{2}$ N $\frac{1}{2}$;
Sec. 18, N $\frac{1}{2}$ N $\frac{1}{2}$.

T. 7 N., R. 73 W.,
Sec. 1, NE $\frac{1}{4}$ NW $\frac{1}{4}$, SW $\frac{1}{4}$ NW $\frac{1}{4}$, W $\frac{1}{2}$ SW $\frac{1}{4}$;
Sec. 11, SE $\frac{1}{4}$ SE $\frac{1}{4}$;
Sec. 12, NE $\frac{1}{4}$ SW $\frac{1}{4}$, S $\frac{1}{2}$ S $\frac{1}{2}$, NW $\frac{1}{4}$ SE $\frac{1}{4}$;
Sec. 13, N $\frac{1}{2}$ NE $\frac{1}{4}$, NW $\frac{1}{4}$ NW $\frac{1}{4}$;
Sec. 14, NE $\frac{1}{4}$ NE $\frac{1}{4}$.

T. 8 N., R. 73 W.,
Sec. 24, NW $\frac{1}{4}$ NE $\frac{1}{4}$, E $\frac{1}{2}$ W $\frac{1}{2}$, SE $\frac{1}{4}$;
Sec. 25, N $\frac{1}{2}$ NE $\frac{1}{4}$, SW $\frac{1}{4}$ NE $\frac{1}{4}$, NW $\frac{1}{4}$ SE $\frac{1}{4}$;
Sec. 36, W $\frac{1}{2}$ NE $\frac{1}{4}$, NE $\frac{1}{4}$ NW $\frac{1}{4}$, S $\frac{1}{2}$ SW $\frac{1}{4}$,
SE $\frac{1}{4}$.

Area within the roadside zone, 378 acres more or less.

Waconda Meadows Campground

T. 10 N., R. 73 W.,
Sec. 35, N $\frac{1}{2}$ S $\frac{1}{2}$ SE $\frac{1}{4}$.
Total area 40 acres.

Red Feather Lakes Overlook

T. 10 N., R. 73 W.,
Sec. 27, NE $\frac{1}{4}$ NE $\frac{1}{4}$ NE $\frac{1}{4}$.
Total area 10 acres.

SAN ISABEL NATIONAL FOREST

Four Mile Campground

T. 13 S., R. 78 W.,
Sec. 8, W $\frac{1}{2}$ NE $\frac{1}{4}$ NW $\frac{1}{4}$, E $\frac{1}{2}$ NW $\frac{1}{4}$ NW $\frac{1}{4}$.
Total area 40 acres.

Trout Creek Pass Campground

T. 13 S., R. 77 W.,
Sec. 23, E $\frac{1}{2}$ NE $\frac{1}{4}$ NW $\frac{1}{4}$.
Total area 20 acres.

Cottonwood Pass Roadside Rest Area

T. 14 S., R. 81 W.,
Sec. 14, W $\frac{1}{2}$ SW $\frac{1}{4}$ SE $\frac{1}{4}$, E $\frac{1}{2}$ SE $\frac{1}{4}$ SW $\frac{1}{4}$.
Total area 40 acres.

Hortenstein Lake Back Area Camp

T. 14 S., R. 80 W.,
Sec. 17, W $\frac{1}{2}$ NW $\frac{1}{4}$ SW $\frac{1}{4}$, NW $\frac{1}{4}$ SW $\frac{1}{4}$ SW $\frac{1}{4}$;
Sec. 18, E $\frac{1}{2}$ NE $\frac{1}{4}$ SE $\frac{1}{4}$, NE $\frac{1}{4}$ SE $\frac{1}{4}$ SE $\frac{1}{4}$.
Total area 60 acres.

Pfarmigan Lake Campground

T. 15 S., R. 80 W.,
Sec. 6, Lots 4 and 5.
T. 15 S., R. 81 W.,
Sec. 1, Lot 1.
Total area 120.89 acres.

Kroenke Lake Back Area Camp

T. 14 S., R. 80 W.,
Sec. 4, Lots 1 and 2, NE $\frac{1}{4}$ SW $\frac{1}{4}$ NE $\frac{1}{4}$, N $\frac{1}{2}$ SE $\frac{1}{4}$ NE $\frac{1}{4}$.
Total area 110.44 acres.

Apishpa Creek Picnic Ground

T. 31 S., R. 68 W.,
Sec. 15, W $\frac{1}{2}$ SW $\frac{1}{4}$ SW $\frac{1}{4}$;
Sec. 16, E $\frac{1}{2}$ SE $\frac{1}{4}$ SE $\frac{1}{4}$.
Total area 40 acres.

Apishpa Pass Picnic Ground

T. 31 S., R. 68 W.,
Sec. 17, SW $\frac{1}{4}$ SE $\frac{1}{4}$ NW $\frac{1}{4}$, SE $\frac{1}{4}$ SW $\frac{1}{4}$ NW $\frac{1}{4}$,
NE $\frac{1}{4}$ NW $\frac{1}{4}$ SW $\frac{1}{4}$.
Total area 30 acres.

Medano Creek Campground

T. 25 S., R. 72 W.,
Sec. 27, W $\frac{1}{2}$ W $\frac{1}{2}$, W $\frac{1}{2}$ SE $\frac{1}{4}$ NW $\frac{1}{4}$.
Total area 180 acres.

Indian Creek Campground

T. 30 S., R. 69 W.,
Sec. 5, S $\frac{1}{2}$ SW $\frac{1}{4}$ SE $\frac{1}{4}$, SE $\frac{1}{4}$ SW $\frac{1}{4}$, NE $\frac{1}{4}$ SW $\frac{1}{4}$ SW $\frac{1}{4}$;
Sec. 8, N $\frac{1}{2}$ NW $\frac{1}{4}$ NE $\frac{1}{4}$, NW $\frac{1}{4}$ NE $\frac{1}{4}$ NE $\frac{1}{4}$,
NE $\frac{1}{4}$ NE $\frac{1}{4}$ NW $\frac{1}{4}$.
Total area 110 acres.

Bear Lake Campground

T. 31 S., R. 69 W.,
Sec. 30, N $\frac{1}{2}$ SE $\frac{1}{4}$ NE $\frac{1}{4}$, N $\frac{1}{2}$ NE $\frac{1}{4}$.
Total area 100 acres.

Dodgeton Campground

T. 31 S., R. 69 W.,
Sec. 5, Lots 11 and 12, N $\frac{1}{2}$ NE $\frac{1}{4}$ SW $\frac{1}{4}$, N $\frac{1}{2}$ NW $\frac{1}{4}$ SW $\frac{1}{4}$.
Total area 120 acres.

Spring Creek Organization Camp

T. 31 S., R. 69 W.,
Sec. 5, S $\frac{1}{2}$ SE $\frac{1}{4}$;
Sec. 8, N $\frac{1}{2}$ NE $\frac{1}{4}$.
Total area 160 acres.

Blue Lake Campground

T. 31 S., R. 69 W.,
Sec. 30, S $\frac{1}{2}$ NE $\frac{1}{4}$ SE $\frac{1}{4}$.
Total area 20 acres.

Lazy Acres Organization Camp

T. 24 S., R. 68 W.,
Sec. 16, S $\frac{1}{2}$ SE $\frac{1}{4}$.
Total area 80 acres.

NEW MEXICO PRINCIPAL MERIDIAN

SAN ISABEL NATIONAL FOREST

Hayden Creek Campground

T. 47 N., R. 10 E.,
Sec. 12, SE $\frac{1}{4}$ SE $\frac{1}{4}$ SW $\frac{1}{4}$;
Sec. 13, NW $\frac{1}{4}$ NW $\frac{1}{4}$ NE $\frac{1}{4}$;
Sec. 14, S $\frac{1}{2}$ NE $\frac{1}{4}$ NE $\frac{1}{4}$, NW $\frac{1}{4}$ NE $\frac{1}{4}$.
Total area 80 acres.

Shavano Campground

T. 50 N., R. 60 E.,
Sec. 12, S $\frac{1}{2}$ SE $\frac{1}{4}$ SW $\frac{1}{4}$;
Sec. 13, N $\frac{1}{2}$ NE $\frac{1}{4}$ NW $\frac{1}{4}$.
Total area 40 acres.

Lower Pomroy Lake Back Area Camp

T. 51 N., R. 6 E.,
Sec. 30, N $\frac{1}{2}$, Lots 9, 10, 13, 15.
Total area 127.03 acres.

Hancock Lake Back Area Camp

T. 50 N., R. 5 E.,
Sec. 1, S $\frac{1}{2}$ SE $\frac{1}{4}$ NE $\frac{1}{4}$, NE $\frac{1}{4}$ SE $\frac{1}{4}$.
Total area 60 acres.

Hunt's Lake Back Area Camp

T. 50 N., R. 6 E.,
Sec. 30, S $\frac{1}{2}$ NE $\frac{1}{4}$ SE $\frac{1}{4}$, N $\frac{1}{2}$ SE $\frac{1}{4}$ SE $\frac{1}{4}$.
Total area 40 acres.

Monarch Winter Sports Area

T. 49 N., R. 6 E.,
Sec. 7, NE $\frac{1}{4}$ SW $\frac{1}{4}$, N $\frac{1}{2}$ SE $\frac{1}{4}$;
Sec. 8, N $\frac{1}{2}$ SW $\frac{1}{4}$;
Sec. 18, NE $\frac{1}{4}$ SW $\frac{1}{4}$.
Total area 240 acres.

Monarch Park Campground

T. 49 N., R. 6 E.,
Sec. 8, S $\frac{1}{2}$ NW $\frac{1}{4}$ SE $\frac{1}{4}$, N $\frac{1}{2}$ SW $\frac{1}{4}$ SE $\frac{1}{4}$.
Total area 40 acres.

Garfield Campground

T. 50 N., R. 6 E.,
Sec. 33, NW $\frac{1}{4}$ SE $\frac{1}{4}$ NE $\frac{1}{4}$.
Total area 10 acres.

Grizzly Lake Back Area Camp

T. 51 N., R. 6 E.,
Sec. 17, Lot 14;
Sec. 20, NW $\frac{1}{4}$ NW $\frac{1}{4}$, W $\frac{1}{2}$ NE $\frac{1}{4}$ NW $\frac{1}{4}$, E $\frac{1}{2}$ SW $\frac{1}{4}$ NW $\frac{1}{4}$, W $\frac{1}{2}$ SE $\frac{1}{4}$ NW $\frac{1}{4}$.
Total area 134.03 acres.

Fooses Creek Campground

T. 49 N., R. 6 E.,
Sec. 2, S $\frac{1}{2}$ NW $\frac{1}{4}$ SE $\frac{1}{4}$, N $\frac{1}{2}$ SW $\frac{1}{4}$ SE $\frac{1}{4}$.
Total area 40 acres.

Boss Lake Back Area Camp

T. 50 N., R. 6 E.,
Sec. 29, Lots 7, 8, 9, 10.
Total area 149.03 acres.

Lower North Fork Campground

T. 50 N., R. 7 E.,
Sec. 17, S $\frac{1}{2}$ NE $\frac{1}{4}$ SW $\frac{1}{4}$, SE $\frac{1}{4}$ SW $\frac{1}{4}$.
Total area 60 acres.

Marshall Pass Campground

T. 48 N., R. 6 E.,
Sec. 24, SW $\frac{1}{4}$ NE $\frac{1}{4}$ SE $\frac{1}{4}$, SE $\frac{1}{4}$ NW $\frac{1}{4}$ SE $\frac{1}{4}$,
NE $\frac{1}{4}$ SW $\frac{1}{4}$ SE $\frac{1}{4}$, NW $\frac{1}{4}$ SE $\frac{1}{4}$ SE $\frac{1}{4}$.
Total area 40 acres.

The above described areas in the Roosevelt Forest aggregate 1,483.17 acres, and those in the San Isabel Forest aggregate 3,351.51 acres.

HAROLD T. TYSK,
Chief, Lands and Minerals.

[F.R. Doc. 62-2280; Filed, Mar. 7, 1962;
8:46 a.m.]

MONTANA

Notice of Proposed Withdrawal and Reservation of Lands

FEBRUARY 28, 1962.

The Department of Agriculture has filed an application, Serial Number Montana 049429 for the withdrawal of the lands described below, from location and entry under the general mining laws. The applicant desires the land for an administrative site.

For a period of 30 days from the date of publication of this notice, all persons who wish to submit comments, suggestions, or objections in connection with the proposed withdrawal may present

their views in writing to the undersigned officer of the Bureau of Land Management, Department of the Interior, 1245 North 29th Street, Billings, Montana.

If circumstances warrant it, a public hearing will be held at a convenient time and place, which will be announced.

The determination of the Secretary on the application will be published in the FEDERAL REGISTER. A separate notice will be sent to each interested party of record.

The lands involved in the application are:

MONTANA PRINCIPAL MERIDIAN

KOOTENAI NATIONAL FOREST

T. 34 N., R. 25 W.,
Sec. 6, E $\frac{1}{2}$ NE $\frac{1}{4}$ SE $\frac{1}{4}$.

MERLIN J. CHADSEY,
Acting Manager, Land Office.

[F.R. Doc. 62-2281; Filed, Mar. 7, 1962;
8:47 a.m.]

CIVIL AERONAUTICS BOARD

[Docket No. 11879; Order No. E-18075]

INTERNATIONAL AIR TRANSPORT ASSOCIATION

Agreement Relating to Group Fares

Adopted by the Civil Aeronautics Board at its office in Washington, D.C. on the 5th day of March 1962.

In the matter of an agreement adopted by Joint Conference 1-2 of the International Air Transport Association relating to group fares; Docket 11879, Agreement C.A.B. 16205.

There 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, an agreement between various air carriers, foreign air carriers and other carriers, embodied in the resolutions of Joint Conference 1-2 of the International Air Transport Association (IATA), and adopted by mail vote. The agreement has been assigned the above-designated C.A.B. Agreement number.

The agreement provides for reduced round or circle trip fares to groups of 25 or more persons traveling in economy class service on the North Atlantic. The fares reflect a reduction of 38 percent from normal round-trip economy class fares, provided that the reduction shall not exceed \$285. The fares are to be available on a year-round basis to groups having a demonstrated "prior affinity" or to any "spontaneous" group. The "affinity" groups may not be publicly solicited; "spontaneous" groups are further restricted with respect to solicitation. Travel on the North Atlantic sector may not commence on weekends during the months of May, June, and July in the eastbound direction, and during the months of August, September, and October in the westbound direction. The group is to be handled as a unit for ticketing and rerouting purposes and, except within North America, is required to travel on the same aircraft unless operation conditions so prevent, in which event some members of the group may be transported on the next succeeding or preceding flight. With respect to transportation to points east of Euro-

pean gateways, when unavailability of space makes it impossible to travel as one group, the group may be carried on the first two or three flights on which space is available, depending upon the size of the group.

The agreement requires that written application be made before 30 days prior to departure of the flight and permits replacement up to 5 days before departure of not more than ten passengers within the "affinity" group.¹ Except in the case of replaced "affinity" group members, refunds are prohibited to members of both the "affinity" and "spontaneous" groups during the 30-day period preceding departure of the flight. However, in the event of cancellation within the 30-day period, members of either group may apply the amount of the group fare as a non-refundable credit to passenger fare transportation at regular rates. The agreement additionally prohibits payment of an override commission to agents on the sale of inclusive tours, and proscribes free or reduced rate transportation for tour conductors.

Comments have been received from Pan American World Airways, Inc. (Pan American), Trans World Airlines, Inc. (TWA), The Flying Tiger Line Inc. (Flying Tiger), and several supplemental carriers,² and the American Society of Travel Agents (ASTA), as well as from several individual travel agents. Pan American and TWA state that the agreement is justified by the need to improve their load factors and support the many restrictive provisions and limitations as necessary to preserve the economic soundness of the fares by minimizing diversion from regular fare services. Flying Tiger takes the position that these group fares are in essence split charters and that the Board should approve the resolution only if charter regulations are modified so as to permit split charters. The other supplemental carriers recommend disapproval, or alternately, that the matter be set down for a full evidentiary hearing before it is approved, stating that the magnitude of the discount is so great that it clearly discriminates against normal fare passengers and that the availability of the group fares will substantially curtail and may supersede charter services. ASTA does not recommend disapproval of the agreement, but opposes the restrictions against solicitation and elimination of the payment of an override commission to agents on the sale of inclusive tours. Both the supplemental carriers and ASTA contend that the many restrictive provisions of the agreement will create serious compliance problems. The Department of Justice cites the petition of the supplemental carriers and states that, in its opinion, the agreement raises significant questions of public interest and urges that the Board order a full evidentiary hearing. The Department further comments on the extensive ad-

vertising campaign undertaken by the carriers which may be presumptuous and, in this connection, urges that the Board not be pressured into acting on the agreement within the limited period before the fares are intended to be available.³

The Board believes that there are obvious benefits to be derived from the agreement. During the past decade since the initial establishment of tourist class services across the North Atlantic, the Board has consistently urged the carriers to adopt the lowest feasible economically sound passenger fares on a non-discriminatory basis. The instant agreement will provide lower fares to a large segment of the public than have heretofore been available in scheduled services and it should contribute to an improvement in the scheduled carriers' load factors and revenues. On the other hand some of the comments submitted raise substantial contentions to the effect that the group fares, which reflect a discount of about 3 percent from regular economy fares, are unreasonably low, that they are unjustly discriminatory, that the operations of carriers now performing transatlantic charter services will be seriously affected, that the agreement is incompatible with the anti-trust laws and with the public interest generally, and that an evidentiary hearing is required to resolve these matters. In the circumstances, the Board has concluded that further proceedings will be required and that it is appropriate to hear oral argument by interested persons in this matter.

Tariffs have already been filed by various air carriers and foreign air carriers pursuant to the resolution, with effective dates commencing March 10, 1962. Failure of the Board to approve the resolution will necessitate withdrawal of these tariffs by the carriers. The question is presented as to whether the Board should grant interim approval pending our determination of the broad questions at issue. It is probable that these fares will not come into widespread use until the summer months. Accordingly, there is little likelihood of injury to the opponents of the resolution if we were to approve the fares for a brief period. In addition, in the view of the IATA carriers, the fares will be beneficial to them, and from the standpoint of the public they will make available transportation over the North Atlantic at reduced rates. In this regard, we note that the Board on November 28, 1960 (Order E-16075) approved a resolution providing for group fares for transpacific travel which is substantially similar to the instant resolution in numerous respects. Under all of these circumstances we are not persuaded that the resolution is adverse to the public interest for application during an interim period. Therefore, we shall approve the resolution for the period ending May 31, 1962. We

¹ No such substitution would be permitted with respect to "spontaneous" groups.

² Opposition of Modern Air Transport, Inc., Overseas National Airways, Saturn Airways, Inc., Trans International Airlines, Inc., and World Airways, Inc., filed February 16, 1962.

³ Tariffs now on file reflect an intended effectiveness March 10, 1962, and subsequent dates. The availability of these fares on any individual carrier would also be affected by the provision in the agreement that applications must be filed at least 30 days prior to intended departure.

anticipate announcing our decision with respect to subsequent periods not later than the middle of April 1962.

The Board is fully aware of the substantial interest in these proposed fares on the part of the traveling public as well as the participating and competing carriers. We are equally aware that our action herein leaves for the moment undetermined the status of these fares after May 31, 1962, and that the carriers are entirely cognizant of the fact that disapproval of the resolutions after that date would effectively preclude its continuance. In order to protect the traveling public against such potential eventuality and to forestall the development of a situation in which plans and reservations are made for group travel after May 31, 1962, while the matter is under consideration by the Board, our instant approval of the resolution will be conditioned to preclude the acceptance of deposits, the making of reservations, whether tentative or not, and the issuance of tickets by the air carriers, foreign air carriers and their agents for travel to commence on or after June 1, 1962.

Oral argument in this matter has been scheduled for March 27, 1962. Persons desiring to participate therein should so notify the Board by March 15, 1962. The Board expects that those persons participating in the oral argument will address themselves to the issues enumerated below in addition to such other matters as each person may desire to present. The facts upon which each participant intends to rely shall be submitted in writing to the Board's Docket Section, in affidavit form, by March 15, 1962. In addition, such persons may submit on the same date a memorandum in support of the position advanced. Such materials shall be furnished in an original and 19 copies and shall also be served upon the persons named in the appendix to this order. Responses to such statements shall be similarly filed and served by March 22, 1962. The issues to be included are as follows:

1. To what extent, if any, can the proposed group fares be expected to generate traffic which would not otherwise be moved? To what extent, if any, will the proposed group fares result in higher passenger load factors than would otherwise have been experienced? To what extent, if any, will schedules be added in connection with the group fare services? What proportion of the traffic carried at the group fares can be expected to be in "affinity" groups and what proportion in "spontaneous" groups?

2. Are the proposed group fares reasonable in relation to the costs and value of the service? Are the group fares reasonable in relation to existing regular fares for economy class travel and existing charter rates? *

3. Are there any antitrust considerations which require disapproval of the resolution?

4. What will be the probable effect of the group fare services on the transatlantic charter services? To what

extent, if any, will the group fares divert traffic from the charter services? What will be the effect on charter rates?

5. What justification or need exists for the restrictive provisions attaching to the group fares? Do the restrictions with respect to the formation of groups result in an unjust discrimination against these persons to whom the fares may not be available? Does the discount embodied in the group fare result in an unjust discrimination or undue preference as regards regular fare passengers? What considerations or factors are deemed to justify these discriminations or preferences?

6. What restrictions, if any, should be placed upon the resolution's provisions with respect to dividing the group for transportation?

7. To what extent would the provisions and restrictions attaching to the resolution be difficult to enforce? What enforcement procedures does IATA propose to adopt? To what extent does difficulty of enforcement bear upon the lawfulness or public interest aspects of the proposed group fares?

8. What justification exists for the prohibition in the agreement against the payment of the additional commission usually paid in connection with sales of inclusive tours?

The Board, acting pursuant to sections 102, 204(a), and 412 of the Act, does not find the above-designated agreement, which incorporates Resolution JT12(Mail 262)015 and Resolution JT12(Mail 262)088n, to be adverse to the public interest or in violation of the Act, provided that such approval shall be conditioned as hereinafter ordered:

Accordingly, it is ordered:

1. That Agreement C.A.B. 16205 is approved for the period ending May 31, 1962, provided that such approval is conditioned as follows:

a. That no air carrier or foreign air carrier or agent thereof shall make any reservation or tentative reservation, or accept deposits for, or sell or issue any ticket for travel commencing on or after June 1, 1962, pursuant to the group fares set forth in this agreement.

2. On March 27, 1962 at 10:00 a.m. the Board will receive oral argument on the question of approval of this agreement for subsequent periods.

3. That interested persons who desire to participate in such oral argument shall advise the Board in writing and submit together therewith an affidavit setting forth the facts upon which such person intends to rely. Memoranda in support of position may be filed, and all such memoranda, affidavits, and requests to argue shall be filed with the Board's Docket Section in an original and 19 copies on or before March 15, 1962 and shall be served upon the persons named in the Appendix to this order. Counter affidavits and reply memoranda shall be similarly filed and served on or before March 22, 1962.

This order shall be published in the FEDERAL REGISTER.

By the Civil Aeronautics Board.

[SEAL] HAROLD R. SANDERSON,
Secretary.

APPENDIX

- Department of Justice, Washington 25, D.C.
International Air Transport Association, 500 Fifth Avenue, New York 36, N.Y.
Pan American World Airways, 135 East 42d Street, New York 17, N.Y.
Trans World Airlines, Inc., 380 Madison Avenue, New York 17, N.Y.
The Flying Tiger Line, Inc., Suite 1201 Shoreham Building, Washington 5, D.C.
Wilkinson, Cragun & Barker, Attorneys for the American Society of Travel Agents, Inc., 1616 H Street NW., Washington 6, D.C.
Albert F. Beitel, Esquire, Counsel for Modern Air Transport, Inc., 905 American Security Building, Washington 5, D.C.
Ramsay D. Potts, Esquire, Counsel for Overseas National Airways, 910 17th Street NW., Washington 6, D.C.
Robert M. Lichtman, Esquire, Counsel for Saturn Airways, Inc., Pennsylvania Building, Washington 4, D.C.
Clayton L. Burwell, Esquire, Counsel for Trans International Airlines, Inc., Federal Bar Building, Washington 6, D.C.
Jerrold Scoutt, Jr., Esquire, Counsel for World Airways, Inc., 412 Cafritz Building, Washington 6, D.C.
Mr. Robert M. Bloch, Riverside Travel Service, 2095 Broadway, Corner 73d Street, New York 23, N.Y.
Mr. F. W. Ruoff, Gramercy Tours, Inc., 444 Madison Avenue, New York, N.Y.
Mr. John G. Hodgson, Hodgson Travel Service, Inc., 1346 Connecticut Avenue, Washington, D.C.
Mr. Paul Adler, President, Equitable Travel Service, Inc., 667 Madison Avenue, (Corner 61st Street), New York 21, N.Y.
Mr. W. T. Akers, Jr., Second National Building, Akron 8, Ohio.
Mr. H. E. M. Percival, President, Percival Tours, Inc., 183 Madison Avenue, New York 18, N.Y.
Mr. Joseph Wojciechowski, Pola Travel Bureau, 5058 North New England Avenue, Chicago 31, Ill.
Miss Hallie Williams, Woodside Worldwide Travel Service, Greenville, S.C.
Mr. Harry Orrick, Orrick Travel Bureau, 222 Sir Francis Drake Boulevard, San Anselmo, Calif.
Mr. Jerome J. Pastene, President, Travel Trust Tours, Inc., 26 East Central Street, Natick, Mass.
Miss Mary Ebben, Mary Ebben Travel Service, 215 East College Avenue, Appleton, Wis.
Mr. Tom Maupin, Partner, Maupintour Associates, 1236 Massachusetts Street, Lawrence, Kans.
Ascot Travel Service, Holyoke, Mass.
Mr. Carl F. Donovan, President, New England Chapter, American Society of Travel Agents, Inc., Boston, Mass.
Mr. Cyril J. Johns, Vice President, American Society of Travel Agents, Inc., Cambridge, Mass.
Travel Bureau of Westfield, Westfield, Mass.
Harvey Travel Bureau, Lobby of Houston Building, 811 Rusk Street, Houston, Tex.
Stoddard Tours and Travel Service, Lobby of Medical Towers Building, Maine and Fannin at Dryden Street, Houston, Tex.
Lamar Travel Service, Lamar Hotel, Houston, Tex.
Houston International Travel, 4089 West Helmer Road, Houston, Tex.
Mr. C. E. Blaney, Director, Area 10, American Society of Travel Agents, Victoria, British Columbia, Canada.
Mr. Walter Jorg, President, Pacific Northwest Chapter, American Society of Travel Agents, 17036 2d Street NW., Seattle, Wash.
Miss Elizabeth M. Weldner, Weldner Travel Bureau, Springfield, Mass.
Mr. Bob Burbank, Travel Agent, Los Angeles, 4, Calif.

* The data submitted should show the charter rates used in the comparison for purposes of this issue.

Riddle Airlines, Inc., Room 1242 Bender Building, 1120 Connecticut Avenue NW., Washington 6, D.C.

[F.R. Doc. 62-2300; Filed, Mar. 7, 1962; 8:49 a.m.]

FEDERAL COMMUNICATIONS COMMISSION

[Docket No. 14154; FCC 62M-322]

AMERICAN TELEPHONE AND TELEGRAPH CO.

Order Continuing Hearing

In the matter of American Telephone and Telegraph Company, Docket No. 14154; regulations and charges for developmental line switched service.

The Hearing Examiner having under consideration a Motion for Continuance filed on behalf of the Bell System respondents on March 1, 1962, wherein it is requested that further hearings herein, now scheduled to begin on March 15, 1962, be continued until March 19, 1962;

It appearing, that at the last session of the hearings held on February 8, 1962, it was agreed and stipulated between the parties that they would give sympathetic consideration to a request on the part of the Bell System respondents for a short continuance of the hearing should they find it necessary to make such a request;

It further appearing, that the Bell System respondents now allege that, upon consideration of the matters to be analyzed, a few additional days will be necessary in order that they may prepare adequately;

It further appearing, that it is alleged that counsel for the other parties have advised counsel for the Bell System respondents they have no objection to such continuance or to a waiver of the provisions of the Commission's rules (47 CFR 1.43) relating to a deferral of action on motions for a four-day period; and

It further appearing, that good cause has been shown for a prompt grant of the Motion;

It is ordered, This 2d day of March 1962, that the Motion for Continuance is granted, and that the hearings herein, now scheduled to resume on March 15, 1962, are rescheduled to resume at 1:30 p.m., on March 19, 1962, at the Offices of the Commission in Washington, D.C.

Released: March 5, 1962.

FEDERAL COMMUNICATIONS COMMISSION,

[SEAL] BEN F. WAPLE,
Acting Secretary.

[F.R. Doc. 62-2291; Filed, Mar. 7, 1962; 8:48 a.m.]

[Docket Nos. 14552-14556; FCC 62-250]

LARAMIE COMMUNITY TV CO. AND ALBANY ELECTRONICS, INC.

Memorandum Opinion and Order Designating Applications for Consolidated Hearing on Stated Issues

In re applications of Laramie Community TV Company, Division of Collier Community TV Co., Inc., Laramie, Wyo-

ming; Req: Input Ch. 2, Denver (Independent); Output, Ch. 11, Docket No. 14552, File No. BPTTV-78; Laramie Community TV Company, Division of Collier Community TV Co., Inc., Tie Siding, Wyoming; Req: Input Ch. 6, Denver (Educ.); Output, Ch. 8, Docket No. 14553, File No. BPTTV-79; Laramie Community TV Company, Division of Collier Community TV Co., Inc., Laramie, Wyoming; Req: Input Ch. 8, Tie Siding, (Educ.); Output, Ch. 13, Docket No. 14554, File No. BPTTV-80; Albany Electronics, Inc., Laramie, Wyoming; Req: Input Ch. 4, Denver (NBC); Output Ch. 10, Docket No. 14555, File No. BPTTV-539; Albany Electronics, Inc., Laramie, Wyoming; Req: Input Ch. 7, Denver (CBS); Output Ch. 12, Docket No. 14556, File No. BPTTV-540; for construction permits for VHF translator stations.

1. The Commission has before it for consideration a "Petition for Reconsideration" filed on December 4, 1961, by Laramie Community TV Company, operator of a community antenna system serving Laramie, Wyoming, pursuant to section 405 of the Communications Act of 1934, as amended, directed against the delegated staff action taken by the Commission on October 24, 1961, granting the above-captioned applications of Albany Electronics, Inc., for authority to construct two VHF television translator stations to serve Laramie, Wyoming. No opposition to the subject petition for reconsideration was filed by Albany Electronics, Inc.

2. Laramie Community TV Company (hereinafter sometimes "Community") is the applicant for construction permits for two VHF television translator stations to serve Laramie and for one VHF television translator station to serve the nearby community of Tie Siding, Wyoming. The output channels specified by Community (Channels 11 and 13) are adjacent to the output channels (Channels 10 and 12) specified by and authorized to Albany Electronics, Inc. (hereinafter sometimes "Albany"). In support of its petition for reconsideration, petitioner argues that § 4.702(f) of the Commission's rules provides that adjacent channel assignments will not be made to television broadcast translator stations intended to serve all or part of the same area, and that, accordingly, the applications of Community and Albany are mutually exclusive. In the light of the foregoing, petitioner requests that the Commission set aside its action of October 24, 1961, granting the above-captioned applications by Albany Electronics, Inc.

3. By separate letters dated September 20, 1961, both Albany and Community were advised of the adjacent channel problems presented by their respective applications for authority to construct VHF translator stations to serve Laramie.¹ In response thereto Albany ad-

¹ Both Albany and Community are currently operating VHF repeater facilities under temporary authorizations provided by § 4.790 of the Commission's rules. The above-captioned applications are for construction permits to modify these facilities so as to bring them into conformity with the technical requirements of the Commission's rules for continued operation as VHF television translators.

vised the Commission that it was " . . . on the air with Channels 10 and 12 long before Community TV came on with 11 and 13, so if any frequency changes are necessary it should be their responsibility." Albany further stated that " . . . due to the number of channels in use in this area it is impossible to go to other channels without severe interference problems." Community, in its reply to the September 20 letter, states that Laramie is currently served directly by KFBC-TV, Channel 5, Cheyenne, Wyoming, and in addition, Channels 2, 4, 6, 7, and 9 from Denver are received by " . . . some viewers on a spotty basis." Community states that its community antenna television system serves the corporate limits of Laramie with all six of these channels and that, accordingly, " . . . any VHF translator would have to use Channels 11 and 13 so as to avoid on-channel or adjacent-channel interference."

4. The Albany applications, having been fully processed, were granted by the Commission on October 24, 1961. It was anticipated that upon receipt of additional information needed to process fully the Community applications, Community would be able to select other output channels for its proposed VHF translators compatible both with the operation of its existing community antenna television system and the Albany translators. However, in view of Community's adherence to its original proposals with respect to output channels and in view of its petition for reconsideration of the Albany grants, the Commission is constrained to recognize that grant of both the Albany and Community proposals would result in mutually destructive interference and, accordingly, believes that our actions of October 24, 1961, should be set aside and that the above-captioned applications should be designated for hearing on this and other issues stemming from allegations as set forth hereinafter. Further, since the issues specified relate to matters of local interest and concern, the Commission believes the hearing should be held in Laramie.

5. By letter dated February 24, 1961, Albany raised informal objections to grants of the above-captioned applications by Community alleging, in essence, that Community established three preexisting VHF repeater stations subsequent to the installation of VHF repeater stations by Albany; that Community established and operated such repeater facilities solely for the purpose of causing interference to the Albany repeaters and to protect Community's CATV system " . . . by producing pictures of poorer quality on antenna reception, rather than for the good of the general public"; that the two community repeater stations for which applications for construction permits are now pending are being operated in violation of the Commission's rules governing translators in that the input signals to each of the translators is supplied via cable from Community's CATV master antenna; that the preexisting repeater operated by Community to serve Tie Siding, for which an application for a VHF translator construction permit is

pending, is being operated solely as a relay station, in that transmissions by the repeater station are vertically polarized by antennas designed for a narrow beam directed to the CATV system in Laramie, from whence it is fed by cable to one of Community's repeater facilities serving Laramie; that there is no community between the Tie Siding repeater facility and Laramie which could be served by said repeater, and the general public could not receive the signal in any case because of the vertically polarized transmissions.

6. By amendment dated January 19, 1962, Community, in response to Commission inquiry, conceded that its two VHF repeater facilities serving Laramie are receiving input signals by transmission via cable, to the translators from Community's CATV. It states that, with respect to the Tie Siding repeater facility, the "angle of spread of the output antenna" is wide enough " * * * to cover the inhabitants of Tie Siding, Wyoming, and that the signal strength in Tie Siding from this translator is sufficient to properly operate the home receiver with horizontally polarized antennas"; and that the reason for vertical polarization was to minimize any possible interference to the Channel 9 signals from Denver being received in the area.

7. In setting aside our actions of October 24, 1961, granting construction permits to Albany, we note that such action does not preclude Albany from continued operation of its VHF repeater-translator facility under its original temporary authorizations (BTR-949, 950) until April 30, 1962, the date upon which such temporary authorizations expire as provided by § 4.790(f) of the Commission's rules. In the event the Commission does not further extend the deadline for temporary authorization of preexisting VHF television repeater stations, the Commission will entertain a request by Albany for waiver of § 4.790(f) of its rules with respect to temporary authorization for continued operation of its present VHF repeater facilities.

8. In view of the foregoing, the Commission's actions of October 24, 1961, granting the above-captioned applications of Albany Electronics, Inc. are hereby set aside, and, in accordance with the provisions of section 309 of the Communications Act of 1934, as amended, the above-captioned applications of Albany Electronics, Inc., and Laramie Community TV Company, are designated for hearing in a consolidated proceeding on the following issues:

(1) To determine the good faith of Laramie Community TV Company in proposing television translator service to Laramie, Wyoming, which only duplicates part of the programming offered over its existing CATV system.

(2) To determine whether the translators proposed by Laramie Community TV Company will be operated in accordance with the provisions of the Commission's rules governing television translators.

(3) To determine the primary purpose for which the television translator

(BPTTV-79) proposed by Laramie Community TV Company to serve Tie Siding will be operated.

(4) To determine whether the television translator (BPTTV-79) proposed by Laramie Community TV Company to serve Tie Siding, Wyoming, will serve the general public and the extent to which such translator service will be available to the general public.

(5) To determine the extent to which the signals of Television Station KBTW, Channel 9, Denver, Colorado, are received directly in the Laramie-Tie Siding area.

(6) To determine the extent to which the signals of Television Stations KTVR, Channel 2, KOA-TV, Channel 4, KRMA-TV, Channel 6, and KLZ-TV, Channel 7, are received directly in the Laramie, Wyoming, area.

(7) To determine in light of the evidence adduced pursuant to Issues 5 and 6 above, whether one or more VHF television translator stations could be operated to serve Laramie, Wyoming, on output channels other than 10, 11, 12, and 13.

(8) To determine, in light of the evidence adduced pursuant to the foregoing issues, whether Laramie Community TV Company has made willful misrepresentations to the Commission, and, if so, whether it possesses the requisite character qualifications to be a licensee of the Commission.

(9) To determine which of the operations proposed in the above-captioned applications would better serve the public interest, convenience and necessity.

(10) To determine, in the light of the evidence adduced pursuant to the foregoing issues, which of the applications should be granted.

It is further ordered, That both the burden of proceeding with the introduction of evidence upon Issues 1 through 7 specified above, as well as the burden of proof upon all such issues, shall be upon Laramie Community TV Company.

It is further ordered, That the hearing on the above issues shall be held in Laramie, Wyoming, at a time and before a Hearing Officer to be specified in a subsequent order.

It is further ordered, That to avail themselves of the opportunity to be heard, Albany Electronics, Inc., and Laramie Community TV Company, pursuant to § 1.140(c) of the rules in person or by attorney shall within twenty (20) days of the mailing of this Order file with the Commission in triplicate a written appearance stating an intention to appear on the date set for the hearing and present evidence on the issues specified in this order.

It is further ordered, That the applicants herein shall, pursuant to section 311(a) (2) of the Communications Act of 1934, as amended, and § 1.362(b) of the rules give notice of the hearing either individually or, if feasible, jointly, within the time and in the manner prescribed in such rule and so advise the Commis-

sion of publication of such notice as required by § 1.362(g) of the rules.

Adopted: February 28, 1962.

Released: March 5, 1962.

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

[F.R. Doc. 62-2292; Filed, Mar. 7, 1962; 8:48 a.m.]

[Docket Nos. 14321-14329; FCC 62M-315]

BLACK HILLS VIDEO CORP.

Order Continuing Hearing

In re applications of Black Hills Video Corporation, for renewal of the license for Station KAR42, a facility in the Domestic Public Point-to-Point Microwave Radio Service at Fredericktown, Missouri, Docket No. 14321, File No. 223-C1-R-61; for modification of license to cover a construction permit for additional facilities for Station KAR42 in the Domestic Public Point-to-Point Microwave Radio Service at Fredericktown, Missouri, Docket No. 14322, File No. 361-C1-ML-61; for renewal of the license for Station KAU98, a facility in the Domestic Public Point-to-Point Microwave Radio Service at Davy, Texas, Docket No. 14323, File No. 338-C1-R-61; for renewal of the license for Station KAP22, a facility in the Domestic Public Point-to-Point Microwave Radio Service at Weld County, Colorado, Docket No. 14324, File No. 752-C1-R-61; for renewal of the license for Station KAP23, a facility in the Domestic Public Point-to-Point Microwave Radio Service at Mitchell, Nebraska, Docket No. 14325, File No. 753-C1-R-61; for renewal of the license for Station KAP25, a facility in the Domestic Public Point-to-Point Microwave Radio Service at Crawford, Nebraska, Docket No. 14326, File No. 754-C1-R-61; for renewal of the license for Station KOY47, a facility in the Domestic Public Point-to-Point Microwave Radio Service at Albin, Wyoming, Docket No. 14327, File No. 755-C1-R-61; for renewal of the license for Station KAQ88, a facility in the Domestic Public Point-to-Point Microwave Radio Service at Custer, South Dakota, Docket No. 14328, File No. 756-C1-R-61; for renewal of the license for Station KKX74, a facility in the Domestic Public Point-to-Point Microwave Radio Service at Muleshoe, Texas, Docket No. 14329, File No. 2697-C1-R-61.

The Hearing Examiner having under consideration a Motion for Continuance of Hearing for approximately one month, filed on February 28, 1962, on behalf of Black Hills Video Corporation (Black Hills), and a Response and Additional Statement relating thereto, filed on behalf of the Chief, Common Carrier Bureau (Bureau) on the same date;

It appearing, that Black Hills alleges it has been negotiating with several unaffiliated potential customers for service on its Denver-Rapid City system; that it is on the verge of effecting a firm contract with one or more of these parties;

and that successful conclusion of such a contract would tend either to simplify and shorten the hearing, or resolve the issues and avoid the need for a hearing;

It further appearing, that applicant alleges it deferred filing the Motion because of several factors, principally its continued expectation that it would have a signed contract for service before the date of this filing;

It further appearing, that the Bureau has no objection to a grant of the continuance requested by Black Hills;

It further appearing, that the Bureau alleges it is now conducting a survey as to the present availability of certain equipment which the Commission at the time it designated the instant proceeding for hearing advised the applicant might consider procuring to provide service other than as a common carrier as an alternative to pursuing the present hearing;

It further appearing, that the Bureau alleges the results of this survey which it expects to complete by the middle of May may well have a bearing on the future conduct of the hearing and, therefore, requests that the hearing herein be postponed to a convenient date late in May or early in June 1962; and

It further appearing, that good cause has been shown for the postponement suggested by the Bureau and for a waiver of the Commission's rules (47 CFR 1.43) relating to a deferral of action on motions for a four-day period;

It is ordered, This 1st day of March 1962, that the request for a continuance is granted, and that the hearing heretofore scheduled to commence on March 5, 1962, is rescheduled to begin on June 4, 1962, 10:00 a.m., at the Offices of the Commission in Washington, D.C.

Released: March 3, 1962.

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

[F.R. Doc. 62-2293; Filed, Mar. 7, 1962;
8:48 a.m.]

[Docket Nos. 14537-14545; FCC 62M-323]

W.W.I.Z., INC., ET AL.
Order Scheduling Hearing

In re applications of:

1. W.W.I.Z., Inc., Lorain, Ohio, (a) for renewal of license of Station WWIZ, Lorain, Ohio, Docket No. 14537, File No. BR-3707; (b) for voluntary transfer of control of Station WWIZ, Lorain, Ohio, from Sanford A. Schafitz, transferor, to The Lorain Journal Company, Transferee, Docket No. 14538, File No. BTC-3765.

II. Sanford A. Schafitz, Farrell, Pennsylvania, (a) for renewal of license of Station WFAF, Farrell, Pennsylvania, Docket No. 14539, File No. BR-3014; (b) for license to cover construction permit for Station WFAF, Farrell, Pennsylvania, Docket No. 14540, File No. BL-7798; (c) for modification of license of Station WFAF, Farrell, Pennsylvania, Docket No. 14541, File No. BML-1881; (d) for license to cover construction per-

mit for Station WFAF, Farrell, Pennsylvania, Docket No. 14542, File No. BL-8024.

III. Sanford A. Schafitz and Guy W. Gully, d/b as Community Telecasting Company, Youngstown, Ohio, (a) for modification of construction permit for Station WXTV, Youngstown, Ohio, Docket No. 14543, File No. BMPCT-5451; (b) for assignment of construction permit from Community Telecasting Company, Assignor, to WXTV, Inc., Assignee, Docket No. 14544, File No. BAPCT-276; (c) for license to cover construction permit for Station WXTV, Youngstown, Ohio, Docket No. 14545, File No. BLCT-1063.

It is ordered, This 2d day of March 1962, that Chester F. Naumowicz, Jr., will preside at the hearing in the above-entitled proceeding which is hereby scheduled to commence on May 8, 1962, in Washington, D.C.: And, it is further ordered, That a prehearing conference in the proceeding will be convened by the presiding officer at 9:00 a.m., Thursday, April 5, 1962.

Released: March 5, 1962.

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

[F.R. Doc. 62-2294; Filed, Mar. 7, 1962;
8:48 a.m.]

[Docket Nos. 14404, 14405; FCC 62M-328]

**KWTV BROADCASTING CO. (KWTV)
AND KERRVILLE BROADCASTING
CO.**

Order for Rescheduling of Hearing

In re applications of KWTV Broadcasting Company (KWTV), Waco, Texas, Docket No. 14404, File No. BP-13806; Kerrville Broadcasting Company (KERV), Kerrville, Texas, Docket No. 14405, File No. BP-14050; for construction permits.

On the oral request of counsel for Kerrville Broadcasting Company (KERV), and without objection by counsel for the other parties: It is ordered, This 2d day of March 1962, that the hearing is rescheduled for March 5 to Monday, March 12, 1962, at 10 a.m., in the offices of the Commission, Washington, D.C.

Released: March 5, 1962.

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

[F.R. Doc. 62-2295; Filed, Mar. 7, 1962;
8:48 a.m.]

[Docket No. 14547; FCC 62M-324]

BILL S. LAHM

Order Scheduling Hearing

In re application of Bill S. Lahm, Wisconsin Rapids, Wisconsin, Docket No. 14547, File No. BMP-9407; for additional time to construct Radio Station WRNE.

It is ordered, This 2d day of March 1962, that Chester F. Naumowicz, Jr.,

will preside at the hearing in the above-entitled proceeding which is hereby scheduled to commence on May 2, 1962, in Washington, D.C.: And, it is further ordered, That a prehearing conference in the proceeding will be convened by the presiding officer at 9:00 a.m., Tuesday, April 3, 1962.

Released: March 5, 1962.

FEDERAL COMMUNICATIONS
COMMISSION,
[SEAL] BEN F. WAPLE,
Acting Secretary.
[F.R. Doc. 62-2296; Filed, Mar. 7, 1962;
8:48 a.m.]

FEDERAL POWER COMMISSION

[Docket Nos. CP62-104, G-16313]

**AMERICAN GAS COMPANY OF WIS-
CONSIN, INC., AND MIDWESTERN
GAS TRANSMISSION CO.**

**Notice of Application and Notice of
Motion To Amend**

MARCH 1, 1962.

Take notice that on October 23, 1961, as supplemented on November 1, 1961, and December 12, 1961, American Gas Company of Wisconsin, Inc. (American), 110 East Main Street, Madison, Wisconsin, filed in Docket No. CP62-104 an application pursuant to section 7(a) of the Natural Gas Act for an order of the Commission directing Midwestern Gas Transmission Company (Midwestern) to establish physical connection of its facilities with those which American proposes to construct and operate, and to sell and deliver to American natural gas for resale and distribution in the communities of Cadott, Boyd, Stanley, Thorp, Withee, Owen, Curtiss, Abbotsford, Dorchester, Stetsonville, Medford, Colby, Unity, Jim Falls, and Cornell, Wisconsin, all as more fully set forth in the application, as supplemented, which is on file with the Commission and open to public inspection.

American proposes to construct and operate approximately 5.9 miles of 6-inch lateral pipeline extending from Midwestern's existing transmission line (northern system) to the community of Cadott and approximately 81.5 miles of sales laterals extending from Cadott to the other 14 communities. Midwestern would install the necessary tap and measuring facilities at the proposed point of interconnection. American proposes to construct and operate the necessary distribution facilities in the communities including peak shaving plants in the communities of Medford and Cornell.

The estimated total investment in American's facilities under the subject application at the end of the third year of operations is \$3,499,160, which American proposes to finance through the sale of first mortgage bonds (\$2,200,000), through the sale of common stock (\$1,150,000) to its parent, American Gas Company, and from retained earnings. Midwestern estimates that the tap and measuring facilities will cost \$20,000.

American has requested an allocation of 3,500 Mcf of natural gas per day from Midwestern, and proposes to install propane-air peak shaving facilities in order to meet its second and third year peak day requirements. The estimated natural gas requirements of the communities involved herein are:

Year:	Mcf at 14.73 psia and 1,000 Btu	
	Peak day	Annual
1.....	2,474	915,152
2.....	3,711	1,210,605
3.....	4,574	1,520,782

Midwestern filed its answer to the subject application on November 24, 1961, as supplemented on January 8, 1962, and January 22, 1962, stating that it does not oppose said application and is willing to render service to American. In order to provide the subject service to American, Midwestern states that it is necessary to amend the Commission's order (Opinion No. 331) of October 31, 1959, as amended, in Docket No. G-18313, in order to revise certain of its authorized sales.

Accordingly, take further notice that on January 22, 1962, Midwestern Gas Transmission Company, P.O. Box 2511, Houston 1, Texas, filed in Docket No. G-18313, a motion to further amend the order in said dockets issued October 31, 1959, accompanying Opinion No. 331, to revise the authorized sales to the Village of Perham, Minnesota, and to United Petroleum Gas Company for service to Detroit Lakes, Minnesota. These customers of Midwestern have requested reductions in their contract demands as follows:

	Presently authorized Mcf per day	Proposed authorization Mcf per day
Perham, Minn.....	962	600
United Petroleum Gas Co., Detroit Lakes, Minn.....	1,443	900

Protests, requests for hearing or petitions to intervene in these proceedings may be filed with the Federal Power Commission, Washington 25, D.C., in accordance with the Commission's rules of practice and procedure (18 CFR 1.8 or 1.10) on or before March 26, 1962.

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 62-2271; Filed, Mar. 7, 1962; 8:46 a.m.]

[Docket No. RI61-220]

J. P. OWEN ET AL.

Order Amending Order Substituting Respondent, Accepting Successor's Corporate Surety Bond and Redesignating Proceedings

MARCH 1, 1962.

J. P. Owen (Operator), et al., Owen Production Company, Docket No. RI61-220.¹

Owen Production Company by order of the Commission issued February 7, 1962,

¹ The proceeding in Docket No. RI61-220 was consolidated with the area rate proceeding in Docket No. AR61-2 by order of the Commission issued May 10, 1961.

was substituted as Respondent for J. P. Owen (Operator), et al. (Owen) in Docket No. RI61-220 as requested in a motion filed by Owen Production Company on June 26, 1961. Further in connection therewith the corporate surety bond of Owen Production Company was accepted for filing and the proceeding redesignated in the name of Owen Production Company.

The records of the Commission indicate that Supplement No. 1 to Owen's Rate Schedule No. 3 relates to sales of natural gas to United Fuel Gas Company from the Duson Field, in LaFayette Parish, Louisiana, and that Supplement No. 2 to Owen's Rate Schedule No. 6 relates to sales to United Fuel Gas Company from the West Duson Field in Acadia and LaFayette Parishes, Louisiana, both of which were suspended by the Commission on November 2, 1960, in J. P. Owen (Operator), et al., Docket No. RI61-220. The proposed increased rates became effective as of April 3, 1961, subject to refund.

It appears that the assignment by Owen dated May 22, 1961, effective May 1, 1961, of certain interests to Owen Production Company, related only to the interests of Owen, covered by Owen's Rate Schedule No. 3² as supplemented, but did not relate to interests covered by Owen's Rate Schedule No. 6, as supplemented. Accordingly, the Commission's order issued February 7, 1962, should be amended to join Owen Production Company and J. P. Owen (Operator), et al., as co-respondents, and the proceeding should be so designated.

The Commission finds: It is necessary and proper in carrying out the provisions of the Natural Gas Act that the Commission's order issued February 7, 1962, in Docket No. RI61-220 be amended to join Owen Production Company and J. P. Owen (Operator), et al., as co-respondents in said proceeding and the said proceeding be so redesignated.

The Commission orders: The Commission's order issued February 7, 1962, in Docket No. RI61-220 is amended to join Owen Production Company and J. P. Owen (Operator), et al., as co-respondents in said proceeding and the proceeding is so redesignated.

By the Commission.

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 62-2272; Filed, Mar. 7, 1962; 8:46 a.m.]

[Docket No. E-7024]

PACIFIC POWER & LIGHT CO.

Notice of Application

MARCH 1, 1962.

Take notice that on February 19, 1962, an application was filed with the Federal Power Commission pursuant to section 204 of the Federal Power Act by Pacific Power & Light Company ("Applicant"), a corporation organized under the laws

² The rate schedule is redesignated as Owen Production Company's FPC Gas Rate Schedule No. 1.

of the State of Maine and doing business in the States of Oregon, Wyoming, Washington, California, Montana and Idaho, with its principal business office at Portland, Oregon, seeking an order authorizing the issuance of \$35,000,000, in principal amount of First Mortgage Bonds, Series due 1992. Applicant proposes to issue the aforesaid Bonds under its presently existing Mortgage and Deed of Trust, dated July 1, 1947, to Guaranty Trust Company of New York (now Morgan Guaranty Trust Company of New York) and Oliver R. Brooks (Wesley L. Baker, successor), as Trustees, as heretofore supplemented by twelve supplemental indentures and as to be further supplemented by a Thirteenth Supplemental Indenture to be dated as of April 1, 1962. The Bonds, to be dated April 1, 1962, will be sold at competitive bidding and will bear interest at the rate per annum to be fixed by competitive bidding. Applicant states that the net proceeds of the issuance and sale of the Bonds and of not to exceed 696,695 additional shares of its Common Stock of the par value of \$3.25 per share (proposed to be sold separately—Docket No. E-7025) will be applied to the payment of notes then outstanding (not expected to exceed \$42,000,000 in principal amount) under a Credit Agreement dated as of August 15, 1961 and to the carrying forward of Applicant's construction program—estimated at \$44,000,000 for 1962 and \$56,000,000 for 1963.

Any person desiring to be heard or to make any protests with reference to said application should on or before the 21st day of March 1962, file with the Federal Power Commission, Washington 25, D.C., petitions or protests in accordance with the requirements of the Commission's rules of practice and procedure (18 CFR 1.8 or 1.10). The application is on file and available for public inspection.

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 62-2273; Filed, Mar. 7, 1962; 8:46 a.m.]

[Docket No. E-7025]

PACIFIC POWER & LIGHT CO.

Notice of Application

MARCH 1, 1962.

Take notice that on February 19, 1962, an application was filed with the Federal Power Commission pursuant to section 204 of the Federal Power Act by Pacific Power & Light Company ("Applicant"), a corporation organized under the laws of the State of Maine and doing business in the States of Oregon, Wyoming, Washington, California, Montana and Idaho, with its principal business office at Portland, Oregon, seeking an order authorizing the issuance of not to exceed 696,695 shares of its Common Stock with a par value of \$3.25 per share. Applicant proposes to offer the aforesaid common stock initially on a pro rata basis to holders of record of Applicant's presently outstanding common stock on the rights offering record date, in the ratio of one share of additional common stock for

each twenty shares then held. The price of the additional shares will be determined by Applicant's Board of Directors shortly before the proposed offering date, at an appropriate discount. Each common stockholder of record will receive a transferable subscription warrant expressed in terms of rights which will have a life of not less than twenty days. Where the number of rights evidenced by a warrant is not evenly divisible by 20 or is less than 20, then the holder will be entitled to subscribe for one full share with the number of rights which exceeds a multiple of 20 or is less than 20. Applicant will not accept subscriptions for fractional shares. Any shares of the additional Common Stock not subscribed for by warrant holders pursuant to the aforesaid subscription offer will be sold by Applicant to underwriters at the same price at which the shares are to be sold to Applicant's stockholders. The underwriters' compensation for commitments to purchase any unsubscribed shares is to be fixed by competitive bidding. Applicant states that the net proceeds of the additional shares of common stock and of \$35,000,000 in principal amount of First Mortgage Bonds, Series due 1992 (proposed to be sold separately—Docket No. E-7024) will be applied to the payment of notes then outstanding (not expected to exceed \$42,000,000 in principal amount) under a Credit Agreement dated as of August 15, 1961 and to the carrying forward of Applicant's construction program—estimated at \$44,000,000 for 1962 and \$56,000,000 for 1963.

Any person desiring to be heard or to make any protests with reference to said application should on or before the 21st day of March 1962, file with the Federal Power Commission, Washington 25, D.C., petitions or protests in accordance with the requirements of the Commission's rules of practice and procedure (18 CFR 1.8 or 1.10). The application is on file and available for public inspection.

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 62-2274; Filed, Mar. 7, 1962;
8:46 a.m.]

GENERAL SERVICES ADMINISTRATION

NICKEL AND COBALT IN NICKEL OXIDE POWDER HELD IN NATIONAL STOCKPILE

Proposed Disposition

Pursuant to the provisions of section 3(e) of the Strategic and Critical Materials Stock Piling Act, 50 U.S.C. 98b(e), notice is hereby given of a proposed disposition of approximately 10,000,000 pounds of contained nickel plus cobalt in nickel oxide powder.

The Office of Emergency Planning has made a revised determination, pursuant to section 2(a) of the Strategic and Critical Materials Stock Piling Act, 50 U.S.C. 98a(a), that there is no longer any need for stockpiling said nickel oxide powder. The revised determination was based, in

part, on a change in the mobilization planning period from five to three years, and, in part, on a calculation of the increased supplies of nickel that would be available in a mobilization emergency.

Since the revised determination is not by reason of obsolescence of the nickel oxide powder for use in time of war, this proposed disposition is being referred to the Congress for its express approval, as required by section 3(e) of the Strategic and Critical Materials Stock Piling Act.

General Services Administration proposes to transfer said nickel oxide powder to other Government agencies, to offer the material for sale on a competitive basis, or otherwise to dispose of it in the best interest of the Government. The disposition will commence upon the express approval by the Congress of this proposed disposition or six months after the date of publication of this notice in the FEDERAL REGISTER, whichever is later, and extend over a period of about five years.

This plan and the dates of disposition have been fixed with due regard to the protection of producers, processors, and consumers against avoidable disruption of their usual markets as well as the protection of the United States against avoidable loss on disposal.

Dated: March 1, 1962.

LAWSON B. KNOTT, JR.,
Acting Administrator.

[F.R. Doc. 62-2289; Filed, Mar. 7, 1962;
8:47 a.m.]

OFFICE OF EMERGENCY PLANNING

IDAHO

Amendment to Notice of Major Disaster

Notice of Major Disaster, published March 3, 1962, for the State of Idaho (27 F.R. 2135) is hereby amended to include the following among those counties determined to have been adversely affected by the catastrophe declared a major disaster by the President in his declaration of February 14, 1962:

Franklin. Minidoka.
Lincoln.

Dated: March 2, 1962.

EDWARD A. McDERMOTT,
Acting Director.

[F.R. Doc. 62-2262; Filed, Mar. 7, 1962;
8:45 a.m.]

NEVADA

Notice of Major Disaster

Pursuant to the authority vested in me by the President under Executive Order 10427 of January 16, 1953, Executive Order 10737 of October 29, 1957, Executive Order 10773 of July 1, 1958, and Executive Order 10782 of September 6, 1958 (18 F.R. 407, 22 F.R. 8799, 23 F.R. 5061, and 23 F.R. 6971); Reorganization Plan No. 1 of 1958, Public Law 85-763,

and Public Law 87-296; by virtue of the Act of September 30, 1950, entitled "An act to authorize Federal assistance to States and local governments in major disasters, and for other purposes" (42 U.S.C. 1855-1855g), as amended; notice is hereby given of a declaration of "major disaster" by the President in his letter to me dated February 22, 1962, reading in part as follows:

I hereby determine the damage in the various areas of the State of Nevada, adversely affected by floods beginning on or about February 10, 1962, to be of sufficient severity and magnitude to warrant disaster assistance by the Federal Government to supplement State and local efforts.

I do hereby determine the following areas in the State of Nevada to have been adversely affected by the catastrophe declared a major disaster by the President in his declaration of February 22, 1962:

The Counties of:

Churchill. Eureka.
Elko. Lander.

Dated: March 1, 1962.

EDWARD A. McDERMOTT,
Acting Director.

[F.R. Doc. 62-2263; Filed, Mar. 7, 1962;
8:45 a.m.]

SECURITIES AND EXCHANGE COMMISSION

[File Nos. 811-1076, 811-1077]

DAGGETT CHOCOLATE CO. AND DAGGETT TRUST

Notice of Filing of Application for Order Declaring That Companies Have Ceased To Be Investment Companies

MARCH 1, 1962.

Notice is hereby given that Daggett Chocolate Company ("Daggett") and The Daggett Trust ("Trust"), 254 Massachusetts Avenue, Boston, Mass., closed-end, non-diversified investment companies registered under the Investment Company Act of 1940 ("Act"), have filed applications pursuant to section 8(f) of the Act for an order declaring that Daggett and Trust have ceased to be investment companies.

Daggett, incorporated under the laws of Massachusetts on April 17, 1919, represents that all of its 7 percent cumulative preferred stock, which was beneficially owned by approximately forty persons, was called for retirement pursuant to its by-laws on August 31, 1961. Daggett represents that as a result of such call it has only common stock outstanding, which is beneficially owned by not more than seventy persons. Daggett further represents that it is not making and does not propose to make a public offering of its securities.

Trust, a trust created under the laws of Massachusetts on December 30, 1926, is a wholly-owned subsidiary of Daggett. Under section 3(c) (1) of the Act, Trust's outstanding securities are now, as a result of Daggett's retirement of its preferred stock, deemed to be beneficially

owned by not more than seventy persons. Trust represents that it is not making and does not propose to make a public offering of its securities.

Section 8(f) of the Act provides, in pertinent part, that whenever the Commission upon application finds that a registered investment company has ceased to be an investment company, it shall so declare by order and upon the taking effect of such order the registration of such company shall cease to be in effect.

Section 3(c)(1) of the Act provides that any issuer whose outstanding securities are beneficially owned by not more than 100 persons and which is not making and does not presently propose to make a public offering of its securities is not an investment company within the meaning of the Act.

Notice is further given that any interested person may, not later than March 21, 1962 at 5:30 p.m. submit to the Commission in writing a request for a hearing on the matter accompanied by a statement as to the nature of his interest, the reason for such request and the issues of fact or law proposed to be controverted, or he may request that he be notified if the Commission shall order a hearing thereon. Any such communication should be addressed: Secretary, Securities and Exchange Commission, Washington 25, D.C. A copy of such request shall be served personally or by mail (air mail if the person being served is located more than 500 miles from the point of mailing) upon applicant. Proof of such service (by affidavit or in case of an attorney-at-law by certificate) shall be filed contemporaneously with the request. At any time after said date, as provided by Rule O-5 of the rules and regulations promulgated under the Act, an order disposing of the applications herein may be issued by the Commission upon the basis of the showing contained in said applications, unless an order for hearing upon said applications shall be issued upon request or upon the Commission's own motion.

By the Commission.

[SEAL] ORVAL L. DuBois,
Secretary.

[F.R. Doc. 62-2283; Filed, Mar. 7, 1962; 8:47 a.m.]

SMALL BUSINESS ADMINISTRATION

[Delegation of Authority 30-X-35]

BRANCH MANAGER, MARSHALL, TEXAS

Delegation Relating to Financial Assistance, Procurement and Technical Assistance and Administrative Functions

I. Pursuant to the authority delegated to the Deputy Regional Director by Delegation of Authority No. 30-X-19, Revision 1, dated October 13, 1961 (26 F.R. 10717), there is hereby redelegated

to the Branch Manager, Marshall Branch Office, Small Business Administration, the authority:

A. *Financial assistance.* 1. To approve or decline direct business loans in an amount not exceeding \$20,000.

2. To approve or decline participation business loans in an amount not exceeding \$100,000.

3. To approve or decline disaster loans in an amount not exceeding \$50,000.

4. To approve or decline limited loan participation loans.

5. To approve or decline Simplified Bank Loan Participation loans in an amount not exceeding \$150,000.

6. To approve or decline Small Loans in an amount not exceeding \$12,000.

7. To disburse approved loans.

8. To enter into Business Loan and Disaster Loan Participation Agreements with banks.

9. To execute loan authorizations for Washington approved loans and for loans approved under delegated authority, said execution to read as follows:

(Name), Administrator.
By _____,
(Name)
Branch manager.

10. To cancel, reinstate, modify and amend authorizations for business or disaster loans (within the above amount standards).

11. To extend the disbursement period on all loan authorizations or undisbursed portions of loans.

12. To approve, when requested, in advance of disbursement, conformed copies of notes and other closing documents and certify to the participating bank that such documents are in compliance with the participation authorization.

13. To approve service charges by participating bank not to exceed 2 percent per annum on the outstanding balance in connection with construction loans and loans involving accounts receivable and inventory financing.

14. To take all necessary actions to effect the servicing, administration and collection of all current loans having an outstanding balance not in excess of \$100,000.

B. *Procurement and technical assistance.* (1) To: (a) Determine joint set-asides for Government procurements and sales; (b) determine the need for representation at procurement and disposal centers; and (c) develop with Government procurement and disposal agencies required local procedures for implementing established inter-agency policy agreements.

C. *Administrative.* (1) To administer oaths of office.

(2) To approve annual and sick leave, except advanced annual and sick leave, for employees under his supervision.

(3) To rent motor vehicles from the General Services Administration and to rent garage space for the storage of such vehicles when not furnished by GSA.

(4) To administratively approve all types of vouchers, invoices and bills submitted by public creditors of the Agency for articles or services rendered.

II. The specific authority delegated in I.A. may not be redelegated.

III. All authority delegated herein may be exercised by any SBA employee designated as Acting Branch Manager.

Effective date: March 3, 1962.

JAMES R. WOODALL,
Deputy Regional Director, Small Business Administration, Region X.

[F.R. Doc. 62-2284; Filed, Mar. 7, 1962; 8:47 a.m.]

INTERSTATE COMMERCE COMMISSION

FOURTH SECTION APPLICATION FOR RELIEF

MARCH 5, 1962.

Protests to the granting of an application must be prepared in accordance with Rule 40 of the general rules of practice (49 CFR 1.40) and filed within 15 days from the date of publication of this notice in the FEDERAL REGISTER.

LONG-AND-SHORT HAUL

FSA No. 37580: *Newsprint paper from Mobile, Ala.* Filed by O. W. South, Jr., Agent (No. A4155), for interested rail carriers. Rates on newsprint paper, in carloads, from Mobile, Ala., to Norfolk, Newport News, and Richmond, Va.

Grounds for relief: Market competition.

Tariff: Supplement 5 to Southern Freight Association tariff I.C.C. S-230.

By the Commission

[SEAL] HAROLD D. MCCOY,
Secretary.

[F.R. Doc. 62-2287; Filed, Mar. 7, 1962; 8:47 a.m.]

[Notice 605]

MOTOR CARRIER TRANSFER PROCEEDINGS

MARCH 5, 1962.

Synopses of orders entered pursuant to section 212(b) of the Interstate Commerce Act, and rules and regulations prescribed thereunder (49 CFR Part 179), appear below:

As provided in the Commission's special rules of practice any interested person may file a petition seeking reconsideration of the following numbered proceedings within 20 days from the date of publication of this notice. Pursuant to section 17(8) of the Interstate Commerce Act, the filing of such a petition will postpone the effective date of the order in that proceeding pending its disposition. The matters relied upon by petitioners must be specified in their petitions with particularity.

No. MC-FC 64596. By order of February 28, 1962, the Transfer Board approved the transfer to La Moine A. Mountin, Elmwood, Wis., of the operating rights in Certificates Nos. MC 90208 and MC 90208 Sub-3, issued February 7, 1950, and October 18, 1950, to Harold Mountin, Elmwood, Wis., authorizing

the transportation, over regular and irregular routes, between Wisconsin points and South St. Paul, Minn., of livestock, and feed and farm machinery, and over irregular routes, of livestock and farm products, feed and salt, agricultural commodities, general commodities, excluding household goods, commodities in bulk, and other specified commodities, and general commodities, without exception, from, to, and between specified points in Wisconsin and Minnesota, varying as to the commodities indicated, and over irregular routes, wagon bodies, and accessories therefor when moving in connection with shipments of wagon bodies, from Rock Elm, Wis., to points in Illinois, Indiana, Iowa, Michigan, Minnesota, North Dakota, and South Dakota. A. R. Fowler, 2288 University Avenue, St. Paul 14, Minn., applicants' representative.

No. MC-FC 64707. By order of February 27, 1962, the Transfer Board approved the transfer to Otis V. Root and Vernon H. Root, a partnership, doing business as Root's Van Lines, 5 West Leonard Street, Grand Rapids 5, Mich., of Certificate No. MC 54147, issued October 11, 1949, to Stanley Click and Viola Click, a partnership, doing business as Daily Transfer, 5 West Leonard Street, Grand Rapids 5, Mich., authorizing the

transportation of: Household goods, between Grand Rapids, Mich., and points in Michigan within 80 miles of Grand Rapids, on the one hand, and, on the other, points in Indiana, Illinois, Ohio, Pennsylvania, New York, and Wisconsin.

No. MC-FC 64716. By order of February 28, 1962, the Transfer Board approved the transfer to Archie's Transportation, Inc., 349 South Second Street, New Bedford, Mass., of Certificates in Nos. MC 85093 and MC 85093 Sub-3, issued June 2, 1941, and July 31, 1959, respectively, to Aaron Israel, doing business as Archie's Motor Transportation Co., 349 South Second Street, New Bedford, Mass., authorizing the transportation of: General commodities, with the usual exceptions including household goods and commodities in bulk, glass bottles, metal junk, old rubber tires, rags, paper, and frozen foods, in mechanically refrigerated vehicles, from, to, or between specified points in Massachusetts and Rhode Island.

No. MC-FC 64747. By order of February 26, 1962, the Transfer Board approved the transfer to Havrylkoff, Inc., New Orleans, La., of Certificate No. MC 118132, issued October 3, 1961, to H. Havrylkoff, New Orleans, La., authorizing the transportation of: Bananas, from New Orleans, La., to points in Iowa,

Minnesota, and South Dakota. Thomas N. Lennox, 219 Carondelet Street, New Orleans 12, La., attorney for applicants.

No. MC-FC 64833. By order of February 26, 1962, the Transfer Board approved the transfer to C & A Motor Express Co., a corporation, Steubenville, Ohio, of the operating rights in Certificate No. MC 33898, issued December 30, 1958, to The Z. L. Travis Co., a corporation, doing business as The Z. L. Travis Transfer and Storage Co., Steubenville, Ohio, authorizing the transportation, over irregular routes, of general commodities, excluding household goods, and other specified commodities, between Steubenville, Ohio, on the one hand, and, on the other, points within 50 miles of Steubenville, and construction materials, machinery, mine supplies, glassware, paper products, and hardware, between points in Brooke County, W. Va., on the one hand, and, on the other, points in West Virginia, Ohio, and Pennsylvania, which are located within 125 miles of Wellsburg, W. Va. Arthur J. Diskin, 302 Frick Building, Pittsburgh 19, Pa., applicants' attorney.

[SEAL]

HAROLD D. McCoy,
Secretary.

[F.R. Doc. 62-2288; Filed, Mar. 7, 1962; 8:47 a.m.]

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