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Agencies in this issue—

- Agricultural Research Service
- Alien Property Office
- Atomic Energy Commission
- Coast Guard
- Consumer and Marketing Service
- Federal Aviation Agency
- Federal Deposit Insurance Corporation
- Federal Housing Administration
- Federal Maritime Commission
- Federal Power Commission
- Federal Reserve System
- Fish and Wildlife Service
- Geological Survey
- Interagency Textile Administrative Committee
- Interstate Commerce Commission
- Labor Standards Bureau
- Maritime Administration
- National Bureau of Standards
- President's Commission on the Patent System
- Small Business Administration
- Treasury Department

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Title 12—BANKS AND BANKING

Chapter II—Federal Reserve System

SUBCHAPTER A—BOARD OF GOVERNORS OF THE FEDERAL RESERVE SYSTEM

[Reg. R]

PART 218—RELATIONS WITH DEALERS IN SECURITIES UNDER SECTION 32, BANKING ACT OF 1933

Exceptions

1. Effective January 25, 1966, § 218.2 is editorially revised to read as follows: § 218.2 Exceptions.

Pursuant to the authority vested in it by section 32, the Board of Governors of the Federal Reserve System hereby grants permission¹ for any officer, director, or employee of any member bank of the Federal Reserve System, unless otherwise prohibited,² to be at the same time an officer, director, or employee of any corporation or unincorporated association, a partner or employee of any partnership, or an individual, engaged in the issue, flotation, underwriting, public sale, or distribution, at wholesale or

¹ Under section 32, as amended effective Jan. 1, 1936 (49 Stat. 709; 12 U.S.C. 78), the Board is authorized to except limited classes of relationships from the prohibitions of the statute, under certain conditions; but the Board can make such exceptions only by general regulations and is not authorized to issue individual permits.

² Section 8 of the Clayton Act (38 Stat. 732, 49 Stat. 718; 15 U.S.C. 19) is applicable in certain circumstances to interlocking relationships between member banks and private bankers, and other banks, banking associations, savings banks and trust companies. See Part 212 of this Chapter.

Section 17(c) of the Public Utility Act of 1935 (49 Stat. 831; 15 U.S.C. 79q(c)) is applicable in certain circumstances to interlocking relationships between banks and private bankers (and corporations owned by banks and private bankers), and public utility companies and public utility holding companies. Inquiries regarding this section should be addressed to the Securities and Exchange Commission and not to the Board of Governors of the Federal Reserve System.

Section 10(c) of the Investment Company Act of 1940 (54 Stat. 806; 15 U.S.C. 80a-10 (c)) is applicable in certain circumstances to interlocking relationships between banks and registered investment companies. Inquiries regarding this section should be addressed to the Securities and Exchange Commission and not to the Board of Governors of the Federal Reserve System.

Section 305(b) of the Federal Power Act (49 Stat. 856; 16 U.S.C. 825d(b)) is applicable in certain circumstances to interlocking relationships between public utility companies and banks and bankers that are authorized by law to underwrite or participate in the marketing of securities of a public utility. Inquiries regarding this section should be addressed to the Federal Power Commission and not to the Board of Governors of the Federal Reserve System.

retail, or through syndicate participation, of any stocks, bonds, or other similar securities, if so engaged only as to the following securities: Bonds, notes, certificates of indebtedness, and Treasury bills of the United States; obligations fully guaranteed both as to principal and interest by the United States; obligations of Federal Intermediate Credit banks, Federal Land banks, Central Bank for Cooperatives, Federal Home Loan banks, the Federal National Mortgage Association, and the Tennessee Valley Authority; subject to specifications contained in paragraph Seventh of section 5136, Revised Statutes (12 U.S.C. 24), obligations of the International Bank for Reconstruction and Development, the Inter-American Development Bank, any local public agency, and obligations insured by the Federal Housing Administrator; and general obligations of Territories, dependencies, and insular possessions of the United States.

2a. The purpose of this revision is purely editorial; there is no change in substance and the revision is intended only to make the section easier to read. Footnote 2 is unchanged, but an additional paragraph is added to footnote 3 merely to bring to the attention of the reader another related provision of law.

b. The notice, public participation, and deferred effective date described in section 4 of the Administrative Procedure Act are not followed in connection with this technical revision for the reasons and good cause found as stated in paragraph (e) of § 262.1 of the Board's rules of procedure (Part 262 of this chapter), and specifically because in connection with this revision such procedures are unnecessary as they would not aid the persons affected and would serve no other useful purpose.

(Sec. 32, 48 Stat. 194, as amended; 12 U.S.C. 78)

BOARD OF GOVERNORS OF THE
FEDERAL RESERVE SYSTEM,
[SEAL] MERRITT SHERMAN,
Secretary.

[F.R. Doc. 66-1056; Filed, Jan. 28, 1966;
8:47 a.m.]

Title 14—AERONAUTICS AND SPACE

Chapter I—Federal Aviation Agency

[Docket No. 7134; Amdt. 39-187]

PART 39—AIRWORTHINESS DIRECTIVES

Lockheed Models 188A and 188C Series Airplanes

There have been cases of corrosion and cracking induced by corrosion in

the upper and lower wing plank splice areas and at the access door-to-plank splices on Lockheed Models 188A and 188C Series airplanes. Since this condition is likely to exist or develop in other airplanes of the same type design, an airworthiness directive is being issued to require repetitive inspections of these areas and repair as necessary on the subject airplanes.

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

In consideration of the foregoing, and pursuant to the authority delegated to me by the Administrator (25 F.R. 6489), § 39.13 of Part 39 of the Federal Aviation Regulations is amended by adding the following new airworthiness directive:

LOCKHEED. Applies to Models 188A and 188C Series airplanes.

Compliance required as indicated.

In order to detect and remove or repair damage, and to retard cracking induced by corrosion in the upper and lower wing plank splice areas and at the access door-to-plank splices, accomplish the inspections and repairs set forth herein, or an equivalent approved by the Chief, Aircraft Engineering Division, FAA Western Region. The inspection required by paragraph (a) must be continued until inspection of the same area in accordance with paragraphs (b) and (c) has been accomplished.

(a) Within the next 100 hours' time in service after the effective date of this AD, unless already accomplished within the last 200 hours' time in service and thereafter at intervals not exceed 300 hours' time in service from the last inspection:

(1) Visually inspect internally for cracks the upper wing plank splice underlying tang riser radius adjacent to risers Nos. 29, 36, 43, and 50, in the wing area located between the upper inboard nacelle skate angles, except those areas covered with production doublers or repair doublers. (This area is shown in Item 5, Figure 3 and Riser Locations, Figure 4, of Lockheed Service Bulletin 88/SB-620D.)

(2) For airplanes utilizing the area described in subparagraph (1) as an integral fuel tank purge the tank and remove the sealant covering the inspection areas before each inspection. (This area is shown in Item 5 and upper one-half inch of aft face of Item 11, Figure 3 of Lockheed Service Bulletin 88/SB-620D.)

(b) For airplanes on which the splice gap has been widened to a width of 0.070±0.010 inches and has been cleaned, sealed, and painted in accordance with Lockheed Service Bulletin 88/SB-620D, section 2.E., accomplish the inspections set forth in subparagraph (1) on the areas and at the times prescribed in subparagraph (2), except those areas covered with production doublers or repair doublers.

(1) Visually inspect for corrosion around fastener heads and for bulging between fasteners and along the wing plank edge, and ultrasonically inspect for corrosion and cracks in the wing plank splices in accord-

ance with the accomplishment instructions of Lockheed Service Bulletin 88/SB-620D, sections 2.B.(3), 2.B.(4), and 2.B.(5)(a)2.

(2) Inspect the areas described in Column 1 of the following table at the time specified

Area (col. 1)	Initial time (col. 2)	Last inspection (col. 3)	Repetitive (col. 4)
<i>Upper wing surface</i>			
2. Under fuselage fillets.....	1400	600	2000
3. Between fillet and wing station 83.....	1400	600	2000
4. Around inboard fuel tank access door.....	700	1300	2000
5. Between nacelle skate angle and wing station 155.....	700	700	1400
6. Between nacelle skate angle and wing station 221.....	700	700	1400
7. Between wing stations 221 and 257 at planks 2-3 splice and planks 3-4 splice.....	1400	600	2000
8. Around outboard fuel tank access door.....	700	1300	2000
9. Around fuel probe access door.....	1400	600	2000
10. All remaining splices.....	2000	2000	4000
<i>Lower wing surface</i>			
2. Under fuselage fillets.....	1400	600	2000
3. Between fillet and wing station 83.....	1400	600	2000
4. Between nacelle skate angles and wing stations 155 and 221.....	700	700	1400
5. Around access doors.....	1400	600	2000
6. All remaining splices.....	2000	2000	4000

(c) For airplanes on which the splice gap has not been widened to a width of 0.070 ± 0.010 inch and has not been cleaned, sealed, and painted in accordance with Lockheed Service Bulletin 88/SB-620D, section 2.E., accomplish any one of the inspections set forth below:

(1) Inspect in accordance with the provisions of paragraph (b)(1), accomplish the requirements of paragraph (d) and widen all unwidened joints to a width of 0.070 ± 0.010 inch and clean, seal and paint the joints in accordance with Lockheed Service Bulletin 88/SB-620D, section 2.E. These requirements must be accomplished on those areas, and at the times prescribed in the table set forth in paragraph (b), except areas covered by production doublers or repair doublers;

(2) Inspect in accordance with the provisions of paragraph (b)(1) at the times specified for initial inspection set forth in paragraph (b)(2), accomplish the requirements of paragraph (d), and clean, seal, and paint the unwidened joints in accordance with Lockheed Service Bulletin 88/SB-620D, section 2.E. These requirements must be accomplished on those areas specified in the table set forth in paragraph (b), except areas covered by production doublers or repair doublers, and must be repeated at intervals not to exceed 1,000 hours' time in service from the last inspection. If no cracks or corrosion are detected after two (2) consecutive inspections totaling not less than 1,950 hours' time in service since the initial inspection, the repetitive inspection intervals specified in the table set forth in paragraph (b) may be used;

(3) Widen the splice gap to a constant width of 0.070 ± 0.010 inch, if not previously accomplished, and visually inspect for corrosion around fastener heads and for bulging between fasteners and along the wing plank edge, and in the wing plank splices in accordance with the accomplishment instructions of Lockheed Service Bulletin 88/SB-620D, section 2.B.(2), and 2.B.(3), and 2.B.(4). If corrosion is detected in the skin riser radius of the underlying tang inspect the radius for cracks by a dye penetrant method. These requirements must be accomplished on those areas, and at the time prescribed in the table set forth in paragraph (b), except areas covered by production doublers or repair doublers; or

In Column 2 unless already accomplished within the time specified in Column 3. These inspections must be repeated at the time interval specified in Column 4 beginning at the time of the last inspection.

(4) Inspect in accordance with the provisions of paragraph (b)(1), the areas specified in the table set forth in paragraph (b)(2), except those areas covered by production doublers or repair doublers, at the time specified for initial inspection set forth in that table. Accomplish the repairs as necessary in accordance with paragraph (d). These inspections must be repeated at intervals not to exceed 1,000 hours' time in service from the last inspection until the inspections of subparagraphs (1), (2), or (3) are accomplished.

(d) Remove all corrosion and cracks found during the inspections performed in accordance with paragraphs (a), (b), and (c) before further flight, in accordance with the instructions provided in Lockheed Service Bulletin 88/SB-620D, section 2.C., except that removal of corrosion damage that does not exceed the limits of Lockheed Service Bulletin 88/SB-620D, Figure 9 and Figure 16 Sheets 1 and 2 may be deferred for an interval not to exceed 300 hours' time in service. Repair all areas where material removed exceeds the limits of Lockheed Service Bulletin 88/SB-620D, Figure 9 and Figure 16 Sheets 1 and 2 before further flight in accordance with the instructions provided in Lockheed Service Bulletin 88/SB-620D, section 2.D. The airplane may be flown in accordance with FAR 21.197 to a base where the corrosion removal and repairs can be performed.

(e) Upon request of the operator, an FAA maintenance inspector, subject to prior approval of the Chief, Aircraft Engineering Division, FAA Western Region, may adjust the repetitive inspection intervals specified in this AD to permit compliance at an established inspection period of the operator if the request contains substantiating data to justify the increase for that operator.

(Lockheed Service Bulletin 88/SB-620D covers this same subject.)

This amendment becomes effective January 29, 1966.

(Secs. 313(a), 601, 603, Federal Aviation Act of 1958; 49 U.S.C. 1354(a), 1421, 1423)

Issued in Washington, D.C., on January 26, 1966.

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

[F.R. Doc. 66-1070; Filed, Jan. 28, 1966; 8:48 a.m.]

[Airspace Docket Nos. 65-SW-35, 65-SW-36]

PART 73—SPECIAL USE AIRSPACE

Alteration and Designation of Restricted Areas

The purpose of this amendment to Part 73 of the Federal Aviation Regulations is to lower the ceiling of Restricted Area R-3804A from 29,000 feet MSL to 15,000 feet MSL and to designate part-time Restricted Area R-3804C with the same geographic dimensions as R-3804A from 15,000 feet MSL to 29,000 feet MSL at Fort Polk, La.

The U.S. Army has concurred in the Federal Aviation Agency's request that Restricted Area R-3804A be altered to reflect the actual use of the area. While the Army has a continuing requirement for the lower altitudes within R-3804A, its requirement for the upper altitudes is intermittent and can be satisfied by part-time use of the area with operating periods to be announced by NOTAM 24 hours in advance of use. Accordingly, action is taken herein to alter R-3804A by lowering its upper limit and to designate a new part-time Restricted Area R-3804C which will contain that airspace previously included in R-3804A above 15,000 feet MSL.

Since this amendment is less restrictive to the public, notice and public procedure are not considered necessary and the amendment may be made effective immediately.

In consideration of the foregoing, Part 73 of the Federal Aviation Regulations is amended, effective immediately, as hereinafter set forth.

1. In § 73.38 (29 F.R. 17747; 30 F.R. 5831) Restricted Area R-3804A is amended by deleting "Designated altitudes. Surface to 29,000 feet MSL." and substituting therefor "Designated altitudes. Surface to 15,000 feet MSL."

2. In § 73.38 (29 F.R. 17747) Restricted Area R-3804C at Fort Polk, La., is designated as follows:

R-3804C FORT POLK, LA.

Boundaries. Beginning at latitude 31°00'52" N., longitude 93°08'11" W.; to latitude 31°00'52" N., longitude 92°56'52" W.; to latitude 31°00'19" N., longitude 92°56'13" W.; to latitude 31°00'19" N., longitude 92°54'22" W.; to latitude 31°03'54" N., longitude 92°51'33" W.; to latitude 31°09'34" N., longitude 92°58'24" W.; to latitude 31°09'34" N., longitude 93°00'55" W.; to latitude 31°08'42" N., longitude 93°01'54" W.; to latitude 31°08'42" N., longitude 93°08'11" W.; to point of beginning.

Designated altitudes. 15,000 feet MSL to 29,000 feet MSL.

Controlling agency. Federal Aviation Agency, Houston, Tex., ARTC Center.

Time of designation. As published by NOTAM 24 hours in advance.

Using agency. Commanding General, Fort Polk, La.

(Sec. 307(a), Federal Aviation Act of 1958; 49 U.S.C. 1348)

Issued in Washington, D.C., on January 25, 1966.

ARCHIE W. LEAGUE,
Director, Air Traffic Service.

[F.R. Doc. 66-1027; Filed, Jan. 28, 1966; 8:45 a.m.]

[Reg. Docket No. 7076; Amdt. 461]

PART 97—STANDARD INSTRUMENT APPROACH PROCEDURES

Miscellaneous Amendments

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

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

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

1. By amending the following automatic direction finding procedures prescribed in § 97.11(b) to read:

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		Course and distance	Minimum altitude (feet)	Condition	Ceiling and visibility minimums		
From—	To—				2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
ABI VOR.....	LOM.....	Direct.....	3900	T-dn.....	300-1	300-1	200-1½
Trussell Int.....	LOM.....	Direct.....	3900	C-dn.....	400-1	500-1	500-1½
Clyde Int.....	LOM.....	Direct.....	3900	S-dn-35.....	400-1	400-1	400-1
Dyess VOR.....	LOM.....	Direct.....	3900	A-dn.....	800-2	800-2	800-2
Oplin Int.....	LOM.....	Direct.....	3900				

Radar available.

Procedure turn E side of S crs, 170° Outbnd, 350° Inbnd, 3900' within 10 miles.

Minimum altitude over facility on final approach crs, 3500'.

Crs and distance, facility to airport, 350°—5.9 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.9 miles after passing LOM, climb to 3900' on crs, 350° within 20 miles or, when directed by ATC, turn right, climb to 3900' on R-086° of ABI VOR, within 20 miles.

Other change: Deletes caution note.

MSA within 25 miles of facility: 000°-090°—3500'; 090°-180°—3800'; 180°-270°—3900'; 270°-360°—4100'.

City, Abilene; State, Tex.; Airport name, Abilene Municipal; Elev., 1778'; Fac. Class., LOM; Ident., AB; Procedure No. 1, Amdt. 5; Eff. date, 22 Jan. 66; Sup. Amdt. No. 4: Dated, 13 Mar. 65

Asheville VOR.....	Broad River RBn.....	Direct.....	5500	T-dn*.....	800-1	800-1	800-1
Spartanburg VOR.....	Tuxedo Int.....	Direct.....	5000	C-d**.....	1500-2	1500-2	1500-2
Tuxedo Int.....	Broad River RBn (final).....	Direct.....	5000	C-n.....	NA	NA	NA
Owen Int.....	Broad River RBn.....	Direct.....	5000	S-dn-34#.....	1200-2	1200-2	1200-2
				A-d.....	1500-2	1500-2	1500-2
				A-n.....	NA	NA	NA
				If OM or R 256°, AVL VOR received on final, minimums become:			
				S-dn-34#.....	800-1	800-1	800-1

Procedure turn E side of crs, 162° Outbnd, 342° Inbnd, 5000' within 10 miles of Broad River RBn.

Minimum altitude over Broad River RBn on final approach crs, 5000'; over OM, 3400'.

Crs and distance, Broad River RBn to airport, 342°—9.7 miles; OM to airport, 342°—4.7 miles; LMM to airport, 342°—0.6 mile.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 9.7 miles after passing BRA RBn, climb on crs of 340° to ABN RBn and continue climb, if necessary, in holding pattern S of ABN RBn (right turns, 1 minute) to 5000' or higher as directed by ATC, before returning to Broad River RBn or continuing climb on crs or, when directed by ATC, climb on crs of 342° from BRA RBn to 8000' within 20 miles.

*IFR departure procedures: Takeoffs to the N will comply with missed approach procedure when climbing to altitude. Takeoffs to the S will climb on crs of 162° over the OM and continue on crs of 162° to Broad River RBn. Upon reaching 5000' or higher as directed by ATC, continue climb on crs.

**CAUTION: Terrain rises rapidly 2 miles W of airport. All maneuvering for circling approach must be accomplished E of airport.

#No reduction authorized.

MSA within 25 miles of facility: 000°-090°—8700'; 090°-180°—5500'; 180°-270°—6600'; 270°-360°—8400'

City, Asheville; State, N.C.; Airport name, Asheville Municipal; Elev., 2161'; Fac. Class., HW; Ident., BRA; Procedure No. 1, Amdt. 3; Eff. date, 22 Jan. 66; Sup. Amdt. No. 2: Dated, 16 Nov. 63

RULES AND REGULATIONS

ADF STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition		Course and distance	Minimum altitude (feet)	Condition	Ceiling and visibility minimums		
From—	To—				2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Weaverville Int.	ABN RBN	Direct	6000	T-dn*	800-1	800-1	800-1
Asheville VOR	ABN RBN	Direct	6000	C-d**	1500-2	1500-2	1500-2
Broad River RBN	ABN RBN	Direct	6000	C-n	NA	NA	NA
Owen Int.	ABN RBN	Direct	6000	S-dn-16#	1200-1	1200-1	1200-1
				A-d	1500-2	1500-2	1500-2
				A-n	NA	NA	NA

Procedure turn E side of crs, 340° Outbnd, 160° Inbnd, 5500' within 10 miles.
 Minimum altitude over facility on final approach crs, 4200'.
 Crs and distance, facility to airport, 160°—5.8 miles.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.8 miles after passing ABN RBN, climb to 5500' on crs of 162° to Broad River RBN. Hold SE, 1-minute right turns.
 *1 PR departure procedures: Takeoffs to the N will climb on crs, 340° to ABN RBN and continue climb, if necessary, in holding pattern S of ABN RBN (right turns, 1 minute) to 6000' or higher as directed by ATC, before returning to BRA RBN or continuing climb on crs or, when directed by ATC, climb on crs, 342° from BRA RBN to 8000' within 20 miles. Takeoffs to the S will climb on crs, 162° over the OM, and continue on crs, 162° to Broad River RBN. Upon reaching 6000' or higher as directed by ATC, continue climb on crs.
 **CAUTION: Terrain rises rapidly 2 miles W of airport. All maneuvering for circling approach must be accomplished E of airport. Abrupt changes in terrain adjacent to procedure areas. During periods of thunderstorm activity, station passage (ABN RBN) will be additionally identified as passing the AVL VOR R-298.
 # Final approach from holding pattern not authorized. Procedure turn required.
 * No reduction authorized.
 MSA within 25 miles of facility: 000°-090°—8700'; 090°-180°—6500'; 180°-270°—8500'; 270°-360°—8300'.

City, Asheville; State, N.C.; Airport name, Asheville Municipal; Elev., 2161'; Fac. Class., MIIW; Ident., ABN; Procedure No. 2, Amdt. 4; Eff. date, 22 Jan 66; Sup. Amdt. No. 3; Dated, 19 Sept. 65

Boston VOR	BO LOM	Direct	2000	T-dn%	300-1	300-1	200-1/2
Bedford RBN	BO LOM	Direct	2300	C-dn#	600-1	600-1	600-1 1/2
Millis Int.	215° bearing from BO LOM	090°	2300	S-dn-4R/L**	600-1	600-1	600-1
Whitman VOR	215° bearing from BO LOM	200°	2000	A-dn	800-2	800-2	800-2
215° bearing from BO LOM	BO LOM (final)	Direct	1900				

Radar available.
 Procedure turn E side of crs, 215° Outbnd, 035° Inbnd, 2000' within 10 miles.
 Minimum altitude over facility on final approach crs, 1900'.
 Crs and distance, facility to airport, 035°—5.3 miles.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.3 miles after passing BO LOM, climb to 2000' direct to Beverly RBN (TOF). Hold NW of Beverly RBN, 153° Inbnd, 1-minute left turn or, when directed by ATC, make right-climbing turn to 2000' direct E Boston Int. Hold SE of E Boston Int, 293° Inbnd, 1-minute right turns.
 CAUTION: (1) Nonstandard ALS serving Runway 4R. Displaced threshold lights 2518' from end of Runway 4R. (2) 370' stack, 1 mile SW; 805' building, 1.7 miles W; 845' building and antenna, 3.1 miles W; 1349' antenna, 10.5 miles W of airport.
 % Departures from Runway 27 make left turn to crs, 260° as soon as practicable after takeoff.
 # No circling W of airport authorized from centerline extended Runway 4L to centerline extended Runway 15 when ceiling is less than 800'.
 ** Reduction not authorized.
 MSA within 25 miles of facility: 000°-090°—2000'; 090°-180°—2000'; 180°-270°—2500'; 270°-360°—2500'.

City, Boston; State, Mass.; Airport name, General Edward Lawrence Logan International; Elev., 19'; Fac. Class., LOM; Ident., BO; Procedure No. 1, Amdt. 14; Eff. date, 22 Jan. 66; Sup. Amdt. No. 13; Dated, 24 Apr. 65

Peabody FM, radar or 10 mile-DME Fix, E 030°, BOS VORTAC	Revere Int, radar or 5-mile DME Fix, R 030°, BOS VORTAC (final)	Direct	1200	T-dn%	300-1	300-1	200-1/2
Bedford RBN	OS LMM	Direct	2000	C-dn	800-1	800-1	800-1 1/2
Dorchester Int.	OS LMM	Direct	2000	S-dn-22L**	800-1	800-1	800-1
Whitman VOR	OS LMM	Direct	2000	A-dn	800-2	800-2	800-2
Cohasset Int.	OS LMM	Direct	2000	After Revere Int, radar or 5-mile DME Fix:			
				C-dn#	600-1	600-1	600-1 1/2
				S-dn-22L**	600-1	600-1	600-1

Procedure turn E side of crs, 035° Outbnd, 215° Inbnd, 1500' within 12 miles of OS LMM.
 Minimum altitude over facility on final approach crs, 819' basic ADF; Revere Int (radar or 5-mile DME Fix) final, 1200'.
 Crs and distance, Revere Int (radar or 5-mile DME Fix) to airport, 215°—4 miles.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3 miles after passing Revere Int, 2-mile DME Fix, or passing BOS SABH, climb straight ahead to 2000' direct to BO LOM. Hold SW of BO LOM, 035° Inbnd, 1-minute right turns or, when directed by ATC, make left-climbing turn to 2000' direct E Boston Int. Hold SE of E Boston Int, 293° Inbnd, 1-minute right turns.
 CAUTION: 370' stack, 1 mile SW of airport; 505' building, 1.7 miles W of airport; 845' building and antenna, 3.1 miles W of airport; 1349' antenna, 10.5 miles W of airport.
 % Departures from Runway 27—make left turn to crs, 260° as soon as practical after takeoff.
 # No circling W of airport authorized from centerline extended Runway 4L to centerline extended Runway 15 when ceiling is less than 800'.
 ** Reduction not authorized.
 MSA within 25 miles of facility: 000°-180°—2000'; 180°-360°—2500'.

City, Boston; State, Mass.; Airport name, General Edward Lawrence Logan International; Elev., 19'; Fac. Class., LMM; Ident., OS; Procedure No. 2, Amdt. 4; Eff. date, 22 Jan. 66; Sup. Amdt. No. 3; Dated, 21 Sept. 63

Cohasset Int.	LI LOM (final)	Direct	1400	T-dn%	300-1	300-1	200-1/2
Boston VOR	LI LOM	Direct	1500	C-dn#	600-1	600-1	600-1 1/2
Beechwood Int.	LI LOM (final)	Direct	1400	S-dn-33**	600-1	600-1	600-1
				A-dn	800-2	800-2	800-2

Radar available.
 Procedure turn E side of crs, 150° Outbnd, 330° Inbnd, 1500' within 10 miles.
 Minimum altitude over facility on final approach crs, 1400'.
 Crs and distance, facility to airport, 330°—4.4 miles.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.4 miles after passing LI LOM, make right-climbing turn to 2000' direct to Beverly RBN (TOF). Hold NW, 153° Inbnd, 1-minute left turns or, when directed by ATC, make right-climbing turn to 2000' direct, E Boston Int. Hold SE of E Boston Int, 293° Inbnd, 1-minute right turns.
 CAUTION: 370' stack, 1 mile SW; 505' building, 1.7 miles W; 845' building and antenna, 3.1 miles W; 1349' antenna, 10.5 miles W of airport.
 % Departures from Runway 27—make left turn to heading, 260° as soon as practicable after takeoff.
 # No circling W of airport authorized from centerline extended Runway 4L to centerline extended Runway 15 when ceiling is less than 800'.
 ** Reduction not authorized.
 MSA within 25 miles of facility: 000°-180°—2000'; 180°-360°—2500'.

City, Boston; State, Mass.; Airport name, General Edward Lawrence Logan International; Elev., 19'; Fac. Class., LOM; Ident., LI; Procedure No. 3, Amdt. 2; Eff. date, 22 Jan. 66; Sup. Amdt. No. 1; Dated, 17 Aug. 63

PROCEDURE CANCELED, EFFECTIVE 22 JAN. 1966.
 City, Boston; State, Mass.; Airport name, Logan International; Elev., 19'; Fac. Class., SABII; Ident., Bos; Procedure No. 4, Amdt. Orig.; Eff. date, 31 Aug. 63

RULES AND REGULATIONS

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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	
Keller Int.....	FT LOM.....	Direct.....	2000	T-dn.....	300-1	300-1	*200-1½
Justin Int.....	FT LOM.....	Direct.....	2000	C-dn.....	600-1	600-1	600-1½
Joshua Int.....	FT LOM.....	Direct.....	2500	S-dn-17.....	600-1	600-1	600-1
Roanoke Int.....	FT LOM.....	Direct.....	2000	A-dn.....	800-2	800-2	800-2

Radar vectoring available.
 Procedure turn E side of crs, 354° Outbnd, 174° Inbnd, 2000' within 10 miles.
 Minimum altitude over facility on final approach crs, 1700'.
 Crs and distance, facility to airport, 174°—3.5 miles.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.5 miles after passing FT LOM, climb to 2500' on the 174° bearing from FT LOM within 20 miles.
 Other change: Deletes caution note.
 *300-1 required for takeoff Runways 9-27 and 13-31.
 MSA within 25 miles of facility: 000°-090°—2300'; 090°-180°—3400'; 180°-270°—2500'; 270°-360°—2500'.
 City, Fort Worth; State, Tex.; Airport name, Meachan Field; Elev., 692'; Fac. Class., LOM; Ident., FT; Procedure No. 1, Amdt. 1; Eff. date, 22 Jan. 66; Sup. Amdt. No. Orig.; Dated, 7 Aug. 65

Macon VOR.....	LOM.....	Direct.....	1600	T-dn.....	300-1	300-1	200-1½
Powersville Int.....	LOM (final).....	Direct.....	1500	C-dn.....	500-1	500-1	500-1½
				S-dn-8.....	500-1	500-1	500-1
				A-dn.....	800-2	800-2	800-2

Radar available.
 Procedure turn S side SW crs, 227° Outbnd, 047° Inbnd, 1600' within 10 miles. Beyond 10 miles not authorized.
 Minimum altitude over facility on final approach crs, 1500'.
 Crs and distance, facility to airport, 047°—3.8 miles.
 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 2200' on crs, 047° within 20 miles or, when directed by ATC, turn left, climbing to 2000' direct to LOM.
 CAUTION: 1209' tower, 5.5 miles NE of airport.
 *Reduction below ¼ mile not authorized.
 MSA within 25 miles of facility: 000°-090°—2200'; 090°-180°—1800'; 180°-270°—1900'; 270°-360°—2100'.
 City, Macon; State, Ga.; Airport name, Macon Municipal; Elev., 354'; Fac. Class., LOM; Ident., MC; Procedure No. 1, Amdt. 10; Eff. date, 22 Jan. 66; Sup. Amdt. No. 9; Dated, 27 Nov. 65

Morey Int.....	LOM.....	Direct.....	2700	T-dn%#.....	300-1	300-1	200-1½
Marshall Int.....	LOM.....	Direct.....	2600	C-dn#.....	600-1	600-1	600-1½
Albany Int.....	LOM.....	Direct.....	2600	S-dn-36.....	500-1	500-1	500-1
				A-dn.....	800-2	800-2	800-2

Radar available.
 Procedure turn E side of crs, 179° Outbnd, 359° Inbnd, 2600' within 10 miles.
 Minimum altitude over facility on final approach crs, 2000'.
 Crs and distance, facility to airport, 359°—3.9 miles.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.9 miles after passing LOM, climb to 2600' on 359° bearing from LOM within 15 miles.
 NOTE: (1) Final approach from holding pattern at LOM not authorized. Procedure turn required.
 %When weather is below 1500-2, aircraft departing southwestbound, flight below 2700' beyond 4 miles from airport is prohibited between radials 201° and 257° inclusive of the TAX VOR, due to 2249' tower, 8 miles SW of airport.
 #Night takeoffs and landings not authorized Runways 8/26.
 MSA within 25 miles of facility: 000°-180°—2400'; 180°-360°—3300'.
 City, Madison; State, Wis.; Airport name, Truax Field; Elev., 859'; Fac. Class., MIIW; Ident., MSN; Procedure No. 1, Amdt. 12; Eff. date, 22 Jan. 66; Sup. Amdt. No. 11; Dated, 12 June 65

Moline VOR.....	LOM.....	Direct.....	2300	T-dn.....	300-1	300-1	200-1½
Muscatine Int.....	Stockton Int.....	Direct.....	2300	C-dn.....	600-1	600-1	600-1½
CVA VOR.....	LOM.....	Direct.....	2600	S-dn-9.....	600-1	600-1	600-1
Stockton Int.....	LOM (final).....	Direct.....	1900	A-dn.....	800-2	800-2	800-2
Buffalo Int.....	LOM.....	Direct.....	2300				
CID VOR.....	Muscatine Int.....	Via CID VOR, R 124°	2500				
IOW VOR.....	Muscatine Int.....	Via IOW VOR, R 094°	2300				

Radar available.
 Procedure turn S side of W crs, 267° Outbnd, 087° Inbnd, 1900' within 10 miles.
 Minimum altitude over facility on final approach crs, 1900'.
 Crs and distance, facility to airport, 087°—4.5 miles.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.5 miles after passing ML LOM, climb to 2100' on crs of 087° within 20 miles or, when directed by ATC, make right-climbing turn to 2300' and proceed to MLI VOR.
 MSA within 25 miles of facility: 000°-090°—2700'; 090°-180°—2900'; 180°-270°—2100'; 270°-360°—2100'.
 City, Moline; State, Ill.; Airport name, Quad-City; Elev., 590'; Fac. Class., LOM; Ident., ML; Procedure No. 1, Amdt. 12; Eff. date, 22 Jan. 66; Sup. Amdt. No. 11; Dated, 28 Nov. 64

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	
Pinon Int.....	LOM.....	Direct.....	7300	T-dn#.....	300-1	300-1	200-1½
PUB VOR.....	LOM.....	Direct.....	7000	C-d.....	800-1	800-1	800-1½
Hanover Int.....	LOM.....	Direct.....	7300	C-n.....	800-2	800-2	800-2
Charles Int.....	LOM.....	Direct.....	7300	A-dn.....	800-2	800-2	800-2
Stone DME Int.....	LOM (final).....	Direct.....	6800	If the 7-mile DME Fix from PUB VOR is received, the following minimums apply:			
Cedarwood Int.....	LOM.....	Direct.....	8000	C-dn.....	600-1	600-1	600-1½
				S-dn-7.....	400-1	400-1	400-1

Procedure turn S side of crs, 255° Outbnd, 075° Inbnd, 7000' within 10 miles of LOM.
Minimum altitude over facility on final approach crs, 6800'.

Crs and distance, facility to airport, 075°—6.5 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 6.5 miles after passing LOM, climb to 6500' on crs, 075° within 10 miles or, when directed by ATC, make right-climbing turn to 7000' on PUB VOR, R 163° within 10 miles.

CAUTION: 6322' tower, 5.5 miles NW of airport.

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

*Takeoffs all runways: Unless otherwise directed by ATC, the following departure procedure is recommended to insure adequate terrain and obstruction clearance: Runway 35, right turn climb direct to PUB VORTAC. Runways 30, 25, 17, 12, and 7, left turn climb direct to PUB VORTAC. V81/83 northbound cross PUB VORTAC 6000'. Northwestbound via PUB VORTAC, R 315°, cross PUB VORTAC 6500'. Westbound, V244 may climb on crs; cross Florence Int at 11,700'.

MSA within 25 miles of facility: 180°-270°—14,300'; 270°-360°—12,500'; 360°-090°—8300'; 090°-180°—8200'.

City, Pueblo; State, Colo.; Airport name, Pueblo Memorial; Elev., 4725'; Fac. Class., LOM; Ident., PU; Procedure No. 1, Amdt. 4; Eff. date, 22 Jan. 66; Sup. Amdt. No. 3; Dated, 6 Mar. 65

Hartness Int.....	SFD RBN.....	Direct.....	3500	T-dn.....	1700-2	1700-2	NA
				C-dn.....	1700-2	1700-2	NA
				S-dn.....	NA	NA	NA
				A-dn.....	NA	NA	NA

Procedure turn E side of crs, 199° Outbnd, 019° Inbnd, 3500' within 10 miles.

Minimum altitude over facility on final approach crs, 2300'.

Crs and distance, facility to airport, 019°—2.6 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile of SFD RBN, make right-climbing turn to 3500' direct to SFD RBN. Hold SW of SFD RBN, 019° Inbnd, right turns, 1 minute.

IFR departure procedure: To assure vertical clearance over Mount Ascutey, 3150', peak, 9 miles NNE of Springfield MHW, pilots will be cleared to climb in the Springfield MHW holding pattern to 3500' before proceeding northeastbound on V-151W at MEA, 5000'.

NOTE: (1) Beacon must be monitored aurally during this approach. (2) Approach out of a holding pattern not authorized. Procedure turn required.

CAUTION: 2089' mountain range, 3 miles NW of airport. Mount Ascutey 3150', mountain peak, 7 miles NE of airport.

MSA within 25 miles of facility: 000°-090°—4500'; 090°-180°—4000'; 180°-270°—6000'; 270°-360°—5500'.

City, Springfield; State, Vt.; Airport name, Hartness Municipal; Elev., 575'; Fac. Class., MHWZ; Ident., SFD; Procedure No. 1, Amdt. 4; Eff. date, 22 Jan. 66; Sup. Amdt. No. 3; Dated, 3 July 65

2. By amending the following very high frequency omnirange (VOR) procedures prescribed in § 97.11(c) to read:

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	
				T-d.....	2000-1	2000-1	2000-1
				C-d.....	2000-2	2000-2	2000-2
				A-d.....	2000-2	2000-2	2000-2

Procedure turn S side of crs, 066° Outbnd, 246° Inbnd, 5500' within 10 miles.

Minimum altitude over facility on final approach crs, 5000'; over Hendersonville Int, 4200'.

Crs and distance, VOR to Hendersonville Int, 246°—7.6 miles.*

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 7.6 miles, turn left, climb SE to 5000' on R 311° of the Spartanburg VOR within 20 miles of Hendersonville Int.

NOTE: Night operation not authorized.

AIR CARRIER NOTES: No reduction in landing or takeoff minimums.

*From Hendersonville Int proceed to airport VFR via crs of 311°.

MSA within 25 miles of facility: 000°-090°—8700'; 090°-180°—6000'; 180°-270°—8200'; 270°-360°—8700'.

City, Asheville; State, N.C.; Airport name, Asheville Municipal; Elev., 2161'; Fac. Class., BVORTAC; Ident., AVL; Procedure No. 1, Amdt. 6; Eff. date, 22 Jan. 66; Sup. Amdt. No. 5; Dated, 12 Aug. 61

				T-dn.....	300-1	300-1	NA
				C-dn.....	800-2	800-2	NA
				A-dn.....	NA	NA	NA

Procedure turn S side of crs, 064° Outbnd, 264° Inbnd, 1700' within 10 miles. Beyond 10 miles not authorized.

Minimum altitude over facility on final approach, 1700'.

Crs and distance, facility to airport, 264°—10.3 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 6 miles after passing HTM VOR, make a climbing right turn to 2000' returning to the HTM VOR. Hold SW of HTM VOR, R 240°, right turns, 1 minute, 060° Inbnd.

NOTE: Point of visual contact to airport, 4.3 miles.

MSA within 25 miles of facility: 000°-090°—2000'; 180°-270°—2500'; 270°-360°—2500'.

City, Mansfield; State, Mass.; Airport name, Mansfield Municipal; Elev., 124'; Fac. Class., L-BVOR; Ident., HTM; Procedure No. 1, Amdt. 1; Eff. date, 22 Jan. 66; Sup. Amdt. No. Orig.; Dated, 6 Nov. 66

RULES AND REGULATIONS

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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	
Millinocket VORTAC.....	PNN VOR (final).....	Direct.....	2700	T-d.....	300-1	300-1	NA
Houlton VOR.....	PNN VOR (final).....	Direct.....	2700	T-n.....	NA	NA	NA
				C-d.....	1000-2	1000-2	NA
				C-n.....	NA	NA	NA
				S-dn.....	NA	NA	NA
				A-dn.....	NA	NA	NA

Procedure turn W side of crs, 344° Outbnd, 164° Inbnd, 2700' within 10 miles.
 Minimum altitude over facility on final approach crs, 2700'.
 Crs and distance, facility to airport, 164°—9.2 miles.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 9.2 miles after passing PNN VOR, make left-climbing turn to 2700' direct PNN VOR. Hold NW of PNN VOR, R 316°, 1-minute right turns, 136° Inbnd.
 CAUTION: Altimeter setting from Houlton FSS.
 MSA within 25 miles of facility: 000°-360°—2500'.

City, Princeton; State, Maine; Airport name, Princeton Municipal; Elev., 266'; Fac. Class., L-BVOR; Ident., PNN; Procedure No. 1, Amdt. 5; Eff. date, 22 Jan. 66; Sup. Amdt. No. 4; Dated, 20 July 63

Whitman VOR.....	Norton DME.....	250°.....	2100	T-dn.....	300-1	300-1	200-1½
Norton DME.....	7-mile DME Fix, R 047°.....	Direct.....	2100	C-dn.....	800-1	800-1	800-1½
7-mile DME Fix, R 047°.....	4-mile DME Fix, R 047° (final).....	Direct.....	1000	S-dn-23.....	NA	NA	NA
				A-dn.....	800-2	800-2	800-2
				DME minimums:			
				C-dn.....	600-1	600-1	600-1½
				S-dn-23.....	600-1	600-1	600-1
				L and R.			

Radar available.
 Procedure turn E side of crs, 047° Outbnd, 227° Inbnd, 2100' within 10 miles.
 Minimum altitude over facility on final approach crs, 858' basic VOR; or Norton DME to 7-mile DME Fix, R 047°, 2100; 4-mile DME Fix, R 047° (final), 1000'.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile of PVD VOR, make right-climbing turn to 2500' direct to Foster Int. Hold SW of Foster Int, 1-minute left turns, 057° Inbnd.
 CAUTION: 84° antenna, 4.8 miles N of airport.
 MSA within 25 miles of facility: 000°-090°—2500'; 090°-270°—2000'; 270°-360°—2500'.

City, Providence; State, R.I.; Airport name, Theodore Francis Green; Elev., 66'; Fac. Class., B-VORTAC; Ident., PVD; Procedure No. 2, Amdt. Orig.; Eff. date, 22 Jan. 66

				T-dn%.....	300-1	300-1	200-1½
				C-dn.....	700-1	700-1	700-1½
				A-dn.....	1200-2	1200-2	1200-2

Procedure turn N side of crs, 061° Outbnd, 261° Inbnd, 9200' within 10 miles.
 Minimum altitude over Salt Int on final approach crs, 8600'; over VOR, 8000'.
 Crs and distance, Salt Int to VOR, 261°—2.1 miles; VOR to airport, 267°—1.9 miles.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 1.9 miles after passing RKS VOR, climb to 10,000' on R 268° within 20 miles.
 %Takeoffs all runways: Unless otherwise directed by ATC, the following departure procedure is recommended to insure adequate terrain and obstruction clearance: Shuttle climb on the 243° radial of the Rock Springs VORTAC within 15 miles to minimum crossing altitude required for direction of flight.

Direction of flight	MCA
N and E, V187, V235, V4, V6, V810.....	8000
S, V187, V187W.....	8500
W, V4, V48, V834, V6, R 305°.....	7500

NOTE: If Salt Int is used, ADF equipment required.
 *If Salt Int not received, ceiling minimum of 1200' applies.
 MSA within 25 miles of facility: 000°-090°—9100'; 090°-180°—9700'; 180°-270°—9700'; 270°-360°—9700'.
 City, Rock Springs; State, Wyo.; Airport name, Rock Springs Municipal; Elev., 6747'; Fac. Class., BVORTAC; Ident., RKS; Procedure No. 1, Amdt. 9; Eff. date, 22 Jan. 66; Sup. Amdt. No. 8; Dated, 26 June 65

				T-dn#.....	300-1	300-1	300-1
				C-d.....	500-1½	500-2	500-2
				C-n.....	500-2	500-2	500-2
				A-dn.....	800-2	800-2	800-2

Radar available.*
 Procedure turn N side of crs, 088° Outbnd, 268° Inbnd, 1600' within 10 miles.
 Minimum altitude over facility on final approach crs, 1200'.
 Crs and distance, facility to airport, 268°—4.3 miles.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.3 miles after passing RMT VOR, climb to 1600' on R 268° within 20 miles.
 NOTES: (1) Radar terminal area transition altitude: 3500' within 10 miles of Rocky Mount Airport. (2) When authorized by ATC, DME may be used within 15 miles at 1700' altitude to position aircraft for a final approach with the elimination of the procedure turn.
 #Reduction not authorized.
 MSA within 25 miles of facility: 000°-090°—1600'; 090°-180°—2000'; 180°-270°—1600'; 270°-360°—1700'.

City, Rocky Mount; State, N.C.; Airport name, Rocky Mount Municipal; Elev., 97'; Fac. Class., L-BVORTAC; Ident., RMT; Procedure No. 1, Amdt. 4; Eff. date, 22 Jan. 66; Sup. Amdt. No. 3; Dated, 12 Dec. 64

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	
SAT VOR.....	Stinson VOR.....	Direct.....	2300	T-dn.....	300-1	300-1	200-1/2
McCoy Int.....	Stinson VOR.....	Direct.....	2300	C-dn.....	500-1	500-1	500-1 1/2
Losoya Int.....	Stinson VOR.....	Direct.....	2300	S-dn-32#.....	400-1	400-1	400-1
				A-dn.....	800-2	800-2	800-2

Procedure turn E side of crs, 157° Outbnd, 337° Inbnd, 2300' within 10 miles.
 Minimum altitude over facility on final approach crs, 2000'.
 Crs and distance, facility to airport, 337°—4.5 miles.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.5 miles after passing SSF VOR, turn left, climb to 2300' on R 174°, SAT VOR to Losoya Int. Hold S on R 174°, SAT VOR, left turns, 1 minute, 2300'.
 NOTE: Night operation authorized Runways 14-32 only. Control zone effective between 0700-2300 c.s.t.
 CAUTION: 2040' TV tower, 11 miles ESE of Stinson Field.
 #Straight-in minimums not authorized unless position is established over the LVR, R 240° on final approach.
 MSA within 25 miles of facility: 000°-090°—3100'; 090°-180°—2000'; 180°-270°—2100'; 270°-360°—2700'.

City, San Antonio; State, Tex.; Airport name, Stinson Field; Elev., 567'; Fac. Class., T-BVOR; Ident., SSF; Procedure No. 1, Amdt. 4; Eff. date, 22 Jan. 66; Sup. Amdt. No. 3; Dated, 7 July 62

3. By amending the following terminal very high frequency omnirange (TerVOR) procedures prescribed in § 97.13 to read:

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	
Bedford RBN.....	BOS VOR.....	Direct.....	2000	T-dn%.....	300-1	300-1	200-1/2
Walpole Intersection of 18-mile DME Fix on BOS VOR, R 238°.	Dorchester Int or 6-mile DME Fix (final).	Direct.....	2000	C-dn.....	900-1	900-1	900-1 1/2
				S-dn.....	NA	NA	NA
				A-dn.....	900-2	900-2	900-2
				After passing Dorchester Int or 6-mile DME Fix, the following minimums apply:			
				C-dn#.....	600-1	600-1	600-1 1/2
				S-dn-4R**.....	600-1	600-1	600-1

Radar available.
 Procedure turn S side of crs, 238° Outbnd, 058° Inbnd, 2000' within 10 miles.
 Minimum altitude over facility on final approach crs, 919' basic VOR; or Walpole Int (18-mile DME Fix) to Dorchester Int (6-mile DME Fix) final, 2000'.
 Facility on airport, crs and distance, breakpoint point to approach end of Runway 4R, 035°—0.9 mile.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile after passing BOS VOR, make left-climbing turn to 2000' direct Danvers Int. Hold NE of Danvers Int, 1-minute right turns, 210° Inbnd or, when directed by ATC, make right-climbing turn to 2000' direct Skipper Int. Hold E of Skipper Int, 1-minute right turns, 279° Inbnd.
 CAUTION: Nonstandard ALS serving Runway 4R. Displaced threshold lights 2518' from end of Runway 4R; 370' stack, 1 mile SW of airport; 505' building, 1.7 miles W of airport; 845' building and antenna, 3.1 miles W of airport; 1349' antenna, 10.5 miles W of airport.
 #No circling W of airport authorized from centerline extended Runway 4L to centerline extended Runway 15 when ceiling is less than 800'.
 %Departures from Runway 27 make left turn to crs, 260° as soon as practicable after takeoff.
 **Reduction not authorized.
 MSA within 25 miles of facility: 000°-180°—2000'; 180°-360°—2500'.

City, Boston; State, Mass.; Airport name, General Edward Lawrence Logan International; Elev., 19'; Fac. Class., BVORTAC; Ident., BOS; Procedure No. TerVOR-4R, Amdt. 6; Eff. date, 22 Jan. 66; Sup. Amdt. No. 6; Dated, 17 Aug. 63

Bedford RBN.....	BOS VOR.....	Direct.....	2000	T-dn%.....	300-1	300-1	200-1/2
				C-dn#.....	700-1	700-1	700-1 1/2
				S-dn-22L.....	NA	NA	NA
				A-dn.....	800-2	800-2	800-2
				DME minimums:			
				C-dn#.....	600-1	600-1	600-1 1/2
				S-dn-22L**.....	600-1	600-1	600-1

Radar available.
 Procedure turn W side of crs, 016° Outbnd, 196° Inbnd, 1800' within 10 miles.
 Minimum altitude over facility on final approach crs, 719' basic VOR; or 5-mile DME Fix (final), 1200'.
 Facility on airport, crs and distance, breakpoint point to approach end of Runway 22L, 215°—0.9 mile.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile after passing BOS VOR, make left-climbing turn to 2000' direct Skipper Int. Hold E of Skipper Int, 1-minute right turns, 279° Inbnd or, when directed by ATC, make left-climbing turn to 2000' direct Cohasset Int. Hold SE of Cohasset Int, 1-minute right turns, 328° Inbnd.
 CAUTION: 370' stack, 1 mile SW of airport; 505' building, 1.7 miles W of airport; 845' building and antenna, 3.1 miles W of airport; 1349' antenna, 10.5 miles W of airport.
 %Departures from Runway 27—make left turn to heading, 260° as soon as practicable after takeoff.
 #No circling W of airport authorized from centerline extended Runway 4L to centerline extended Runway 15 when ceiling is less than 800'.
 **Reduction not authorized.
 MSA within 25 miles of facility: 000°-180°—1500'; 180°-360°—2500'.

City, Boston; State, Mass.; Airport name, General Edward Lawrence Logan International; Elev., 19'; Fac. Class., BVORTAC; Ident., BOS; Procedure No. TerVOR-22L, Amdt. 5; Eff. date, 22 Jan. 66; Sup. Amdt. No. 4; Dated, 27 Mar. 65

RULES AND REGULATIONS

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	
Bedford RBn.....	BOS VOR.....	Direct.....	2000	T-dn%..... C-dn#..... S-dn-27#..... A-dn..... DME minimums: S-dn-27#.....	300-1 600-1 600-1 800-2 500-1	300-1 600-1 600-1 800-2 500-1	200-1/2 600-1 1/2 600-1 800-2 500-1

Radar available.
 Procedure turn N side of crs, 086° Outbnd, 266° Inbnd, 1500' within 10 miles.
 Minimum altitude over facility on final approach crs, 619' basic VOR; or 4-mile DME Fix (final), 1000'.
 Facility on airport, crs and distance, breakoff point to Runway 27, 272°, 0.5 mile.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile after passing BOS VORTAC, make left-climbing turn to 2000' direct Cohasset Int. Hold SE of Cohasset Int 1-minute right turns, 328° Inbnd or, when directed by ATC, make left-climbing turn to 3000' direct Mills Int. Hold SW of Mills Int., 1-minute right turns, 058° Inbnd.
 CAUTION: 370' stack, 1 mile SW of airport; 835' building, 1.7 miles W of airport; 845' building and antenna, 3.1 miles W of airport; 1349' antenna, 10.5 miles W of airport.
 %Departures from Runway 27—make left turn to crs, 260° as soon as practicable after takeoff.
 %No circling W of airport authorized from centerline extended Runway 4L to centerline extended Runway 15 when ceiling is less than 800'.
 3/4-mile authorized, except for 4-engine turbojet aircraft, with operative high-intensity runway lights.
 MSA within 25 miles of facility: 000°-180°-2000'; 180°-360°-2500'.

City, Boston; State, Mass.; Airport name, General Edward Lawrence Logan International; Elev., 19'; Fac. Class., BVORTAC; Ident., BOS; Procedure No. TerVOR-27, Amdt. 8; Eff. date, 22 Jan. 66; Sup. Amdt. No. 4; Dated, 27 Mar. 65

Bedford RBn.....	BOS VOR.....	Direct.....	2000	T-dn%.....	300-1	300-1	200-1/2
Beechwood Int or 12-mile DME Fix on BOS VOR, R 153°.	LI LOM or 5-mile DME Fix (final)...	Direct.....	1400	C-dn..... S-dn-33**..... A-dn..... After passing LI LOM or 5-mile DME Fix, the following minimums apply: C-dn#..... S-dn-33**.....	900-1 900-1 900-2 600-1 500-1	900-1 900-1 900-2 600-1 500-1	900-1 1/2 900-1 900-2 600-1 1/2 500-1

Radar available.
 Procedure turn E side of crs, 153° Outbnd, 333° Inbnd, 1500' within 10 miles.
 Minimum altitude over facility on final approach crs, 919' basic VOR; or Beechwood Int (12-mile DME Fix) to LI LOM, (5-mile DME Fix) final, 1400'.
 Facility on airport, crs and distance, breakoff point to approach end of Runway 33, 330°-0.7 mile.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile after passing BOS VOR, make right-climbing turn to 2000' direct Danvers Int. Hold NE, Danvers Int, 1-minute right turns, 210° Inbnd or, when directed by ATC, make right-climbing turn to 3000' direct Marblehead Int, hold NE of Marblehead Int, 1-minute left turns, 240° Inbnd.
 CAUTION: 370' stack, 1 mile SW of airport; 835' building, 1.7 miles W of airport; 845' building and antenna, 3.1 miles W of airport; 1349' antenna, 10.5 miles W of airport.
 %Departures from Runway 27—make left turn to heading, 260° as soon as practicable after takeoff.
 %No circling W of airport authorized from centerline extended Runway 4L to centerline extended Runway 15 when ceiling is less than 800'.
 **Reduction not authorized.
 MSA within 25 miles of facility: 000°-180°-2000'; 180°-360°-2500'.

City, Boston; State, Mass.; Airport name, General Edward Lawrence Logan International; Elev., 19'; Fac. Class., BVORTAC; Ident., BOS; Procedure No. TerVOR-33, Amdt. 7; Eff. date, 22 Jan. 66; Sup. Amdt. No. 6; Dated, 16 Jan. 65

				T-dn#.....	300-1	300-1	NA
				C-dn.....	500-1	500-1	NA
				S-dn-14.....	500-1	500-1	NA
				A-dn##.....	NA	NA	NA

Procedure turn N side of crs, 315° Outbnd, 135° Inbnd, 2500' within 10 miles.
 Minimum altitude over facility on final approach crs, 1600'.
 VOR on airport, breakoff point to approach end of runway, 142°-1 mile.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile after passing Ithaca VOR, make an immediate left-climbing turn, climb to 3500' on Ithaca VOR R 315° within 10 miles. Then return to Ithaca VOR at 3500', hold NW 1-minute left turns, Inbnd crs, 135°.
 NOTE: No tower communications at airport. Contact Elmira, N.Y., approach control for clearance. Weather available through Elmira approach control 0600-2100, e.s.t., Monday through Saturday, 0900-2300 Sunday.
 Other change: Deletes transition from Covert Int.
 CAUTION: #High terrain and radio tower, 2112' MSL, 3 miles SE of airport.
 #Alternate weather minimums of 800-2 authorized for those having an approved arrangement for weather service at the airport.
 MSA within 25 miles of the facility: 000°-360°-3300'.

City, Ithaca; State, N.Y.; Airport name, Tompkins County; Elev., 1095'; Fac. Class., BVOR; Ident., ITH; Procedure No. TerVOR-14, Amdt. 5; Eff. date, 22 Jan. 66; Sup. Amdt. No. 4; Dated, 16 June 63

Morey Int.....	TAX VOR.....	Direct.....	2600	T-dn%#.....	300-1	300-1	200-1/2
Marshall Int.....	TAX VOR.....	Direct.....	2600	C-dn#.....	700-1	700-1	700-1 1/2
MSN LOM.....	TAX VOR.....	Direct.....	2600	S-dn-13..... A-dn.....	700-1 800-2	700-1 800-2	700-1 800-2

Radar available.
 Procedure turn W side of crs, 317° Outbnd, 137° Inbnd, 2300' within 10 miles.
 Facility on airport.
 Minimum altitude over facility on final approach crs, 1559'.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile after passing TAX VOR, climb to 2600' on R 137° within 10 miles.
 NOTE: Truax DME Cchannel 102 cochannelled but not collocated with Truax VOR 115.5. DME not authorized for use on flight procedures associated with Truax VOR.
 %When weather is below 1500-2, aircraft departing southwest bound, flight below 2700' beyond 4 miles from airport is prohibited between radials 201° and 257°, inclusive, of the TAX VOR due to 2249' tower, 8 miles SW of airport.
 #Night takeoffs and landings not authorized Runways 8/26.
 MSA within 25 miles of facility: 000°-180°-2400'; 180°-360°-3300'.

City, Madison; State, Wis.; Airport name, Truax Field; Elev., 859'; Fac. Class., BVOR; Ident., TAX; Procedure No. TerVOR-13, Amdt. 4; Eff. date, 22 Jan. 66; Sup. Amdt. No. 3; Dated, 12 June 65

RULES AND REGULATIONS

TERMINAL VOR STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition		Course and distance	Minimum altitude (feet)	Condition	Ceiling and visibility minimums		
From—	To—				2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Morey Int.....	TAX VOR.....	Direct.....	2600	T-dn#%.....	300-1	300-1	200-1/2
Marshall Int.....	TAX VOR.....	Direct.....	2600	C-dn#.....	600-1	600-1	600-1 1/2
Madison LOM.....	TAX VOR.....	Direct.....	2600	S-dn-1#.....	600-1	600-1	600-1
				A-dn.....	800-2	800-2	800-2

Radar available.
 Procedure turn W side of crs, 356° Outbnd, 176° Inbnd, 2600' within 10 miles.
 Minimum altitude over facility on final approach crs, 1459'.
 Facility on airport.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile after passing TAX VOR, climb to 2600' on R 176° within 10 miles.
 NOTE: Truar DME Channel 102 cochanneled but not collocated with Truar VOR, 115.5. DME not authorized for use on flight procedures associated with Truar VOR.
 §Visibility reduction not authorized for high-intensity runway lights.
 %When weather is below 1500-2, aircraft departing southwestbound, flight below 2700' beyond 4 miles from airport is prohibited between radials 201° and 257°, inclusive of the TAX VOR due to 2249' tower, 8 miles SW of airport.
 #Night takeoffs and landings not authorized Runways 8/26.
 MSA within 25 miles of facility: 000°-180°-2400'; 180°-360°-2300'.

City, Madison; State, Wis.; Airport name, Truar Field; Elev., 859'; Fac. Class., BVOR; Ident., TAX; Procedure No. TerVOR-18, Amdt. 2; Eff. date, 22 Jan. 66; Sup. Amdt. No. 1; Dated, 12 Jun. 65

Morey Int.....	TAX VOR.....	Direct.....	2600	T-dn#%.....	300-1	300-1	200-1/2
Marshall Int.....	TAX VOR.....	Direct.....	2600	C-dn#.....	600-1	600-1	600-1 1/2
MSN LOM.....	TAX VOR.....	Direct.....	2600	S-dn-31.....	600-1	600-1	600-1
				A-dn.....	800-2	800-2	800-2
Following minimums apply if College Int received: S-dn-31..... 500-1 600-1							

Radar available.
 Procedure turn E side of crs, 131° Outbnd, 311° Inbnd, 2300' within 10 miles.
 Facility on airport.
 Minimum altitude over facility on final approach crs, 1459'.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile after passing TAX VOR, climb to 2700' on R 311° within 10 miles.
 NOTE: Truar DME channel 102 cochanneled but not collocated with Truar VOR 115.5. DME not authorized for use on flight procedures associated with Truar VOR.
 %When weather is below 1500-2, aircraft departing southwestbound, flight below 2700' beyond 4 miles from airport is prohibited between radials 201 and 257, inclusive, of the TAX VOR due to 2249' tower, 8 miles SW of airport.
 #Night takeoffs and landings not authorized Runways 8/26.
 MSA within 25 miles of facility: 000°-180°-2400'; 180°-360°-3300'.

City, Madison; State, Wis.; Airport name, Truar Field; Elev., 859'; Fac. Class., BVOR; Ident., TAX; Procedure No. TerVOR-31, Amdt. 5; Eff. date, 22 Jan. 66; Sup. Amdt. No. 4; Dated, 12 June 65

4. By amending the following very high frequency omnirange-distance measuring equipment (VOR/DME) procedures prescribed in § 97.15 to read:

VOR/DME 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		Course and distance	Minimum altitude (feet)	Condition	Ceiling and visibility minimums		
From—	To—				2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Peabody Fan Marker.....	10-mile DME Fix, BOS R 328°.....	10-mile DME Arc.....	2000	T-dn%.....	300-1	300-1	200-1/2
Boston VORTAC 10-mile DME Fix, R 238° or R 271°.....	10-mile DME Fix, BOS R 328°.....	10-mile DME Arc.....	2300	C-dn#.....	600-1	600-1	600-1 1/2
10-mile DME Fix, BOS R 328°.....	6-mile DME Fix, BOS R 328°.....	Direct.....	1500	A-dn.....	800-2	800-2	800-2
6-mile DME Fix, BOS R 328°.....	4-mile DME Fix, BOS R 328°.....	Direct.....	1000				
4-mile DME Fix, R 328°.....	2-mile DME Fix, R-328° (final).....	Direct.....	800				

Radar available.
 Procedure turn not authorized.
 Minimum altitude over 6-mile DME Fix, BOS R 328°, 1500'; 4-mile DME Fix, BOS R 328°, 1000'; 3-mile DME Fix, 800'.
 Facility on airport.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile after passing BOS VOR, make left-climbing turn to 2000' direct Skipper Int. Hold E of Skipper Int, 1-minute right turns, 279° Inbnd or, when directed by ATC, make right-climbing turn to 2000' direct Cohasset Int. Hold SE of Cohasset Int, 1-minute right turns, 328° Inbnd.
 CAUTION: 370' stack, 1 mile SW of airport; 505' building, 1.7 miles W of airport; 845' building an antenna, 3.1 miles W of airport; 1349' antenna, 10.5 miles W of airport.
 %Departures from Runway 27—make left turn to heading, 260° as soon as practicable after takeoff.
 #No circling W of airport authorized from centerline extended Runway 4L to centerline extended Runway 15 when ceiling is less than 800'.
 MSA within 25 miles of facility: 000°-180°-2000'; 180°-360°-2500'.

City, Boston; State, Mass.; Airport name, General Edward Lawrence Logan International; Elev., 19'; Fac. Class., BVORTAC; Ident., BOS; Procedure No. VOR/DME No. 1, Amdt. 2; Eff. date, 22 Jan. 66; Sup. Amdt. No. 1; Dated, 27 Mar. 65

PROCEDURE CANCELED, EFFECTIVE JAN. 22, 1966.

City, Providence; State, R.I.; Airport name, Theodore Francis Green; Elev., 56'; Fac. Class., BVORTAC; Ident., PVD; Procedure No. VOR/DME No. 1, Amdt. 1; Eff. date, 12 June 65; Sup. Amdt. No. Orig.; Dated, 2 Nov. 63

VOR/DME 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	
15-mile DME Fix, R 081°	7-mile DME Fix, R 081°	Direct	9200	T-dn	300-1	300-1	200-1/2
7-mile DME Fix, R 081°	3-mile DME Fix, R 081°	Direct	8100	C-dn	400-1	500-1	500-1 1/2
3-mile DME Fix, R 081°	RKS VOR (final)	Direct	7300	S-dn-26	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn N side of crs, 081° Outbnd, 261° Inbnd, 9200' within 10 miles.
 Minimum altitude over 7-miles DME Fix, R 081°, on final approach, 9200'; over 3-miles DME Fix, R 081°, 8100'; over facility, 7300'.
 Crs and distance, facility to airport, 267°—1.9 miles.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished at 1.9 mile DME Fix, R 267°, climb to 10,000' on R 269° within 20 miles.
 NOTE: When authorized by ATC, DME may be used within 15 miles between radials 010° clockwise to 081° at 9500' to position aircraft for final approach, with the elimination of a procedure turn.
 Takeoffs all runways: Unless otherwise directed by ATC, the following departure procedure is recommended to insure adequate terrain and obstruction clearance: Shuttle climb on the 243° radial of the Rock Springs VORTAC within 15 miles to minimum crossing altitude required for direction of flight.

Direction of flight	MCA
N&E, V187, V235, V4, V6, V810	8000
S, V187, V-187W	8500
W, V4, V4B, V854, V6, R 306°	7500

MSA within 25 miles of facility: 000°-090°—9100'; 090°-180°—9700'; 180°-270°—9700'; 270°-360°—9700'.
 City, Rock Springs; State, Wyo.; Airport name, Rock Springs Municipal; Elev., 6747'; Fac. Class., BVORTAC; Ident., RKS; Procedure No. VOR/DME No. 1, Amdt. 6; Eff. date, 22 Jan. 66; Sup. Amdt. No. 8; Dated, 26 June 65

From—	To—	Course and distance	Minimum altitude (feet)	Condition	65 knots or less	More than 65 knots	More than 2-engine, more than 65 knots
15-mile DME Fix, R 269°	Rocky 9-mile DME Fix (final)	Direct (089°—6 miles)	1700	T-dn	300-1	300-1	300-1
				C-d	500-1 1/2	500-2	500-2
				C-n	500-2	500-2	500-2
				A-dn	800-2	800-2	800-2

*Radar available.
 Procedure turn S side of crs, 269° Outbnd, 089° Inbnd, 1700' within 10 miles of Rocky 9-mile DME Fix.
 Minimum altitude over Rocky 9-mile DME Fix on final approach crs, 1700'.
 Crs and distance, Rocky 9-mile DME Fix to airport, 269°—4.5 miles.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.5 miles after passing Rocky 9-mile DME Fix, climb to 1600', proceeding direct to Rocky Mount VORTAC.
 NOTE: *Radar terminal area altitude 3500' within 10 miles of Rocky Mount Airport.
 #Reduction not authorized.
 MSA within 25 miles of facility: 000°-090°—1600'; 090°-180°—2000'; 180°-270°—1600'; 270°-360°—1700'.
 City, Rocky Mount; State, N.C.; Airport name, Rocky Mount Municipal; Elev., 97'; Fac. Class., L-BVORTAC; Ident., RMT; Procedure No. VOR/DME No. 1, Amdt. Orig; Eff. date, 22 Jan. 66

5. By amending the following instrument landing system procedures prescribed in § 97.17 to read:

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	
ABI-VOR	LOM	Direct	3900	T-dn	300-1	300-1	200-1/2
Dyess VOR	LOM	Direct	3900	C-dn	400-1	500-1	500-1 1/2
Clyde Int	LOM	Direct	3900	S-dn-35°	200-1 1/2	200-1 1/2	200-1 1/2
Trussell Int	LOM	Direct	3900	A-dn	600-2	600-2	600-2
Oplin Int	LOM	Direct	3900				
Nugent Int	LOM	Direct	3900				

Radar available.
 Procedure turn E side of S crs, 170° Outbnd, 350° Inbnd, 3900' within 10 miles.
 Minimum altitude at glide slope interception inbnd, 3900'.
 Altitude of glide slope and distance to approach end of runway at OM, 3753'—5.9 miles; at MM, 2007'—0.6 mile.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.9 miles after passing LOM, climb to 3900' on N crs of ILS within 20 miles or, when directed by ATC, turn right, climb to 3900' on R 066° of ABI VOR within 20 miles.
 NOTE: Radar may be used to position aircraft over LOM at 3900' with elimination of procedure turn.
 Other change: Deletes caution note.
 *400-1/2 required when glide slope not utilized; 400-1/2 authorized, with operative ALS except for 4-engine turbojet.
 City, Abilene; State, Tex.; Airport name, Abilene Municipal; Elev., 1778'; Fac. Class., ILS; Ident., I-ABI; Procedure No. ILS-35, Amdt. 5; Eff. date, 22 Jan. 66; Sup. Amdt. No. 4; Dated, 13 Mar. 65

ILS STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition		Course and distance	Minimum altitude (feet)	Condition	Ceiling and visibility minimums		
From—	To—				2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Asheville VOR.....	Broad River RBN.....	Direct.....	5600	T-dn.....	400-1	400-1	400-¾
Owen Int.....	Broad River RBN.....	Direct.....	5000	C-d*.....	1000-2	1000-2	1000-3
Spartanburg VOR.....	Tuxedo Int.....	Direct.....	5000	C-n.....	NA	NA	NA
Tuxedo Int.....	Broad River RBN (final).....	Direct.....	5000	S-dn-34@#.....	400-¾	400-¾	400-¾
				A-dn**.....	1000-2	1000-2	1000-2

Procedure turn E side of crs, 162° Outbnd, 342° Inbnd, 5000' within 10 miles of Broad River RBN.

Minimum altitude at glide slope interception Inbnd, 5000' (Broad River RBN).

Altitude of glide slope and distance to approach end of runway at Broad River RBN, 5000'—9.7 miles; at OM, 3519'—4.7 miles; at MM, 2329'—0.6 mile.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 9.7 miles after passing LOM, climb on crs of 340° to ABN RBN and continue climb, if necessary, in holding pattern S of ABN RBN (right turns, 1 minute) to 5000' or higher as directed by ATC before returning to Broad River RBN or continuing climb on crs or, when directed by ATC, climb on crs of 342° from BRA RBN to 8000' within 20 miles.

*IFR departure procedures: Takeoffs to the N will comply with missed approach procedure when climbing to altitude. Takeoffs to S will climb on crs of 162° over the OM and continue on crs of 162° to Broad River RBN. Upon reaching 5000' or higher, as directed by ATC, continue climb on crs.

**CAUTION: Terrain rises rapidly 2 miles W of airport. All maneuvering for circling approach must be accomplished E of airport. Nigl. alternate predicated on landing straight-in Runway 34.

#800-1 required when glide slope not utilized.

@Reduction not authorized.

City, Asheville; State, N.C.; Airport name, Asheville Municipal; Elev., 2161'; Fac. Class., ILS; Ident., I-AVL; Procedure No. ILS-34, Amdt. 5; Eff. date, 22 Jan. 66; Sup. Amdt. No. 4; Dated, 16 Nov. 63

Boston VOR.....	BE LOM.....	Direct.....	2000	T-dn.....	300-1	300-1	200-¾
Manchester VOR.....	BE LOM.....	Direct.....	2000	C-dn.....	600-1	600-1	600-1½
Framingham Int.....	BE LOM.....	Direct.....	2000	S-dn-11#.....	300-¾	300-¾	300-¾
Millbury Int.....	BE LOM.....	Direct.....	2500	A-dn.....	600-2	600-2	600-2
Hollis Int.....	BE LOM (final)*.....	Direct.....	2000	Glide slope inoperative:			
Lawrence VOR.....	BE LOM.....	Direct.....	2000	S-dn-11#.....	500-1	500-1	500-1
Lawrence RBN.....	BE LOM.....	Direct.....	2000				
Bedford VOR.....	BE LOM.....	Direct.....	2000				

Radar available.

Procedure turn N side of crs, 292° Outbnd, 112° Inbnd, 1600' within 10 miles.

Minimum altitude over facility on final approach crs, 1300' over BE LOM with glide slope inoperative.

Minimum altitude at glide slope interception Inbnd, 1600'.

Altitude of glide slope and distance to approach end of runway at OM, 1458'—4 miles; at MM, 357'—0.6 mile.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4 miles of LOM, make left-climbing turn to 2000' direct to LWM VOR. Hold SW of LWM VOR, 057° Inbnd, 1-minute right turns or, when directed by ATC, climb straight ahead to 500', make right-climbing turn to 1600' direct to Bedford RBN. Hold W of Bedford RBN, 112° Inbnd, 1-minute left turns.

BE RBN. Hold W of BE RBN, 112° Inbnd, 1-minute left turns.

CAUTION: 370' tower, 3 miles NE of airport; 368' stack SE side of airport; 398' antenna, 0.9 mile SE of airport.

*After interception of localizer crs Inbnd, descent on glide slope to cross the OM at 1455' on final approach is authorized.

#Reduction not authorized.

City, Bedford; State, Mass.; Airport name, Laurence G. Hanscom Field; Elev., 133'; Fac. Class., ILS; Ident., I-BED; Procedure No. ILS-11, Amdt. 7; Eff. date, 22 Jan. 66; Sup. Amdt. No. 6; Dated, 26 June 65

Boston VOR.....	BO LOM.....	Direct.....	2000	T-dn%.....	300-1	300-1	200-¾
Mills Int.....	ILS SW crs.....	090°.....	2000	C-dn#.....	600-1	600-1	600-1½
Whitman VOR.....	ILS SW crs.....	345°.....	2000	S-dn-4R*##.....	200-¾	200-¾	200-¾
ILS SW crs.....	BO LOM (final).....	Direct.....	1900	A-dn.....	600-2	600-2	600-2
				With glide slope inoperative:			
				S-dn-4R*##.....	400-¾	400-¾	400-¾

Radar available.

Procedure turn E side of crs, 215° Outbnd, 035° Inbnd, 2000' within 10 miles.

Minimum altitude at glide slope interception Inbnd, 1900'.

Altitude of glide slope and distance to displaced threshold of runway at OM, 1821'—5.3 miles; at MM, 270'—0.6 mile.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.3 miles after passing BO LOM, climb to 2000' direct Danvers Int. Hold NE of Danvers Int, 1-minute right turns, 210° Inbnd or, when directed by ATC, make right-climbing turn to 2000' direct Skipper Int. Hold E of Skipper Int, 1-minute right turns, 270° Inbnd.

CAUTION: (1) ILS touchdown point approximately 3500' in from approach end of runway to allow clearance over ship channel. Nonstandard ALS serving Runway 4R. Displaced threshold lights 2518' from end of Runway 4R. (2) 370' stack, 1 mile SW; 606' building, 1.7 miles W; 845' building and antenna, 3.1 miles W; 1349' antenna, 10.5 miles W of airport.

%Departures from Runway 27—make left turn to heading, 260° as soon as practicable after takeoff.

#RVR 2400' authorized for Runways 4R and 33.

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

**Ceiling 200' and 2400' RVR. Descent below 210' not authorized unless approach lights are visible.

#When tower advises of known U.S. Naval surface vessels in the approach area, straight-in minimums of 400-1 and glide slope inoperative minimums of 500-1 will be authorized. Reduction not authorized.

**Reduction not authorized.

City, Boston; State, Mass.; Airport name, General Edward Lawrence Logan International; Elev., 19'; Fac. Class., ILS; Ident., I-BOE; Procedure No. ILS-4R, Amdt. 16; Eff. date, 22 Jan. 66; Sup. Amdt. No. 15; Dated, 16 May 64

RULES AND REGULATIONS

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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	
Cohasset Int. Boston VOR	LI LOM (final) LI LOM	Direct Direct	1500 1600	T-dn% C-dn# S-dn-33*## A-dn With glide slope inoperative: B-dn-33**##	300-1 600-1 200-½ 600-2 400-1	300-1 600-1 200-½ 600-2 400-1	200-½ 600-1½ 200-½ 600-2 400-1

Radar available.
 Procedure turn E side of crs, 160° Outbnd, 330° Inbnd, 1500' within 10 miles.
 Minimum altitude at glide slope interception Inbnd, 1500'.
 Altitude of glide slope and distance to approach end of runway at OM, 1456'—4.4 miles; at MM, 217'—0.5 mile.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.4 miles after passing LI LOM, make right-climbing turn to 2000' direct Danvers Int. Hold NE of Danvers Int, 1-minute right turns, 210° Inbnd, or when directed by ATC, make right-climbing turn to 2000' direct to Skipper Int. Hold E of Skipper Int, 1-minute right turns, 279° Inbnd.
 CAUTION: 370' stack, 1 mile SW; 505' building, 1.7 miles W; 845' building and antenna, 3.1 miles W; 1349' antenna, 10.5 miles W of airport.
 % Departures from Runway 27, make left turn to crs, 260° as soon as practicable after takeoff.
 ‡ RVR 2400' authorized for Runways 4R and 33.
 † No circling W of airport authorized from centerline extended Runway 4L to centerline extended Runway 15 when ceiling is less than 800'.
 * 2400' RVR. Descent below 210' not authorized unless approach lights are visible.
 ** When tower advises of known U.S. Naval surface vessels in approach area, straight-in minimums of 400-1 and glide slope inoperative minimums of 500-1 will be authorized.
 Reduction not authorized.
 †† Reduction not authorized.

City, Boston; State, Mass.; Airport name, General Edward Lawrence Logan International; Elev., 19'; Fac. Class., ILS; Ident., I-LIP; Procedure No. ILS-33, Amdt. 3; Eff. date, 22 Jan. 66; Sup. Amdt. No. 2; Dated, 17 Aug. 63

Justin Int.	Keller Int.	Direct	2000	T-dn	300-1	300-1	*200-½
Keller Int.	LOM (final)	Direct	2000	C-dn#	600-1	600-1	600-1½
Joshua Int.	LOM	Direct	2500	S-dn-17#%	300-½	300-½	300-½
				A-dn	600-2	600-2	600-2

Radar available.
 Procedure turn E side of crs, 354° Outbnd, 174° Inbnd, 2000' within 10 miles of LOM.
 Minimum altitude at glide slope interception Inbnd, 2000'.
 Altitude of glide slope and distance to approach end of runway at OM, 2000'—3.5 miles, at MM, 950'—0.6 mile.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.5 miles of LOM, climb to 2500' on S crs, ILS within 20 miles.
 Other change: Deletes caution note.
 * 300-1 required for takeoff Runways 9-27 and 13-31.
 † 600-½ required when glide slope not utilized.
 ‡ 400-1 required when control tower is not in operation. Normal hours of tower operation 0600-2200 c.s.t. daily.

City, Fort Worth; State, Tex.; Airport name, Meacham Field; Elev., 692'; Fac. Class., ILS; Ident., I-FTW; Procedure No. ILS-17, Amdt. 19; Eff. date, 22 Jan. 66; Sup. Amdt. No. 18; Dated, 7 Aug. 65

Morey Int.	LOM	Direct	2700	T-dn*%#	300-1	300-1	200-½
Brooklyn Int.	LOM (final)	Direct	2100	C-dn#	600-1	600-1	600-1½
Marshall Int.	LOM	Direct	2600	S-dn-36*##	200-½	200-½	200-½
				A-dn	600-2	600-2	600-2

Radar available.
 Procedure turn E side of crs, 170° Outbnd, 359° Inbnd, 2600' within 10 miles.
 Minimum altitude at glide slope interception Inbnd, 2100'.
 Altitude of glide slope and distance to approach end of runway at OM, 1918'—3.9 miles; at MM, 1056'—0.6 mile.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.9 miles after passing LOM, climb to 2600' on 359° bearing from LOM within 10 miles or, when directed by ATC, make right-climbing turn to 2600' and proceed direct to MSN LOM.
 NOTE: Final approach from holding pattern at LOM not authorized. Procedure turn required.
 % When weather is below 1500-2, aircraft departing southwestbound, flight below 2700' beyond 4 miles from airport is prohibited between radials 201° and 257°, inclusive, of the TAX VOR due to 2249' tower, 8 miles SW of airport.
 † Night takeoffs and landings not authorized Runways 8/26.
 ** 400-1 required when glide slope not utilized. 400-½ authorized, except for 4-engine turbojet aircraft, with operative high-intensity runway lights. 400-½ authorized, except for 4-engine turbojet aircraft, with operative ALS.
 ‡ RVR 2400' Runway 36.
 † RVR 2400'. Descent below 1050' not authorized unless approach lights are visible.

City, Madison; State, Wis.; Airport name, Truax Field; Elev., 659'; Fac. Class., ILS; Ident., I-MSN; Procedure No. ILS-36, Amdt. 13; Eff. date, 22 Jan. 66; Sup. Amdt. No. 12; Dated, 21 Aug. 65

RULES AND REGULATIONS

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	
Moline VOR	LOM	Direct	2300	T-dn	300-1	300-1	200-1/2
Stockton Int	LOM (final)	Direct	1900	C-dn	600-1	600-1	600-1 1/2
Cordova VOR	LOM	Direct	2600	S-dn-9°	200-1/2	200-1/2	200-1/2
Buffalo Int	LOM	Direct	2300	A-dn	600-2	600-2	600-2
Muscatine Int	Stockton Int	Direct	2300				
Cordova VOR	Green River Int	Direct	2300				
Green River Int	LOM	Direct	2100				
CID VOR	Muscatine Int	Via CID VOR R 124°	2500				
IOW VOR	Muscatine Int	Via IOW VOR R 094°	2300				

Radars available.

Procedure turn S side W crs, 267° Outbnd, 087° Inbnd, 1900' within 10 miles.

Minimum altitude at glide slope interception Inbnd, 1900'.

Altitude of glide slope and distance to approach end of runway at OM, 1825'—4.5 miles; MM, 774'—0.5 mile.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.5 miles after passing LOM, climb to 2100' on crs of 067° within 20 miles or, when directed by ATC, make right-climbing turn to 2300' and proceed to MLI VOR.

*600-1 required with glide slope inoperative; 600-1/2 authorized except for 4-engine turbojets with operative ALS.

City, Moline; State, Ill.; Airport name, Quad-City; Elev., 500'; Fac. Class., ILS; Ident., I-MLI; Procedure No. ILS-9, Amdt. 12; Eff. date, 22 Jan. 66; Sup. Amdt. No. 11; Dated, 28 Nov. 64

Cordova VOR	Green River Int	Direct	2300	T-dn	300-1	300-1	200-1/2
Moline VOR	Green River Int	Direct	2300	C-dn	600-1	600-1	600-1 1/2
Cable Int	Green River Int	Direct	2900	S-dn-27#	500-1	500-1	500-1
Polo VOR	Donna Int	Via PLL VOR, R 207	2600	A-dn	800-2	800-2	800-2
Donna Int	Green River Int (final)	Direct	2300				

Radars available.

Procedure turn N side of crs, 067° Outbnd, 267° Inbnd, 2300' within 10 miles of Green River Int.

Minimum altitude over Green River Int on final approach crs, 2300'.

Crs and distance, Green River Int to airport, 267°—5.5 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.5 miles after passing Green River Int, make left turn, climbing to 2300' and proceed to MLI VOR, or when directed by ATC, climb to 1900' on MLI localizer W crs and proceed to ML LOM.

*500-1/2 authorized except for 4-engine turbojets with operative HIRL's.

City, Moline; State, Ill.; Airport name, Quad-City; Elev., 500'; Fac. Class., ILS; Ident., I-MLI; Procedure No. ILS-27, Amdt. 8; Eff. date, 22 Jan. 66; Sup. Amdt. No. 7; Dated, 5 June 65

PUB VOR	LOM	Direct	7000	T-dn	300-1	300-1	200-1/2
Charles Int	LOM	Direct	7300	C-dn	600-1	600-1	600-1 1/2
Hanover Int	LOM	Direct	7300	S-dn-7#	200-1/2	200-1/2	200-1/2
Pinon Int	LOM	Direct	7300	A-dn	600-2	600-2	600-2
Stone DME Int	LOM (final)	Direct	6800				
PCX RBN	LOM	Direct	7000				
Cedarwood Int	LOM	Direct	8000				
Florence Int	LOM	Direct	7800	C-dn	600-1	600-1	600-1 1/2
Gateway DME Fix	LOM (final)	Direct	6800	S-dn-7%	400-1	400-1	400-1

Procedure turn S side of W crs, 255° Outbnd, 075° Inbnd, 7000' within 10 miles of the LOM.

Minimum altitude at glide slope interception Inbnd, 6800'.

Altitude of glide slope and distance to approach end of runway at OM, 6780'—6.5 miles; at MM, 4920'—0.6 mile.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 6.5 miles after passing LOM, climb to 6500' on the E crs of PUB ILS within 10 miles of the LOM or, when directed by ATC, make right-climbing turn to 7000' on the PUB VOR R 163° within 10 miles.

Notes: (1) Final approach from holding pattern not authorized. Procedure turn required. (2) When authorized by ATC, DME may be used from 7 to 15 miles at 7000' on all PUB radials, except from 7 to 12 miles at 7800' from PUB radial 260° clockwise to radial 330°, to position aircraft over Gateway DME Fix for a straight-in approach with elimination of procedure turn.

*400-1 required with any component of the ILS inoperative except 700-1 required when glide slope and 7-mile DME fix not utilized.

*400-1/2 authorized with operative high-intensity runway lights except for 4-engine turbojet aircraft.

*400-1/2 authorized with operative ALS except for 4-engine turbojet aircraft.

*Takeoffs all runways. Unless otherwise directed by ATC, the following departure procedure is recommended to insure adequate terrain and obstruction clearance: Runway 35 make right turn, climb direct to PUB VORTAC. Runways 30, 25, 17, 12, and 7 make left turn, climb direct to PUB VORTAC. V8183 northbound cross PUB VORTAC, 6000'. Northwestbound via PUB VORTAC R 314°, cross PUB VORTAC 6500'. Westbound V244 may climb on crs; cross Florence Int at 11,700'.

City, Pueblo; State, Colo.; Airport name, Pueblo Memorial; Elev., 4725'; Fac. Class., ILS; Ident., I-PUB; Procedure No. ILS-7, Amdt. 6; Eff. date, 22 Jan. 66; Sup. Amdt. No. 5; Dated, 6 Mar. 66

6. By amending the following radar procedures prescribed in § 97.19 to read:

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.....	-----	25-50 miles.....	4000	T-dn%..... C-dn#..... S-dn-4R*##..... A-dn.....	Precision approach		
All directions.....	-----	8-25 miles.....	2300		300-1	300-1	200-1½
015° clockwise.....	180°	0-8 miles.....	1500		600-1	600-1	600-1½
180° clockwise.....	015°	0-8 miles.....	2000		200-½	200-½	200-½
					Surveillance approach		
				T-dn%.....	300-1	300-1	200-½
				Runways 4 and 15:			
				C-dn#.....	700-1	700-1	700-1½
				S-dn**.....	700-1	700-1	700-1
				Runway 22L:			
				C-dn#.....	600-1	600-1	600-1½
				S-dn**.....	600-1	600-1	600-1
				Runway 27:			
				C-dn#.....	600-1	600-1	600-1½
				S-dn#.....	500-1	500-1	500-1
				Runway 33:			
				C-dn#.....	600-1	600-1	600-1½
				S-dn**.....	500-1	500-1	500-1
				A-dn.....	800-2	800-2	800-2

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, climb to 2000' direct Danvers Int, hold NE of Danvers Int, 1-minute right turns, 210° Inbnd or, when directed by ATC, make right-climbing turn to 2000' direct Skipper Int. Hold E of Skipper Int, 1-minute right turns, 279° Inbnd.
CAUTION: (1) PAR touchdown point approximately 3500' in from approach end of runway to allow clearance over ship channel. Nonstandard ALS serving Runway 4R. Displaced threshold lights, 2618' from end of Runway 4R. (2) 370' stack, 1 mile SW; 505' building, 1.7 miles W; 845' building and antenna, 3.1 miles W; 1349' antenna, 10.5 miles W of airport.

- *No circling W of airport authorized from centerline extended Runway 4L to centerline extended Runway 15 when ceiling is less than 800'.
- *Ceiling 200' and 2400' RVR Runway 4R. Descent below 219' not authorized unless approach lights are visible.
- **When tower advises of known U.S. Naval surface vessels in approach area, straight-in minimums of 400-1 will be authorized. Reduction not authorized.
- **Reduction not authorized.
- §500-½ authorized, except for 4-engine turbojet aircraft, with operative high-intensity runway lights.
- % Departures from Runway 27--make left turn to heading, 260° as soon as practicable after takeoff.
- ¶RVR 2400' authorized for Runways 4R and 33.

City, Boston; State, Mass.; Airport name, General Edward Lawrence Logan International; Elev., 19'; Fac. Class and Ident., Boston Radar; Procedure No. 1, Amdt. 16; Eff. date, 22 Jan. 66; Sup. Amdt. No. 15; Dated, 17 Aug. 63

From--	Radar site.....	Within 20 miles....	1700*	Surveillance approach			
				T-dn.....	300-1	300-1	200-½
All directions.....				C-dn-7, 13.....	500-1	500-1	500-1½
				C-dn-23, 31.....	400-1	500-1	500-1½
				S-dn-7, 15%.....	500-1	500-1	500-1
				S-dn-23#.....	400-1	400-1	400-1
				S-dn-31#.....	400-1	400-1	400-1
				A-dn.....	800-2	800-2	800-2

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, Runways 31 and 13: Climb to 2000' on ORL VOR, R 049° within 20 miles of ORL VOR. Runway 7: Climb to 2000' on ORL VOR, R 014° within 20 miles of ORL VOR. Runway 25: Climb to 2000' on ORL VOR, R 309° within 20 miles of ORL VOR.

- *Radar control will provide 1000' vertical clearance within a 3-mile radius of 749' tower, 6.5 miles WSW; 687' tower, 3.7 miles W; 949' tower, 13.5 miles W of airport.
- % Reduction below ½ mile not authorized.
- ¶400-½ authorized, except for 4-engine turbojet aircraft, with operative high-intensity runway lights.

City, Orlando; State, Fla.; Airport name, Herndon; Elev., 113; Fac. Class and Ident., Orlando Radar; Procedure No. 1, Amdt. 7; Eff. date, 22 Jan. 66; Sup. Amdt. No. 6; Dated, 24 July 65

Radar terminal area maneuvering sectors and altitudes				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	
Instrument approach to be conducted in accordance with USAF radar standard instrument approach procedure.				Surveillance radar			
				T-dn.....	300-1	300-1	200-½
				C-dn.....	600-2	600-2	600-2
				A-dn.....	800-2	800-2	800-2

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, right-climbing turn to intercept and proceed via 240° bearing from CAV RBN to 4000'.

- CAUTION: Maneuvering N of final approach crs not authorized. High terrain N.
- NOTE: Military aerodrome--Prior landing permission required.

City, Oxnard; State, Calif.; Airport name, Oxnard Air Force Base; Elev., 86'; Fac. Class and Ident., Oxnard Radar; Procedure No. 1, Amdt. Orig; Eff. date, 22 Jan. 66

These procedures shall become effective on the dates specified therein.

(Secs. 307(c), 313(a), 601, Federal Aviation Act of 1958; 49 U.S.C. 1343(c), 1354(a), 1421; 72 Stat. 749, 752, 775)

Issued in Washington, D.C., on December 17, 1965.

C. W. WALKER,
Acting Director, Flight Standards Service.

[F.R. Doc. 66-1075; Filed, Jan. 28, 1966; 8:48 a.m.]

[Reg. Docket No. 7092; Amdt. 462]

PART 97—STANDARD INSTRUMENT APPROACH PROCEDURES

Miscellaneous Amendments

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

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

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

1. By amending the following automatic direction finding procedures prescribed in § 97.11(b) to read:

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		Course and distance	Minimum altitude (feet)	Condition	Ceiling and visibility minimums		
From—	To—				2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
AGS VOR.....	AGS RBN.....	Direct.....	2000	T-dn.....	300-1	300-1	*200-1/2
Shell Bluff Int.....	AGS RBN.....	Direct.....	2000	C-dn.....	600-1	600-1	600-1 1/2
Trenton Int.....	AGS RBN (final).....	Direct.....	1700	S-dn-17#.....	500-1	500-1	500-1
Mallard Int.....	AGS RBN (final).....	Direct.....	1700	A-dn.....	800-2	800-2	800-2
Clarice Int.....	AGS RBN (final).....	Direct.....	1700				

Procedure turn W side of crs, 347° Outbnd, 167° Inbnd, 2000' within 10 miles.

Minimum altitude over facility on final approach crs, 1700'.

Crs and distance, facility to airport, 167°-4.9 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.9 miles after passing AGS RBN, turn right, intercept 170° crs from AGS RBN, climbing to 2000' within 20 miles.

CAUTION: Antenna tower, 1883'-6 miles ENE of Bush Field.

*300-1 required on Runways 8-26.

#Reduction below 1/4 mile not authorized.

MSA within 25 miles of facility: 000°-090°-2000'; 090°-180°-2900'; 180°-360°-1900'.

City, Augusta; State, Ga.; Airport name, Bush Field; Elev., 145'; Fac. Class., HW; Ident., AGS; Procedure No. 2, Amdt. 2; Eff. date, 29 Jan. 66; Sup. Amdt. No. 1; Dated, 9 Jan. 65

Salem Int.....	GON RBN.....	Direct.....	2000	T-dn.....	400-1	400-1	NA
Saybrook Int.....	GON RBN.....	Direct.....	2000	T-dn.....	NA	NA	NA
Watch Hill Int.....	GON RBN.....	Direct.....	2000	C-dn.....	700-1	700-1	NA
Norwich VORTAC.....	GON RBN.....	Direct.....	2000	C-dn.....	NA	NA	NA
				S-dn.....	NA	NA	NA
				A-dn.....	NA	NA	NA

Procedure turn E side of crs, 355° Outbnd, 175° Inbnd, 2000' within 10 miles.

Minimum altitude over facility on final approach crs, 1700'.

Crs and distance, facility to airport 175°-3.8 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.8 miles after passing GON RBN, make left-climbing turn to 2000' direct GON RBN. Hold N of GON RBN, 175° Inbnd, 1-minute left turns.

CAUTION: Altitude setting from Quonset Point AFC or Providence FSS.

MSA within 25 miles of the facility: 000°-360°-1800'.

City, Fishers Island; State, N.Y.; Airport name, Elizabeth Field; Elev., 7'; Fac. Class., MHW; Ident., GON; Procedure No. 1, Amdt. Orig.; Eff. date, 29 Jan. 66

MIA VOR.....	RBN (OM).....	Direct.....	1500	T-dn.....	300-1	300-1	200-1/2
BSY VOR.....	RBN (OM).....	Direct.....	1500	C-dn.....	500-1	500-1	500-1 1/2
PRR RBN.....	RBN (OM).....	Direct.....	1600	S-dn-9L*.....	500-1	500-1	500-1
Krome Int.....	RBN (OM) (final).....	Direct.....	1300	S-dn-9R.....	400-1	400-1	400-1
Bayshore VHF Int.....	RBN (OM).....	Direct.....	1500	A-dn.....	800-2	800-2	800-2
Rancho VHF Int.....	RBN (OM).....	Direct.....	1600				

Radar available.

Procedure turn N side of crs, 267° Outbnd, 067° Inbnd, 1400' within 10 miles.

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

Crs and distance, facility to Runway 9L, 067°-4.5 miles; facility to Runway 9R, 096°-4.4 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.5 miles after passing MF LOM, climb to 1500' on crs of 067° within 20 miles of MF LOM.

Note: Holding pattern with 067° Inbnd crs, left turns may be used in lieu of procedure turn.

Other change: Deletes transition from MIA RBN to MF LOM.

*Reduction below 1/4 mile not authorized.

MSA within 25 miles of facility: 000°-090°-2100'; 090°-180°-1400'; 180°-270°-1700'; 270°-360°-1300'.

City, Miami; State, Fla.; Airport name, Miami International; Elev., 9'; Fac. Class., II-SAB; Ident., MF; Procedure No. 3, Amdt. 6; Eff. date, 29 Jan. 66; Sup. Amdt. No. 5; Dated, 11 Apr. 64

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	
Minneapolis RBn.....	LOM.....	Direct.....	2500	T-dn.....	300-1	300-1	200-1/2
Minneapolis VOR.....	LOM.....	Direct.....	2500	C-dn.....	500-1	500-1	500-1 1/2
Farmington VOR.....	Gray Cloud Int.....	Direct.....	2500	S-dn-29L.....	400-1	400-1	400-1
Gray Cloud Int.....	LOM (final).....	Direct.....	2500	A-dn.....	800-2	800-2	800-2
Prior Int.....	LOM.....	Direct.....	2500				
White Bear Int.....	LOM.....	Direct.....	2500				
Farmington VOR.....	LOM.....	Direct.....	2500				

Radar available.

Procedure turn E side of crs, 115° Outbnd, 295° Inbnd, 2500' within 10 miles.

Minimum altitude over facility on final approach crs, 2500'.

Crs and distance, facility to airport, 295°—5.5 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.5 miles after passing LOM, climb to 2500' on crs of 295° to Loretto Int or, when directed by ATC, (1) make left-climbing turn, climb to 2500', and return to LOM.

MSA within 25 miles of facility: 000°-360°—2600'.

City, Minneapolis; State, Minn.; Airport name, Minneapolis-St. Paul International (Wold-Chamberlain Field); Elev., 840'; Fac. Class., LOM; Ident., MS; Procedure No. 1, Amdt. 9; Eff. date, 29 Jan. 66; Sup. Amdt. No. 8; Dated, 29 Apr. 65

Prior Int.....	LOM.....	Direct.....	2300	T-dn.....	300-1	300-1	200-1/2
FGT VOR.....	LOM.....	Direct.....	2300	C-dn.....	500-1	500-1	500-1 1/2
MSP RBn.....	LOM.....	Direct.....	2300	S-dn-4.....	500-1	500-1	500-1
MSP VOR.....	LOM.....	Direct.....	2500	A-dn.....	800-2	800-2	800-2

Radar available.

Procedure turn S side of crs, 219° Outbnd, 039° Inbnd, 2300' within 10 miles.

Minimum altitude over facility on final approach crs, 2100'.

Crs and distance, facility to airport, 039°—4.5 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.5 miles after passing LOM, climb to 2500' on crs, 039° from LOM within 20 miles.

MSA within 25 miles of facility: 000°-360°—2600'.

City, Minneapolis; State, Minn.; Airport name, Minneapolis-St. Paul International (Wold-Chamberlain Field); Elev., 840'; Fac. Class., LOM; Ident., AP; Procedure No. 2, Amdt. 4; Eff. date, 29 Jan. 66; Sup. Amdt. No. 3; Dated, 29 Apr. 65

Freeport Int.....	PW LOM.....	Direct.....	2100	T-dn.....	300-1	300-1	200-1/2
Kennebunk VOR.....	Buxton Int.....	Direct.....	2100	C-dn.....	600-1	600-1	600-1 1/2
Buxton Int.....	PW LOM (final).....	Direct.....	1800	S-dn-11**.....	500-1	500-1	500-1
				A-dn.....	800-2	800-2	800-2

Procedure turn S side of crs, 292° Outbnd, 112° Inbnd, 2100' within 10 miles of LOM.

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

Crs and distance, facility to airport, 112°—5.4 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.4 miles after passing PW LOM, make right-climbing turn to 2100' direct to PW LOM. Hold W of PW LOM, 112° Inbnd, 1-minute right turns.

Other change: Deletes transition from Kennebunk VOR to PW LOM.

**Reduction not authorized.

MSA within 25 miles of facility: 000°-090°—3500'; 090°-180°—1500'; 180°-270°—2500'; 270°-360°—3000'.

City, Portland; State, Maine; Airport name, Portland Municipal; Elev., 66'; Fac. Class., LOM; Ident., PW; Procedure No. 1, Amdt. 4; Eff. date, 29 Jan. 66; Sup. Amdt. No. 3; Dated, 10 June 65

Bemis Int.....	GVI RBn.....	Direct.....	2500	T-dn.....	300-1	300-1	200-1/2
Marlville Int.....	GVI RBn.....	Direct.....	3000	C-dn.....	700-1	700-1	700-1 1/2
Albany VOR.....	GVI RBn.....	Direct.....	2500	C-n.....	700-1	700-2	700-2
				A-dn.....	800-2	800-2	800-2

Radar available.

Procedure turn E side of crs, 050° Outbnd, 230° Inbnd, 2000' within 10 miles.

Facility on airport.

Minimum altitude over facility on final approach crs, 1100'.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile of RBn, climb to 1800' on 230° bearing within 8 miles, then right-climbing turn to 2000' direct to GVI RBn. Hold NE of GVI RBn, 230° Inbnd, left turns, 1 minute.

NOTES: (1) This facility must be monitored aurally throughout approach. (2) Final approach from a holding pattern not authorized. Procedure turn required.

CAUTION: 990' antenna, 5.5 miles SW of GVI RBn.

MSA within 25 miles of GVI RBn: 000°-090°—3500'; 090°-180°—3000'; 180°-270°—3500'; 270°-360°—3500'.

City, Schenectady; State, N. Y.; Airport name, Schenectady County; Elev., 378'; Fac. Class., MH; Ident., GVI; Procedure No. 2, Amdt. 5; Eff. date, 29 Jan. 66; Sup. Amdt. No. 4; Dated, 31 July 65

RULES AND REGULATIONS

2. By amending the following very high frequency omnirange (VOR) procedures prescribed in § 97.11(c) to read:

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	
				T-d.....	500-1	500-1	NA
				C-d.....	700-1	700-1	NA
				A-dn.....	NA	NA	NA

Procedure turn W side of crs, 150° Outbnd, 330° Inbnd, 2500' within 10 miles.
 Minimum altitude over facility on final approach crs, 1700'.
 Crs and distance, facility to airport, 357°—6.5 miles.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 6.5 miles after passing ILA VOR, make a left-climbing turn, climbing to 2000' direct to ILA VOR.
 NOTE: Pilots will contact Marysville or Sacramento FSS for current altimeter setting prior to commencing IFR approach to Colusa County Airport.
 MSA within 25 miles of facility: 000°-090°—3100'; 090°-180°—3000'; 180°-270°—4600'; 270°-360°—5000'.

City, Colusa; State, Calif.; Airport name, Colusa-County; Elev., 50'; Fac. Class., BVORTAC; Ident., ILA; Procedure No. 1, Amdt. 1; Eff. date, 29 Jan. 66; Sup. Amdt. No. Orig.; Dated, 11 May 63

Salem Int.....	GON VOR.....	Direct.....	2000	T-d.....	400-1	400-1	NA
Watch Hill Int.....	GON VOR.....	Direct.....	2000	T-n.....	NA	NA	NA
Saybrook Int.....	GON VOR.....	Direct.....	2000	C-d.....	700-1	700-1	NA
Norwich VOR.....	GON VOR (final).....	Direct.....	2000	C-n.....	NA	NA	NA
				S-dn.....	NA	NA	NA
				A-dn.....	NA	NA	NA

Procedure turn E side of crs, 003° Outbnd, 183° Inbnd, 2000' within 10 miles.
 Minimum altitude over facility on final approach crs, 2000'.
 Crs and distance, facility to airport, 183°—4.8 miles.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.8 miles after passing GON VOR, make left-climbing turn to 2000' direct to GON VOR. Hold N of GON VOR 1-minute left turns, 183° Inbnd.
 CAUTION: Altimeter setting from Quonset Point APC or Providence FSS.
 MSA within 25 miles of facility: 000°-360°—1800'.

City, Fishers Island; State, N.Y.; Airport name, Elizabeth Field; Elev., 7'; Fac. Class., BVOR; Ident., GON; Procedure No. 1, Amdt. Orig.; Eff. date, 29 Jan. 66

PROCEDURE CANCELED, EFFECTIVE 29 JAN. 1966.

City, Grain Valley; State, Mo.; Airport name, East Kansas City; Elev., 840'; Fac. Class., BVOR; Ident., BSP; Procedure No. 1, Amdt. 1; Eff. date, 24 Aug. 63; Sup. Amdt. No. Orig.; Dated, 23 June 62

				T-dn%.....	300-1	300-1	200-1/4
				C-dn.....	700-1	700-1	700-2
				S-dn.....	NA	NA	NA
				A-dn.....	NA	NA	NA

Procedure turn N side of crs, 025° Outbnd, 205° Inbnd, 6800' within 10 miles.
 Minimum altitude over facility on final approach crs, 6100'.
 Crs and distance, facility to airport, 205°—5.8 miles.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.8 miles after passing GLL VOR, make left-climbing turn to GLL VOR at 6800'.
 %Westbound (194° through 321°), IFR departures: Unless otherwise directed by ATC, the following departure procedure is recommended to insure adequate terrain and obstruction clearance. Climb direct to DEN VOR; then use published SID's.
 NOTE: Final approach from holding pattern not authorized. Procedure turn required.
 MSA within 25 miles of facility: 000°-090°—6500'; 090°-180°—7700'; 180°-270°—11,000'; 270°-360°—10,000'.

City, Greeley; State, Colo.; Airport name, Weld County; Elev., 4648'; Fac. Class., L-BVOR; Ident., GLL; Procedure No. 1, Amdt. Orig.; Eff. date, 29 Jan. 66

				T-d.....	1000-2	1000-2	1000-2
				T-n.....	2000-2	2000-2	2000-2
				C-d.....	1300-2	1300-2	1300-2
				C-n.....	2000-2	2000-2	2000-2
				S-dn.....	NA	NA	NA
				A-dn.....	2500-2	2500-2	2500-2

Procedure turn N side of crs, 066° Outbnd, 246° Inbnd, 4200' within 10 miles.
 Minimum altitude over facility on final approach crs, 2800'.
 Crs and distance, facility to airport, 246°—4.4 miles.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.4 miles after passing LEB VOR, climb straight ahead to 2000' within 5 miles, then right-climbing turn to 4200' direct to LEB VOR. Hold NE of LEB VOR, 1-minute right turns, 246° Inbnd.
 CAUTION: High terrain and turbulence all quadrants.
 MSA within 25 miles of facility: 000°-090°—5500'; 090°-180°—4500'; 180°-270°—4500'; 270°-360°—5000'.

City, Lebanon; State, N.H.; Airport name, Lebanon Regional; Elev., 580'; Fac. Class., L-BVOR; Ident., LEB; Procedure No. 1, Amdt. 7; Eff. date, 29 Jan. 66; Sup. Amdt. No. 6; Dated, 5 Dec. 64

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	
Miami VOR.....	Marty Int (final).....	Direct.....	1000	T-dn.....	300-1	300-1	200-1/2
				C-d.....	1000-1	1000-1	1000-1 1/2
				C-n.....	1000-2	1000-2	1000-2
				A-dn.....	1000-2	1000-2	1000-2
				If Marty Int, the 8.6-mile DME Fix or 8.6-mile Radar Fix received, the following minimums apply:			
				C-dn.....	500-1	500-1	500-1 1/2
				B-dn-12°.....	500-1	500-1	500-1

Radar available.
 Procedure turn E side of crs, 316° Outbnd, 136° Inbnd, 1500 within 10 miles.
 Minimum altitude over facility on final approach crs, 1500, over Marty Int, 1000'.
 Crs and distance, facility to airport, 139°—13.2 miles; Marty Int to airport, 139°—4.6 miles.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.6 miles after passing Marty Int, or 13.2 miles after passing MIA VOR, climb to 1500 on R 139° within 20 miles from MIA VOR.
 NOTE: Procedure turn nonstandard to provide separation with northbound traffic.
 Other change: Deletes transition from MIA RbN to MIA VOR.
 *Reduction below 1/2 mile not authorized.
 MSA within 25 miles of facility: 000°-090°—2100'; 090°-180°—1500'; 180°-270°—1700'; 270°-360°—1200'.
 City, Miami; State, Fla.; Airport name, Miami International; Elev., 9'; Fac. Class., BVORTAC; Ident., MIA; Procedure No. 1, Amdt. 15; Eff. date, 29 Jan. 66; Sup. Amdt. No. 14; Dated, 11 Aug. 64

				T-dn.....	300-1	300-1	200-1/2
				C-d.....	800-1 1/2	800-1 1/2	800-2
				B-dn.....	NA	NA	NA
				A-dn.....	1000-2	1000-2	1000-2
				DME minimums after passing 8-mile DME Fix, R 072°.			
				C-dn.....	600-1	600-1	600-1 1/2

Radar available.
 Procedure turn 8 side of crs, 252° Outbnd, 072° Inbnd, 3000' within 10 miles.
 Minimum altitude over facility on final approach crs, 3000'.
 Crs and distance, facility to airport, 072°—10.7 miles.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within *6 miles after passing BGR VOR, or within 10.7 DME miles of BGR VORTAC, make left-climbing turn to 3000' direct to BGR VOR. Hold W of BGR VOR, 1-minute right turns, 072° Inbnd.
 *Distance from point of visual contact to airport, 4.7 miles.
 MSA within 25 miles of facility: 000°-090°—2000'; 090°-180°—2500'; 180°-270°—3000'; 270°-360°—2000'.
 City, Old Town; State, Maine; Airport name, Old Town Municipal; Elev., 126'; Fac. Class., BVORTAC; Ident., BGR; Procedure No. 1, Amdt. 3; Eff. date, 29 Jan. 66; Sup. Amdt. No. 2; Dated, 31 Aug. 63

3. By amending the following very high frequency omnirange-distance measuring equipment (VOR/DME) procedures prescribed in § 97.15 to read:

VOR/DME 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			
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		
Georgetown DME Fix**.....	AUS VORTAC (final).....	Direct.....	1800	T-dn.....	300-1	300-1	*300-1
				C-dn.....	400-1	500-1	500-1 1/2
				B-dn-16R.....	400-1	400-1	400-1
				A-dn.....	800-2	800-2	800-2

Radar available.
 Procedure turn W side of crs, 007° Outbnd, 187° Inbnd, 2500' within 10 miles.
 Minimum altitude over facility on final approach crs, 1800'; over 3.5-mile DME Fix on R 175°, AUS VORTAC, 1300'.**
 Crs and distance, facility to airport, 175°—5.1 miles.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.1 miles after passing VOR, turn right, climb to 3000' on R 189° within 15 miles or, when directed by ATC, turn left, climb to 2000' on R 125° within 20 miles.
 **200-1/2 authorized on Runways 16R, 34L, 12R, and 30L only.
 **Radar Fixes may be used in lieu of Georgetown DME Fix and 3.5-mile DME Fixes.
 MSA within 25 miles of facility: 000°-090°—2100'; 090°-180°—2000'; 180°-270°—3000'; 270°-360°—2400'.
 City, Austin; State, Tex.; Airport name, Robert Mueller Municipal; Elev., 631'; Fac. Class., BVORTAC; Ident., AUS; Procedure No. 1, Amdt. 1; Eff. date, 29 Jan. 66; Sup. Amdt. No. Orig.; Dated, 3 July 65

4. By amending the following instrument landing system procedures prescribed in § 97.17 to read:

ILS STANDARD INSTRUMENT APPROACH PROCEDURES

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		Course and distance	Minimum altitude (feet)	Condition	Ceiling and visibility minimums		
From—	To—				2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Akron VOR.....	LOM.....	Direct.....	2800	T-dn.....	300-1	300-1	200-½
Briggs VOR.....	LOM (final).....	Direct.....	2400	C-dn.....	400-1	500-1	500-1½
Int Briggs VOR, R 322° and 060° bearing to LOM.....	LOM.....	Direct.....	2800	S-dn-1*.....	200-½	200-½	200-½
Int Briggs VOR, R 282° and 061° bearing to LOM.....	LOM.....	Direct.....	2800	A-dn.....	600-2	600-2	600-2
Int Briggs VOR, R 048° and 270° bearing to LOM.....	LOM.....	Direct.....	2800				

Radar available.
 Procedure turn E side S crs, 186° Outbnd, 066° Inbnd, 2500' within 10 miles.
 Minimum altitude at glide slope interception Inbnd, 2400'.
 Altitude of glide slope and distance to approach end of runway at OM, 2410'—3.7 miles; at MM, 1450'—0.7 mile.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.7 miles after passing LOM, climb to 3000' on N crs of ILS to Derby Int. Hold N, 1-minute left turns, 186° Inbnd.
 Other change: Deletes caution note.
 *400-½ required with glide slope inoperative. 400-½ authorized with operative ALS, except for 4-engine turbojet aircraft.

City, Akron; State, Ohio; Airport name, Akron-Canton; Elev., 1228'; Fac. Class., ILS; Ident., I-CAK; Procedure No. ILS-1, Amdt. 16; Eff. date, 29 Jan. 66; Sup. Amdt. No. 15; Dated, 7 Nov. 64

CO LFR.....	Cold Bay LOM.....	Direct.....	1700	T-dn.....	300-1	300-1	200-½
CDB VOR.....	Cold Bay LOM.....	Direct.....	1700	C-dn-26, 32%.....	400-1	500-1	500-1½
				C-d-8.....	800-2	800-2	800-2
				C-n-8.....	NA	NA	NA
				S-dn-14*.....	200-½	200-½	200-½
				A-dn-14, 26, and 32.....	600-2	600-2	600-2
				A-d-8.....	800-2	800-2	800-2

Procedure turn E side of crs, 322° Outbnd, 142° Inbnd, 1700' within 10 miles. Nonstandard due to terrain, 1700'—8.8 miles W of crs.
 Minimum altitude at glide slope interception Inbnd, 1580'.
 Altitude of glide slope and distance to approach end of runway at OM, 1580'—4.8 miles; at MM, 292'—0.6 mile.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.8 miles after passing OM, turn left, climb to 3000' on N crs of I-CDB ILS within 15 miles, or as directed by ATC, turn left, climb to 3000' on N crs, CO LFR within 15 miles.
 *CAUTION: Circling to Runways 26 and 32 will be accomplished E of airport. Mount Simon, 1100 ± feet—2.4 miles W of airport.
 †If glide slope inoperative, minimums become 300-½. Descent below 600' on final approach not authorized until past CO LFR.

City, Cold Bay; State, Alaska; Airport name, Cold Bay; Elev., 98'; Fac. Class., ILS; Ident., I-CDB; Procedure No. ILS-14, Amdt. 5; Eff. date, 29 Jan. 66; Sup. Amdt. No. 4; Dated, 23 Feb. 63

Duluth VOR.....	LOM.....	Direct.....	3000	T-dn\$.....	300-1	300-1	200-½
				C-d.....	400-1	500-1	500-1½
				C-n.....	400-1½	500-1½	500-1½
				S-dn-9*.....	200-½	200-½	200-½
				A-dn.....	600-2	600-2	600-2

Radar available.
 Procedure turn S side of final approach crs, 267° Outbnd, 067° Inbnd, 3000' within 10 miles.
 Minimum altitude at glide slope interception Inbnd, 3000'.
 Altitude of glide slope and distance to approach end of runway at OM, 2995'—5.6 miles; at MM, 1614'—0.6 mile.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.6 miles after passing LOM, climb to 3000' on E crs, ILS within 15 miles.

NOTE: When authorized by ATC, DLH DME may be used to position aircraft for straight-in approach at 3100' between R 178° clockwise to R 336° via 12-mile DME Arc with the elimination of procedure turn.
 *400-1 required when glide slope not utilized. 400-½ authorized, except for 4-engine turbojet aircraft, with operative ALS. 400-½ authorized, except for 4-engine turbojet aircraft, with operative ALS.
 \$RVR 2400' authorized Runway 9.
 †RVR 2400'. Descent below 1625' not authorized unless approach lights are visible.

City, Duluth; State, Minn.; Airport name, Duluth International; Elev., 1429'; Fac. Class., ILS; Ident., I-DLH; Procedure No. ILS-9, Amdt. 3; Eff. date, 29 Jan. 66; Sup. Amdt. No. 2; Dated, 10 July 63

MIA VOR.....	RBn (OM).....	Direct.....	1500	T-dn.....	300-1	300-1	200-½
BSY VOR.....	RBn (OM).....	Direct.....	1500	C-dn.....	500-1	500-1	500-1½
Krome Int.....	RBn (OM) (final).....	Direct.....	1300	S-dn-9L*.....	200-½	200-½	200-½
Rancho VHF Int.....	RBn (OM).....	Direct.....	1600	A-dn.....	600-2	600-2	600-2
Bayshore VHF Int.....	RBn (OM).....	Direct.....	1500				
PRR RBn.....	RBn (OM).....	Direct.....	1600				

Radar available.
 Procedure turn N side of crs, 267° Outbnd, 067° Inbnd, 1400' within 10 miles.
 Minimum altitude at glide slope interception Inbnd, 1300'.
 Altitude of glide slope and distance to approach end of runway at OM, 1228'—4.5 miles; at MM, 192'—0.6 mile.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.5 miles after passing LOM, climb to 1500' on E crs, ILS within 20 miles, or climb to 1500' on crs of 087° from MF LOM within 20 miles.

NOTE: Holding pattern with 087° Inbnd crs, left turns may be used in lieu of procedure turn.
 Other change: Deletes transition from MIA RBn to MIA VOR.
 *400-½ required when glide slope not utilized. 400-½ authorized, except for 4-engine turbojet aircraft, with operative ALS.

City, Miami; State, Fla.; Airport name, Miami International; Elev., 9'; Fac. Class., ILS; Ident., I-MFA; Procedure No. ILS-9L, Amdt. 4; Eff. date, 29 Jan. 66; Sup. Amdt. No. 3; Dated, 11 Apr. 64

RULES AND REGULATIONS

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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	
Prior Int.....	LOM (final).....	Direct.....	2300	T-dn.....	300-1	300-1	200-1/2
FGT VOR.....	LOM.....	Direct.....	2300	C-dn.....	500-1	500-1	500-1 1/2
Ketcham Int.....	LOM (final).....	Direct.....	2300	S-dn-4**\$	200-1/2	200-1/2	200-1/2
MSP VOR.....	LOM.....	Direct.....	2500	A-dn.....	600-2	600-2	600-2
MSP RBN.....	LOM.....	Direct.....	2300				

Radar available.
 Procedure turn S side of crs, 219° Outbnd, 039° Inbnd, 2300' within 10 miles.
 Minimum altitude at glide slope interception Inbnd, 2300'.
 Altitude of glide slope and distance to approach end of runway at OM, 2088'—4.5 miles; at MM, 1035'—0.6 mile.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.5 miles after passing LOM, climb to 2500' on NE crs, ILS within 15 miles.
 \$400-1 required when glide slope not utilized. 400-3/4 authorized, except for 4-engine turbojet aircraft, with operative high-intensity runway lights. 400-1/2 authorized, except for 4-engine turbojet aircraft, with operative ALS.
 **RVR 2400' authorized Runway 4.
 **RVR 2400'. Descent below 1040' not authorized unless approach lights are visible.

City, Minneapolis; State, Minn.; Airport name, Minneapolis-St. Paul International (Wold-Chamberlain Field); Elev., 840'; Fac. Class., ILS; Ident., I-APL; Procedure No. ILS-4, Amdt. 9; Eff. date, 29 Jan. 66; Sup. Amdt. No. 8; Dated, 29 May 65

MS LOM.....	Hopkins VHF DME Int.	Direct.....	2500	T-dn.....	300-1	300-1	200-1/2
FCM VOR.....	Hopkins VHF DME Int.	Direct.....	2500	C-dn.....	500-1	500-1	500-1 1/2
MSP VOR.....	Wayzata Int.....	Direct.....	2500	S-dn-11R#.....	400-1	400-1	400-1
Loretto Int.....	Wayzata Int.....	Direct.....	2500	A-dn.....	600-2	600-2	600-2
Wayzata Int.....	Hopkins VHF DME Int (final).....	Direct.....	2500				
Chaska Int.....	Wayzata Int.....	Direct.....	2500				

Radar available.
 Procedure turn S side of crs, 295° Outbnd, 115° Inbnd, 2500' within 10 miles of Hopkins VHF DME Int. ‡
 No glide slope, outer or middle marker, and no approach lights.
 Minimum altitude over Hopkins VHF DME Int, 2500'; over Washburn VHF DME Int, 1600'.
 Crs and distance, Hopkins VHF DME Int to airport, 115°—5.8 miles; Washburn VHF DME Int to airport, 115°—2.4 miles.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.8 miles after passing Hopkins VHF DME Int, climb to 2600' on SE crs, ILS within 10 miles of MS LOM or, when directed by ATC, make right-climbing turn to 2300' and proceed to AP LOM.
 NOTES: (1) This procedure authorized only for aircraft equipped to receive VOR and ILS simultaneously, unless Hopkins VHF DME Int and Washburn VHF DME Int are identified by radar controller on passing or by I-MSP-DME (Channel 40). (2) Visibility reduction not authorized for REIL.
 ‡Distance, Hopkins VHF DME Int to zero reference point abeam glide slope associated with I-MSP-DME (Channel 40), 7.2 miles.
 †Distance, Washburn VHF DME Int to zero reference point abeam glide slope associated with I-MSP-DME (Channel 40), 3.8 miles.
 §400-3/4 authorized, except for 4-engine turbojet aircraft, with operative high-intensity runway lights.

City, Minneapolis; State, Minn.; Airport name, Minneapolis-St. Paul International (Wold-Chamberlain Field); Elev., 840'; Fac. Class., ILS; Ident., I-MSP; Procedure No. ILS-11R (back crs), Amdt. 10; Eff. date, 29 Jan. 66; Sup. Amdt. No. 9; Dated, 29 Apr. 65

Prior Int via localizer crs.....	Snelling Int.....	Direct.....	2500	T-dn.....	300-1	300-1	200-1/2
White Bear Int.....	NE crs, ILS (final).....	Via R011, FGT VOR.	2400	C-dn.....	500-1	500-1	500-1 1/2
FGT VOR.....	Snelling Int.....	Direct.....	2500	S-dn-22#.....	500-1	500-1	500-1
				A-dn.....	800-2	800-2	800-2

Radar available.
 Procedure turn N side of crs, 039° Outbnd, 219° Inbnd, 2500' within 10 miles of Snelling Int.
 No glide slope or markers.
 Minimum altitude over Snelling Int on final approach crs, 2400'; over Highland Int on final approach crs, 1500'.
 Crs and distance, Snelling Int to airport, 219°—5.1 miles, Highland Int to airport, 219°—2.1 miles.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.1 miles after passing Snelling Int, climb to 2200' on SW crs of ILS to AP LOM or, when directed by ATC, make left-climbing turn to 2500' and proceed to Snelling Int.
 NOTE: This procedure authorized only for aircraft equipped to receive VOR and ILS simultaneously.
 ‡Visibility reduction not authorized for REIL or REIL.

City, Minneapolis; State, Minn.; Airport name, Minneapolis-St. Paul International (Wold-Chamberlain Field); Elev., 840'; Fac. Class., ILS; Ident., I-APL; Procedure No. ILS-22 (back crs), Amdt. 4; Eff. date, 29 Jan. 66; Sup. Amdt. No. 3; Dated, 6 Feb. 65

MSP RBN.....	LOM.....	Direct.....	2600	T-dn.....	300-1	300-1	200-1/2
MSP VOR.....	LOM.....	Direct.....	2600	C-dn.....	500-1	500-1	500-1 1/2
FGT VOR.....	LOM.....	Direct.....	2600	S-dn-29L\$*.....	300-3/4	300-3/4	300-3/4
Prior Int.....	LOM.....	Direct.....	2600	A-dn.....	700-2	700-2	700-2
White Bear Int.....	LOM.....	Direct.....	2600				

Radar available.
 Procedure turn E side SE crs, 115 Outbnd, 295 Inbnd, 2600' within 10 miles.
 Minimum altitude at glide slope interception Inbnd, 2600'.
 Altitude of glide slope and distance to approach end of runway at OM, 2511'—5.5 miles; at MM, 1033'—0.5 mile.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.5 miles after passing LOM, climb to 2500' on NW crs, ILS to Loretto Int or, when directed by ATC, make left-climbing turn, climb to 2600', and return to LOM.
 NOTE: DME should not be used to determine aircraft position over MM, runway threshold, or runway touchdown point.
 \$300-3/4 authorized, except for 4-engine turbojet aircraft, with operative SALS.
 *400-1 required when glide slope inoperative. 400-3/4 authorized, except for 4-engine turbojet aircraft, with operative high-intensity runway lights. 400-1/2 authorized, except for 4-engine turbojet aircraft, with operative SALS.

City, Minneapolis; State, Minn.; Airport name, Minneapolis-St. Paul International (Wold-Chamberlain Field); Elev., 840'; Fac. Class., ILS; Ident., I-MSP; Procedure No. ILS-29L, Amdt. 21; Eff. date, 29 Jan. 66; Sup. Amdt. No. 20; Dated, 11 Dec. 65

RULES AND REGULATIONS

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	
Freeport Int.	PW LOM	Direct	2100	T-dn	300-1	300-1	200-1/4
Kennebunk VOR	Buxton Int.	Direct	2100	C-dn	600-1	600-1	600-1 1/4
Buxton Int.	PW LOM (final)	Direct	1800	S-dn-11**	300-3/4	300-3/4	300-3/4
				A-dn	800-2	800-2	800-2
				With glide slope inoperative:			
				S-dn-11**	600-3/4	600-3/4	600-3/4

Procedure turn S side of crs, 202° Outbnd, 112° Inbnd, 2100' within 10 miles.
 Minimum altitude at glide slope interception Inbnd, 1800'.
 Altitude of glide slope and distance to approach end of runway at OM, 1741'—5.4 miles; at MM, 272'—0.6 mile.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.4 miles after passing LOM, make right-climbing turn to 2100' direct to PW LOM. Hold W of PW LOM, 1-minute right turns, 112° Inbnd.
 Other change: Deletes transition from Kennebunk VOR to PW LOM.
 **Reduction not authorized.

City, Portland; State, Maine; Airport name, Portland Municipal; Elev., 66'; Fac. Class., ILS; Ident., I-PWM; Procedure No. ILS-11, Amdt. 5; Eff. date, 29 Jan. 66; Sup. Amdt. No. 4; Dated, 19 June 65

5. By amending the following radar procedures prescribed in § 97.19 to read:

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		
				T-dn	300-1	300-1	200-1/4
				C-dn	500-1	500-1	500-1 1/4
				S-dn-31*	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, turn left, climb to 1500' on SW crs, AC LFR within 20 miles or, when directed by ATIS, (1) climb to 1500' proceeding direct to Anchorage LOM, thence on crs, 244° Outbnd, 664° Inbnd, within 20 miles.
 CAUTION: (1) Terrain, trees, installations to 373' within 1.7 miles SW of airport. (2) Unusable sector, 068° to 074°, 20 to 25 miles.
 *400-1/4 authorized, except for 4-engine turbojet aircraft, with operative high-intensity runway lights.

City, Anchorage; State, Alaska; Airport name, Anchorage International; Elev., 122'; Fac. Class. and Ident., Anchorage Radar; Procedure No. 1, Amdt. Orig.; Eff. date, 29 Jan. 66

0°	360°	0-8 miles	3600	T-dn	300-1	300-1	200-1/4
165°	070°	8-17 miles	6000	C-dn	800-1	800-1 1/2	800-2
4 miles NW and 6 miles SE of Runways 4-22 centerline extended.	From 17 miles SW to 20 miles NE		3600	S-dn-22*#	700-1	700-1	700-1
All other airway segments		8-35 miles	Published MEA	S-dn-4#	600-1	600-1	600-1
				A-dn	800-2	800-2	800-2
All areas outside of airways:							
070°	165°	8-17 miles	6000				
095°	070°	17-35 miles	8500				
220°	330°	17-35 miles	6000				
330°	095°	17-35 miles	6000				

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, Runway 22: Climb to 4000' on 224° crs from LOM within 20 miles. Runway 4: Climb to 3600' on 044° crs from BON RBN within 15 miles.
 #Runways 4 and 22 only.
 *Reduction not authorized.
 *Maintain 2300' until passing 2 1/2-mile Radar Fix on final.

City, Bristol; State, Tenn.; Airport name, Tri-City; Elev., 1519'; Fac. Class. and Ident., Tri-City Radar; Procedure No. 1, Amdt. 1; Eff. date, 20 Jan. 66; Sup. Amdt. No. Orig.; Dated, 20 Dec. 65

RULES AND REGULATIONS

RADAR 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 sectors.....	Radar site.....	Within: 7 miles.....	3000	Precision approach			
047° clockwise to 260°.....	Radar site.....	30 miles.....	3000	T-dn.....	300-1	300-1	200-1½
260° clockwise to 047°.....	Radar site.....	20 miles.....	3100	C-d.....	400-1	500-1	500-1½
260° clockwise to 047°.....	Radar site.....	30 miles.....	3200	C-n.....	400-1½	500-1½	500-1½
				S-dn-27*.....	300-¾	300-¾	300-¾
				S-dn-9\$.....	200-½	200-½	200-½
				A-dn.....	600-2	600-2	600-2
				Surveillance approach			
				T-dn.....	300-1	300-1	200-1½
				C-d-9.....	400-1	500-1	*500-1½
				C-n-9.....	400-1½	500-1½	500-1½
				C-d-27.....	500-1	500-1	500-1½
				C-n-27.....	500-1½	500-1½	500-1½
				S-dn-9#.....	400-1	400-1	400-1
				S-dn-27*.....	500-1	500-1	500-1
				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 9: Climb to 3000' on E crs of ILS within 10 miles or, when directed by ATC, make left-climbing turn to 3100' on R 005°, DLH VOR within 15 miles. Runway 27: Climb to 3000' on W crs of ILS within 10 miles or, when directed by ATC, make right-climbing turn to 3100' on R 005°, DLH VOR within 15 miles.

NOTE: Aircraft on missed approach may be radar directed in accordance with approved patterns.

*500-¾ authorized, except for 4-engine turbojet aircraft, with operative high-intensity runway lights.

#400-¾ authorized, except for 4-engine turbojet aircraft, with operative high-intensity runway lights. 400-1½ authorized, except for 4-engine turbojet aircraft, with operative ALS.

*No approach lights.

\$RVR 2400' authorized Runway 9.

RVR 2400'. Descent below 1620' not authorized unless approach lights are visible.

City, Duluth; State, Minn.; Airport name, Duluth International; Elev., 1429'; Fac. Class. and Ident., USAF Radar; Procedure No. 1, Amdt. 4; Eff. date, 20 Jan. 66; Sup. Amdt. No. 3; Dated, 22 July 65

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	
202° clockwise to 065°.....	Radar site.....	0-15 miles.....	*6000	Surveillance approach			
065° clockwise to 115°.....	Radar site.....	0-10 miles.....	5000	T-dn.....	300-1	300-1	200-1½
115° clockwise to 202°.....	Radar site.....	0-7 miles.....	5000	C-d.....	500-1	500-1	500-1½
115° clockwise to 155°.....	Radar site.....	7-10 miles.....	5500	C-d-21.....	400-1	400-1	400-1
155° clockwise to 202°.....	Radar site.....	7-15 miles.....	5500	A-dn.....	800-2	800-2	800-2
065° clockwise to 155°.....	Radar site.....	10-15 miles.....	6000				

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, Runway 21: Climb to 6000' on a heading of 210° within 10 miles, return to GTF VOR, hold SW on GTF VOR, R 203°.

NOTE: On final approach to Runway 21, do not descend below 4400' until radar controller has advised passing the 4074' stack, 5 miles NE of airport.

*5100' required within 3 miles of 4074' stack, 4.5 miles NW of radar site.

City, Great Falls; State, Mont.; Airport name, Great Falls International; Elev., 3671'; Fac. Class. and Ident., Great Falls Radar; Procedure No. 1, Amdt. Orig.; Eff. date, 20 Jan. 66

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			
160° clockwise 250°.....	Radar site.....	25-40 miles.....	3000	T-dn.....	300-1	300-1	200-1½
				C-dn 9L, 9R, 12, 27L, 27R, 30.....	500-1	500-1	500-1½
				S-dn-9L, 27L, 27R, 12.....	500-1	500-1	500-1
				S-dn-9R, 30#.....	400-1	400-1	400-1
				A-dn.....	800-2	800-2	800-2

Radar terminal area transition altitudes—Radar control will provide 1000' vertical clearance within 3-mile radius of antenna towers, 1049', 997', and 734'—11 miles NNE and 643'—20 miles SW. All bearings are from the radar site with sector azimuths progressing clockwise.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, climb straight ahead to 1500', then proceed direct to the MIA VOR.

#400-¾ authorized with operative high-intensity runway lights, except for 4-engine turbojet aircraft.

*Reduction below ¾ mile not authorized.

City, Miami; State, Fla.; Airport name, Miami International; Elev., 9'; Fac. Class. and Ident., Miami Radar; Procedure No. 1, Amdt. 8; Eff. date, 29 Jan. 66; Sup. Amdt. No. 7; Dated, 15 Aug. 64

RADAR STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition		Ceiling and visibility minimums					
From—	To—	Course and distance	Minimum altitude (feet)	2-engine or less		More than 2-engine, more than 65 knots	
				65 knots or less	More than 65 knots		
All sectors.....	Radar site.....	0-20 miles..... 20-30 miles.....	2500 3000	Precision approach			
				T-dn.....	300-1	300-1	200-1½
				C-dn.....	500-1	500-1	500-1½
				S-dn-29L*	300-¾	300-¾	300-¾
				A-dn.....	700-2	700-2	700-2
				Surveillance approach			
				T-dn.....	300-1	300-1	200-1½
				C-dn 11R and 29L	500-1	500-1	500-1½
				C-dn-22	600-1	600-1	600-1½
				S-dn-29L#	400-1	400-1	400-1
				S-dn-11R‡	500-1	500-1	500-1
				S-dn-22‡	600-1	600-1	600-1
				C-dn-4	500-1	500-1	500-1½
				S-dn-4**	500-1	500-1	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 29L: Climb to 2500' on NW crs, MSP ILS to Loretto Int or, when directed by ATC, make left-climbing turn, climb to 2600', and return to MS LOM. Runway 11R: Climb to 2600' on SE crs, MSP ILS within 10 miles of MS LOM. Runway 4: Climb to 2500' on NE crs, APL ILS within 10 miles. Runway 22: Climb to 2300' on SW crs, APO ILS within 10 miles of AP LOM.
CAUTION: On approach to Runway 11R do not descend below 1400' until radar controller has advised passing tower located 2.5 miles from approach end Runway 11R.
 *500-¾ authorized, except for 4-engine turbojet aircraft, with operative high-intensity runway lights. Visibility reduction not authorized for REIL.
 †400-¾ authorized, except for 4-engine turbojet aircraft, with operative high-intensity runway lights. 400-¾ authorized, except for 4-engine turbojet aircraft, with operative SALS.
 ‡300-1½ authorized, except for 4-engine turbojet aircraft, with operative SALS.
 **500-¾ authorized, except for 4-engine turbojet aircraft, with operative high-intensity runway lights. 500-¾ authorized, except for 4-engine turbojet aircraft, with operative ALS.

City, Minneapolis; State, Minn.; Airport name, Minneapolis-St. Paul International (Wold-Chamberlain Field); Elev., 840'; Fac. Class. and Ident., Minneapolis Radar; Procedure No. 1, Amdt. 15; Eff. date, 29 Jan. 66; Sup. Amdt. No. 14; Dated, 29 Apr. 65

These procedures shall become effective on the dates specified therein.

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

Issued in Washington, D.C., on December 23, 1965.

C. W. WALKER,
Acting Director, Flight Standards Service.

[F.R. Doc. 66-1076; Filed, Jan. 28, 1966; 8:48 a.m.]

Title 7—AGRICULTURE

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

[Tangerine Reg. 31]

PART 905—ORANGES, GRAPEFRUIT, TANGERINES, AND TANGELOS GROWN IN FLORIDA

Limitation of Shipments

§ 905.480 Tangerine Regulation 31.

(a) *Findings.* (1) Pursuant to the marketing agreement, as amended, and this part (Order No. 905, as amended), regulating the handling of oranges, grapefruit, tangerines, and tangelos grown in Florida, effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601-674), and upon the basis of the recommendations of the committees established under the aforesaid amended marketing agreement and order, and upon other available information, it is hereby found that the limitation of shipments of tangerines, as hereinafter provided, will tend to effectuate the declared policy of the act.

(2) It is hereby further found that it is impracticable and contrary to the

public interest to give preliminary notice, engage in public rule-making procedure, and postpone the effective date of this section until 30 days after publication thereof in the FEDERAL REGISTER (5 U.S.C. 1001-1011) because the time intervening between the date when information upon which this section is based became available and the time when this section must become effective in order to effectuate the declared policy of the act is insufficient; a reasonable time is permitted, under the circumstances, for preparation for such effective time; and good cause exists for making the provisions hereof effective as hereinafter set forth. Shipments of tangerines, grown in the production area, are presently subject to regulation by grades and sizes, pursuant to the amended marketing agreement and order; the recommendation and supporting information for regulation during the period specified herein were promptly submitted to the Department after an open meeting of the Growers Administrative Committee on January 26, 1966, such meeting was held to consider recommendations for regulation, after giving due notice of such meeting, and interested persons were afforded an opportunity to submit their views at this meeting; the provisions of this section, including the effective time hereof, are identical with the aforesaid recommendation of the committee, and infor-

mation concerning such provisions and effective time has been disseminated among handlers of such tangerines; it is necessary, in order to effectuate the declared policy of the act, to make this section effective during the period hereinafter set forth so as to provide for the continued regulation of the handling of tangerines, and compliance with this section will not require any special preparation on the part of the persons subject thereto which cannot be completed by the effective time hereof.

(b) *Order.* (1) Terms used in the amended marketing agreement and order shall, when used herein, have the same meaning as is given to the respective term in said amended marketing agreement and order; and terms relating to grade, diameter, and standard pack, as used herein, shall have the same meaning as is given to the respective term in the U.S. Standards for Florida Tangerines (§§ 51.1810-51.1834 of this title).

(2) Tangerine Regulation 30 (30 F.R. 15029) is hereby terminated at 12:01 a.m., e.s.t., January 31, 1966.

(3) During the period beginning at 12:01 a.m., e.s.t., January 31, 1966, and ending at 12:01 a.m., e.s.t., August 1, 1966, no handler shall ship between the production area and any point outside thereof in the continental United States, Canada, or Mexico:

(i) Any tangerines, grown in the production area, which do not grade at least U.S. No. 2; or

(ii) Any tangerines, grown in the production area, which are of a size smaller than 2 1/16 inches in diameter, except that a tolerance of 10 percent, by count, of tangerines smaller than such minimum diameter shall be permitted, which tolerance shall be applied in accordance with the provisions for the application of tolerances specified in said U.S. Standards for Florida Tangerines.

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

Dated: January 27, 1966.

FLOYD F. HEDLUND,
 Director, Fruit and Vegetable
 Division, Consumer and Mar-
 keting Service.

[F.R. Doc. 66-1097; Filed, Jan. 28, 1966;
 8:48 a.m.]

[Navel Orange Reg. 98]

**PART 907—NAVEL ORANGES
 GROWN IN ARIZONA AND DESIG-
 NATED PART OF CALIFORNIA**

Limitation of Handling

§ 907.398 Navel Orange Regulation 98.

(a) Findings. (1) Pursuant to the marketing agreement, as amended, and this part (Order No. 907, as amended), regulating the handling of Navel oranges grown in Arizona and designated part of California effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601-674), and upon the basis of the recommendations and information submitted by the Navel Orange Administrative Committee, established under the said amended marketing agreement and order, and upon other available information, it is hereby found that the limitation of handling of such Navel oranges as hereinafter provided, will tend to effectuate the declared policy of the act.

(2) It is hereby further found that it is impracticable and contrary to the public interest to give preliminary notice, engage in public rule-making procedure, and postpone the effective date of this section until 30 days after publication hereof in the FEDERAL REGISTER (5 U.S.C. 1001-1011) because the time intervening between the date when information upon which this section is based became available and the time when this section must become effective in order to effectuate the declared policy of the act is insufficient, and a reasonable time is permitted, under the circumstances, for preparation for such effective time; and good cause exists for making the provisions hereof effective as hereinafter set forth. The committee held an open meeting during the current week, after giving due notice thereof, to consider supply and market conditions for Navel oranges and the

need for regulation; interested persons were afforded an opportunity to submit information and views at this meeting; the recommendation and supporting information for regulation during the period specified herein were promptly submitted to the Department after such meeting was held; the provisions of this section, including its effective time, are identical with the aforesaid recommendation of the committee, and information concerning such provisions and effective time has been disseminated among handlers of such Navel oranges; it is necessary, in order to effectuate the declared policy of the act, to make this section effective during the period herein specified; and compliance with this section will not require any special preparation on the part of persons subject hereto which cannot be completed on or before the effective date hereof. Such committee meeting was held on January 27, 1966.

(b) Order. (1) The respective quantities of Navel oranges grown in Arizona and designated part of California which may be handled during the period beginning at 12:01 a.m., P.s.t., January 30, 1966, and ending at 12:01 a.m., P.s.t., February 6, 1966, are hereby fixed as follows:

- (i) District 1: 900,000 cartons;
- (ii) District 2: 375,000 cartons;
- (iii) District 3: Unlimited movement;
- (iv) District 4: Unlimited movement.

(2) As used in this section, "handled," "District 1," "District 2," "District 3," "District 4," and "carton" have the same meaning as when used in said amended marketing agreement and order.

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

Dated: January 28, 1966.

PAUL A. NICHOLSON,
 Deputy Director, Fruit and Veg-
 etable Division, Consumer and
 Marketing Service.

[F.R. Doc. 66-1129; Filed, Jan. 28, 1966;
 11:44 a.m.]

[Lemon Reg. 199]

**PART 910—LEMONS GROWN IN
 CALIFORNIA AND ARIZONA**

Limitation of Handling

§ 910.499 Lemon Regulation 199.

(a) Findings. (1) Pursuant to the marketing agreement, as amended, and this part (Order No. 910, as amended), regulating the handling of lemons grown in California and Arizona, effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601-674), and upon the basis of the recommendations and information submitted by the Lemon Administrative Committee, established under the said amended marketing agreement and order, and upon other available information, it is hereby found that the limitation of handling of such lemons, as hereinafter provided, will

tend to effectuate the declared policy of the act.

(2) It is hereby further found that it is impracticable and contrary to the public interest to give preliminary notice, engage in public rule-making procedure, and postpone the effective date of this section until 30 days after publication hereof in the FEDERAL REGISTER (5 U.S.C. 1001-1011) because the time intervening between the date when information upon which this section is based became available and the time when this section must become effective in order to effectuate the declared policy of the act is insufficient, and a reasonable time is permitted, under the circumstances, for preparation for such effective time; and good cause exists for making the provisions hereof effective as hereinafter set forth. The committee held an open meeting during the current week, after giving due notice thereof, to consider supply and market conditions for lemons and the need for regulation; interested persons were afforded an opportunity to submit information and views at this meeting; the recommendation and supporting information for regulation during the period specified herein were promptly submitted to the Department after such meeting was held; the provisions of this section, including its effective time, are identical with the aforesaid recommendation of the committee, and information concerning such provisions and effective time has been disseminated among handlers of such lemons; it is necessary, in order to effectuate the declared policy of the act, to make this section effective during the period herein specified; and compliance with this section will not require any special preparation on the part of persons subject hereto which cannot be completed on or before the effective date hereof. Such committee meeting was held on January 25, 1966.

(b) Order. (1) The respective quantities of lemons grown in California and Arizona which may be handled during the period beginning at 12:01 a.m., P.s.t., January 30, 1966, and ending at 12:01 a.m., P.s.t., February 6, 1966, are hereby fixed as follows:

- (i) District 1: 32,550 cartons;
- (ii) District 2: 102,300 cartons;
- (iii) District 3: Unlimited movement.

(2) As used in this section, "handled," "District 1," "District 2," "District 3," and "carton" have the same meaning as when used in the said amended marketing agreement and order.

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

Dated: January 27, 1966.

FLOYD F. HEDLUND,
 Director, Fruit and Vegetable
 Division, Consumer and Mar-
 keting Service.

[F.R. Doc. 66-1096; Filed, Jan. 28, 1966;
 8:48 a.m.]

Chapter X—Consumer and Marketing Service (Marketing Agreements and Orders; Milk), Department of Agriculture

[Milk Order 99]

PART 1099—MILK IN THE PADUCAH, KY., MARKETING AREA

Order Amending Order

§ 1099.0 Findings and determinations.

The findings and determinations hereinafter set forth are supplementary and in addition to the findings and determinations previously made in connection with the issuance of the aforesaid order and of the previously issued amendments thereto; and all of the said previous findings and determinations are hereby ratified and affirmed, except insofar as such findings and determinations may be in conflict with the findings and determinations set forth herein.

(a) *Findings upon the basis of the hearing record.* Pursuant to the provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601 et seq.), and the applicable rules of practice and procedure governing the formulation of marketing agreements and marketing orders (7 CFR Part 900), a public hearing was held upon certain proposed amendments to the tentative marketing agreement and to the order regulating the handling of milk in the Paducah, Ky., marketing area. Upon the basis of the evidence introduced at such hearing and the record thereof, it is found that:

(1) The said order as hereby amended, and all of the terms and conditions thereof, will tend to effectuate the declared policy of the Act;

(2) The parity prices of milk, as determined pursuant to section 2 of the Act, are not reasonable in view of the price of feeds, available supplies of feeds, and other economic conditions which affect market supply and demand for milk in the said marketing area, and the minimum prices specified in the order as hereby amended, are such prices as will reflect the aforesaid factors, insure a sufficient quantity of pure and wholesome milk, and be in the public interest; and

(3) The said order as hereby amended, regulates the handling of milk in the same manner as, and is applicable only to persons in the respective classes of industrial or commercial activity specified in, a marketing agreement upon which a hearing has been held.

(b) *Additional findings.* (1) It is necessary in the public interest to make this order amending the order effective not later than February 1, 1966. Any delay beyond that date would tend to disrupt the orderly marketing of milk in the marketing area.

(2) The provisions of the said order are known to handlers. The recommended decision of the Deputy Administrator, Regulatory Programs, was issued January 10, 1966, and the decision of the Secretary containing all amendment provisions of this order was issued January 21, 1966. The changes effected by this order will not require extensive

preparation or substantial alteration in method of operation for handlers. In view of the foregoing, it is hereby found and determined that good cause exists for making this order amending the order effective February 1, 1966, and that it would be contrary to the public interest to delay the effective date of this amendment for 30 days after its publication in the FEDERAL REGISTER. (Sec. 4(c), Administrative Procedure Act, 5 U.S.C. 1001-1011.)

(c) *Determinations.* It is hereby determined that:

(1) The refusal or failure of handlers (excluding cooperative associations specified in section 8c(9) of the Act) of more than 50 percent of the milk, which is marketed within the marketing area, to sign a proposed marketing agreement, tends to prevent the effectuation of the declared policy of the Act;

(2) The issuance of this order, amending the order, is the only practical means pursuant to the declared policy of the Act of advancing the interests of producers as defined in the order as hereby amended; and

(3) The issuance of the order amending the order is approved or favored by at least two-thirds of the producers who during the determined representative period were engaged in the production of milk for sale in the marketing area.

Order relative to handling. It is therefore ordered, that on and after the effective date hereof, the handling of milk in the Paducah, Ky., marketing area shall be in conformity to and in compliance with the terms and conditions of the aforesaid order, as amended, and as hereby further amended, as follows:

In § 1099.51, paragraph (a) is revised to read as follows:

§ 1099.51 Class prices.

(a) *Class I milk price.* The price of Class I milk for the month shall be the basic formula price for the preceding month plus \$1.05 in April, May, and June, \$1.15 in July and March and \$1.45 in the other months: *Provided*, That 10 cents shall be added to the price for Class I milk at pool plants located within that portion of the marketing area in the State of Missouri: *And provided further*, That the Class I prices for the months of February through June 1966 shall be not less than the following: \$4.90 for February 1966, and \$4.70 for March through June 1966, and the price for Class I milk at pool plants located within that portion of the marketing area in the State of Missouri shall be 10 cents higher than the applicable price for these months at the Paducah location.

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

Effective date: February 1, 1966.

Signed at Washington, D.C., on January 26, 1966.

GEORGE L. MEHREN,
Assistant Secretary.

[F.R. Doc. 66-1063; Filed, Jan. 28, 1966; 8:48 a.m.]

Title 9—ANIMALS AND ANIMAL PRODUCTS

Chapter III—Consumer and Marketing Service—Meat Inspection, Department of Agriculture

SUBCHAPTER A—MEAT INSPECTION REGULATIONS

PART 323—BRIBERY, COUNTERFEITING, ETC.

Bribes

In view of the notice appearing at 30 F.R. 16167, relating to the purchase of products from private business enterprises regulated by the Consumer and Marketing Service, § 323.1(b) of the Meat Inspection Regulations (9 CFR 323.1(b)) is hereby revoked in its entirety. This change removes from the regulations those instructions relating to the procurement of product from official establishments by Division employees as they are now covered by the above cited notice.

Effective date. The foregoing deletion shall become effective upon publication in the FEDERAL REGISTER.

Done at Washington, D.C., this 21st day of January 1966.

R. K. SOMERS,
Deputy Administrator, Consumer Protection, Consumer and Marketing Service.

[F.R. Doc. 66-1052; Filed, Jan. 28, 1966; 8:47 a.m.]

Title 24—HOUSING AND HOUSING CREDIT

Chapter II—Federal Housing Administration, Department of Housing and Urban Development

SUBCHAPTER D—RENTAL HOUSING—INSURANCE

PART 207—MULTIFAMILY HOUSING MORTGAGE INSURANCE

Subpart B—Contract Rights and Obligations

INSURANCE CLAIM REQUIREMENTS

In § 207.258 the heading and the introductory text of paragraph (b)(4) and paragraph (c)(9) are amended to read as follows:

§ 207.258 Insurance claim requirements.

(b) *Assignment of mortgage to Commissioner.*

(4) *Disposition of cash items.* The following cash items shall either be retained by the mortgagee or delivered to the Commissioner in accordance with instructions to be issued by the Commissioner at the time the insurance claim is filed:

(c) *Conveyance of title to Commissioner.*

(9) *Disposition of cash items.* The provisions of paragraph (b) (4) of this section, relating to the retention or delivery of cash items, shall be applicable to cases involving the conveyance of property to the Commissioner.

(Sec. 211, 52 Stat. 23; 12 U.S.C. 1715b. Interprets or applies sec. 207, 52 Stat. 16, as amended; 12 U.S.C. 1713)

Issued at Washington, D.C., January 25, 1966.

PHILIP N. BROWNSTEIN,
Federal Housing Commissioner.

[F.R. Doc. 66-1054; Filed, Jan. 28, 1966; 8:47 a.m.]

Title 15—COMMERCE AND FOREIGN TRADE

Chapter II—National Bureau of Standards, Department of Commerce

SUBCHAPTER B—STANDARD REFERENCE MATERIALS

PART 230—STANDARD REFERENCE MATERIALS

Subpart D—Standards of Certified Properties and Purity

PERMITTIVITY STANDARDS

Under the provisions of 15 U.S.C. 275a and 277, the following amendment relating to standard reference materials issued by the National Bureau of Standards is effective upon publication in the FEDERAL REGISTER. The amendment adds certain standard reference materials.

The following amends Title 15 CFR Part 230.

Section 230.8-23 is added as follows:

§ 230.8-23 Permittivity standards.

These standards are furnished in three different shapes and are certified for relative permittivity (approximately 6.3 in the case of the 1723 glass and 3.83 in the case of the 7940 fused silica) in the frequency range 10³ to 10¹⁰ hertz. These standards are intended for use in checking and improving measurement systems for complex permittivity.

Sample No.	Description	Price
1501	1723 glass, 2 1/4" x 2 1/4" x 3" rough cut blank for making 2" disc for low-frequency, capacity-type holder.....	\$87.50
1502	1723 glass, 1" x 1 1/2" x 1 1/2" rough-cut blank for X-band waveguide.....	87.50
1503	1723 glass, 1 1/4" x 1 1/4" x 3/4" rough-cut blank for making nominal 1" cylindrical waveguide for dielectrometer.	87.50
1504	7940 fused silica, 2 1/4" x 2 1/4" x 0.015" for making 2" disc for low-frequency, capacity-type holder.....	87.50
1505	7940 fused silica, 1" x 1 1/2" x 1 1/2" rough-cut blank for X-band waveguide.....	87.50
1506	7940 fused silica, 1 1/4" x 1 1/4" x 3/4" rough-cut blank for making 1" cylindrical waveguide for dielectrometer.....	87.50

(Sec. 9, 31 Stat. 1450, as amended; 15 U.S.C. 277. Interprets or applies sec. 7, 70 Stat. 959; 15 U.S.C. 275a)

Dated: January 17, 1966.

A. V. ASTIN,
Director.

[F.R. Doc. 66-1026; Filed, Jan. 28, 1966; 8:45 a.m.]

Title 41—PUBLIC CONTRACTS AND PROPERTY MANAGEMENT

Chapter 11—Coast Guard, Department of the Treasury

[CGFR 65-57]

PART 11-30—CONTRACT FINANCING

Pursuant to authority vested in me as Commandant, U.S. Coast Guard, by Treasury Department Order 167-17 (20 F.R. 4976) and Treasury Department Order 167-50 (28 F.R. 530):

New Part 11-30 is added as follows:

Subpart 11-30.5—Progress Payments Based on Costs

Sec.

11-30.519 Contractor's request.

Subpart 11-30.7—Assignment of Claims

11-30.706 Procedures upon receipt of notice of assignment and instrument of assignment.

Subpart 11-30.50—Contract Debts; Interest; Deferred Payments

11-30.5001 Contractors indebted to Coast Guard.

AUTHORITY: The provisions of this Part 11-30 issued under 14 U.S.C. 633, 10 U.S.C. ch. 137.

Subpart 11-30.5—Progress Payments Based on Costs

§ 11-30.519 Contractor's request.

All invoices for progress payments on contracts containing the Progress Payment clause set out in § 1-30.510 of this title, and on contracts containing any deviations from that clause approved pursuant to § 1-30.517 of this title, will be supported by the Contractor's Request for Progress Payment (DD Form 1195) set forth in ASPR F-200.1195, with any supporting information that may be reasonably required. The use of this form is subject to the instructions set forth on the reverse thereof.

Subpart 11-30.7—Assignment of Claims

§ 11-30.706 Procedures upon receipt of notice of assignment and instrument of assignment.

Upon receipt of required documents, the contracting officer will forward such papers to Commandant (CL) with a letter of transmittal. The letter will state the specific date the papers were received from the assignee and a copy of the applicable contract(s) will be enclosed. Forward a copy of the transmittal letter to each holder of a copy of the contract including the authorized certifying officer within Coast Guard. Commandant (CL) will review the re-

quired documents and return same to the contracting officer indicating approval or disapproval. The contracting officer will distribute the notice of assignment and instrument of assignment as indicated in § 1-30.706 of this title.

Subpart 11-30.50—Contract Debts; Interest; Deferred Payments

§ 11-30.5001 Contractors indebted to Coast Guard.

Claims against contractors who become indebted to Coast Guard in connection with contracts for the procurement of property or services, contracts for sale or use of Government property, and from charges for Government services will be processed in accordance with the procedures set forth in Part 163, Subpart F of 32 CFR (appendix E, Part 6 of ASPR) and chapter 2D of Coast Guard Comptroller Manual. Where procedures require referral or transmittal of documents to other Government departments, such documents will be forwarded via Commandant (FS) for review and appropriate action.

Dated: January 20, 1966.

[SEAL] E. J. ROLAND,
Admiral, U.S. Coast Guard,
Commandant.

[F.R. Doc. 66-1061; Filed, Jan. 28, 1966; 8:48 a.m.]

Title 46—SHIPPING

Chapter II—Maritime Administration, Department of Commerce

SUBCHAPTER G—EMERGENCY OPERATIONS

[General Order 75, 2d Rev., Amdt. 10]

PART 308—WAR RISK INSURANCE

Miscellaneous Amendments

Part 308 is hereby amended to reflect the following changes:

1. Amend § 308.6 *Period of interim binders and renewal procedure*, § 308.106 *Standard form of war risk hull insurance interim binder and optional disbursements insurance endorsement*, § 308.206 *Standard form of war risk protection and indemnity insurance interim binder*, and § 308.305 *Standard form of Second Seamen's war risk insurance interim binder*, by changing the expiration dates contained therein to read "midnight, April 7, 1966, G.m.t."

2. Effective as of the date hereof, amend the attaching clause in § 308.101 *Form of application*, § 308.106 *Standard form of war risk hull insurance interim binder and optional disbursements insurance endorsement*, § 308.201 *Form of application*, § 308.206 *Standard form of war risk protection and indemnity insurance interim binder*, § 308.301 *Form of application*, and § 308.305 *Standard form of Second Seamen's war risk insurance interim binder*, by deleting the words "(or any other member of the British Commonwealth)" appearing in parenthesis fol-

logging the colon and the words "United States of America, United Kingdom."
(Sec. 204, 49 Stat. 1987, as amended; 46 U.S.C. 1114)

Dated: January 25, 1966.

By order of the Maritime Administrator.

JAMES S. DAWSON, Jr.,
Secretary.

[F.R. Doc. 66-1078; Filed, Jan. 28, 1966;
8:48 a.m.]

Chapter IV—Federal Maritime Commission

SUBCHAPTER B—REGULATIONS AFFECTING MARITIME CARRIERS AND RELATED ACTIVITIES

[General Order 18]

PART 537—CONFERENCE AGREEMENT PROVISIONS RELATING TO CONCERTED ACTIVITIES

Pursuant to sections 15 and 43 of the Shipping Act, 1916, the Federal Maritime Commission, on August 6, 1964, and August 22, 1964, published proposed rules governing the maintenance of minutes and the filing of reports by parties to approved section 15 agreements (29 F.R. 11384, 12051) Docket No. 1194. These proposed rules were amended in accordance with supplemental notice published in the FEDERAL REGISTER on April 8, 1965 (30 F.R. 4557). Written comments on the rules and requests for oral argument were invited. Comments were submitted on behalf of the excess of 100 interested parties, 80 of whom participated in oral argument before the Commission on October 20, 1965. The Commission has carefully considered all comments received and oral arguments presented to it and in light thereof herewith promulgates the final rules it has adopted.

Some of the parties objected to the rules on the ground that they should apply only to conferences. They state that agreements between operators of ports and marine terminal facilities, dealing in leases, landlord and tenant relationships and other arrangements generally involving only two parties are not involved in the concerted activities which are the subject of the proposed rules. It was intended that the rules apply not only to conference agreements but also to agreements which provide for rate fixing since rate fixing is the chief reason for the existence of conferences and other ratemaking groups. It was not intended that the rules be applicable to the lease agreements which are filed with and approved by the Commission; nor was it intended to apply to transshipment agreements or joint service agreements which do not provide for the fixing of rates. If, however, these types of agreements contain an authorization for rate fixing it is intended that they be subject to the requirements of these rules. In the final rules § 537.2 has been clarified by expressly limiting its application to (1) conference agreements, (2) agreements between or among conferences and (3) agreements whereby the parties are authorized to fix rates.

Some comments challenge the Commission's authority to require the inclusion of provisions as a condition to approval (or continued approval) of an agreement under section 15. Other parties express concern that the minutes will be open for public inspection, and the votes of the parties would be disclosed to shippers. Under section 15 a "true and complete copy, or if oral, a true and complete memorandum" of all agreements within the purview of that section must be filed with and approved by the Commission. An agreement which does not contain provisions specifying the procedures by which the parties thereto will carry out their authorized activities is an incomplete agreement within the meaning of section 15. Therefore, in order that the agreements be complete as contemplated by the statute it is necessary that appropriate provisions, specifying the procedures by which the activities will be carried out, be incorporated therein. The Commission is further of the view that in the event any matters are acted upon by secret ballot, provision must be included in the agreement, clearly defining the type of matters which may be so decided. The Commission is under a responsibility to maintain adequate surveillance over the activities of the parties to authorized section 15 agreements. The failure of the parties to conference and rate fixing agreements to keep detailed minutes of meetings and a record of the votes of its membership would materially interfere with the regulatory surveillance which the Commission is required to maintain over the activities of parties to such agreements and would therefore be contrary to the public interest. The minutes filed with the Commission are for its use and not for release to the public. No disclosures will be made to unauthorized persons.

The Commission, however, is of the view that to require that the reports filed with it disclose the individual votes of the parties to the agreement, would serve no useful purpose at this time. It is of the opinion that such a record of the votes of said parties should be maintained by the parties to agreements for a minimum of 2 years, and that in the event any matters are acted upon in secret ballot, a record of the total number of votes indicating the number in favor of and the number against should be maintained for said period. Such records may be maintained by a single party to the agreement, or an administrative official of a conference or rate making agreement designated for that purpose.

The proposed rules are fully authorized by sections 15 and 43 of the Shipping Act, 1916, and by section 21, which latter section is also hereby cited as authority for the rules. These rules are equally applicable to all conferences and all parties to agreements regardless of nationality.

Section 537.2(b) of the proposed rules required that a provision be included in agreements "that no action can be taken except in accordance with the terms of the agreement as filed and approved." The Commission agrees that such a provision is unnecessary and ac-

cordingly the revised rules do not contain this requirement.

Some of the parties protested that the rules are too broad and could be interpreted as applying to incidental matters not specifically related to activities authorized by the Commission under the approved agreements. Appropriate revision is made in revised Article 537.2 to make it clear that the reports and records are required only on matters within the scope of the approved agreement. The revised rule has also been modified to require that reports (1) of meetings are required only where authority exists to take final action at such meetings and (2) of telephonic or personal polls where final action is authorized.

Section 537.2(c) of the proposed rules (29 F.R. 11384, amended, 30 F.R. 4557) includes within the term "meeting," committees, subcommittees, telephonic or personal polls or any other procedure by which the parties carry on activities permitted by the agreement. Some parties object to this as being too broad, maintaining that as to committees and subcommittees action is not final and can only be recommended. Unless the Commission is informed of matters by committees or subcommittees, and the action or inaction of the committee or subcommittee as to such matters, it cannot make informed determinations with respect to the activities which it has authorized under the approved agreements. It is considered, however, that such reports would serve no useful purpose unless the committees or subcommittees were cloaked with necessary authority to take final action. Therefore, this requirement will not be imposed where the function of such committees or subcommittees is to recommend and no authority exists for it to take final action. Accordingly, as noted above, appropriate revision has been made in the final rules to make it clear that meetings need only be reported where the committees are authorized to take final action. The requirement that reports be "full and complete" and describe "in full detail" all matters discussed, etc., was objected to by some parties. Although the burden of compliance with these requirements has been considerably lessened by expressly limiting matters to be reported to those within the scope of the approved agreement, further revision has been made in the revised rule, § 537.2(c) by eliminating the phrases "full and complete" and "complete detail." Although such language has been stricken the Commission expects the reports to adequately describe the matters discussed or taken up at the meetings.

The requirement that any draft or other record of meeting maintained or circulated which differs from the reports furnished the Commission was objected to on the grounds that the only approved and therefore official record of the meetings are the official minutes as finally approved by the parties. Section 537.2(d) now has been amended to eliminate this requirement but to provide that all reports or circulars, in whatever form, distributed to the parties, which relate

to matters within the scope of the approved agreement, shall be retained by the parties for a period of 2 years.

Objection was made by some parties that the time provided for the filing of reports with the Commission was insufficient. To provide a reasonable time the revised rules (§ 537.2(e)), require that the records shall be filed within 30 days after the meeting.

Therefore, pursuant to sections 15, 21, and 43 of the Shipping Act, 1916 (75 Stat. 763-4; 39 Stat. 736; 75 Stat. 766), Title 46 CFR, is hereby amended by inserting a new part, Part 537 as follows:

Subpart A—Agreement Provisions

- Sec. 537.1 Statement of policy.
- 537.2 Provisions of agreements.

Subpart B—Current Agreements

- 537.10 Resubmission of current agreements.

Subpart C—Proposed New Agreements

- 537.20 Agreement provisions.

AUTHORITY: The provisions of this Part 537 issued under secs. 15, 21, 43, Shipping Act, 1916 (75 Stat. 763-4; 39 Stat. 736; 75 Stat. 766).

Subpart A—Agreement Provisions

§ 537.1 Statement of policy.

It is the responsibility of the Commission to insure that parties to agreements approved under section 15, Shipping Act, 1916 (hereinafter the "Act") are at all times complying with the requirements of the Act and their agreements, and that their operations under such agreements are not detrimental to the commerce of the United States, contrary to the public interest or otherwise in violation of the Act. In order to discharge properly this responsibility, the Commission must be fully apprised of the manner in which operations under such agreements are being and will be carried out and must therefore require that full reports on such activities be furnished the Commission.

§ 537.2 Provisions of agreements.

In effectuation of the policy set forth in § 537.1, all conference agreements, agreements between or among conferences, and agreements whereby the parties are authorized to fix rates (except leases, licenses, assignments or other agreements of similar character for the use of marine terminal property or facilities) shall contain the following:

(a) A provision stating the manner in which the joint business of the parties

may be carried out, i.e., full conference meeting, agents' meeting, principals' meeting, owners' meeting, through committees or subcommittees, telephone or oral polls, or through any other procedure by which the business of the joint parties may be conducted. This provision shall also include quorum requirements, and the types of vote necessary to take various actions; i.e., majority, two-thirds, three-fourths, majority plus one, unanimous, etc. In the event that any matters are acted upon by secret ballot, provision must be included in the agreement clearly defining the type of matters which may be so decided.

(b) A provision stating that a record of the vote of each individual member by name on each question voted on, shall be retained by the parties for at least two years. If the agreement permits secret ballot on specified matters, this provision shall require that a record of the total number of votes, indicating the number in favor of and the number opposed to the action taken, be retained for at least 2 years. These records may be retained by a single party to the agreement, or an administrative official of a conference or rate making agreement designated for that purpose.

(c) A provision stating that there shall be filed with the Commission a report of all meetings of the conference or parties to the agreement. These reports shall describe all matters within the scope of the agreement which are discussed or taken up at any such meeting, and shall specify the action taken with respect to each such matter. For the purpose of this subpart, the term "meeting" shall include any meeting of parties to the agreement, including meetings of their agents, principals, owners, committees or subcommittees of the parties authorized to take final action in behalf of the parties. If the agreement authorizes final action by telephonic or personal polls of the membership, a report describing each matter so considered and the action taken with respect thereto shall be filed with the Commission.

(d) A provision that all reports or circulars, in whatever form, distributed to the parties, which relate to matters within the scope of the approved agreement, shall be retained by the parties for at least 2 years. This record may be retained by a single party to the agreement, or an administrative official of a conference or rate making agreement designated for that purpose.

(e) A provision that the reports referred to in paragraph (c) of this section shall be filed with the Commission within 30 days after such meeting.

(f) A provision requiring that the conference Chairman, Secretary, or other designated official shall certify as to the accuracy and completeness of all material filed with the Commission pursuant to this Subpart A.

Subpart B—Current Agreements

§ 537.10 Resubmission of current agreements.

(a) All agreements which do not contain provisions in conformity with Subpart A of this part shall be modified to so conform and be filed with the Commission on or before May 2, 1966.

(b) Filing under this section may be accomplished by mailing to the Secretary, Federal Maritime Commission, Washington, D.C., 20573, a signed original and three (3) copies of the agreed modification, together with an original and three (3) copies of a letter of transmittal and request for approval of the matter submitted.

Subpart C—Proposed New Agreements

§ 537.20 Agreement provisions.

All new (a) conference agreements, (b) agreements between or among conferences, and (c) agreements whereby the parties are authorized to fix rates (except leases, licenses, assignments or other agreements of similar character for the use of marine terminal property or facilities) entered into subsequent to the effective date of this part, shall contain the provisions set forth in § 537.2 before approval by the Commission under section 15 of the Act.

By the Commission,¹ January 18, 1966.

[SEAL] THOMAS LISI,
Secretary.

[F.R. Doc. 66-1018; Filed, Jan. 28, 1966; 8:45 a.m.]

¹ Commissioner John S. Patterson dissents from the decision of the majority in the adoption of the rules prescribing obligations of carriers by water in foreign commerce rate-fixing agreements because it is his opinion that the rules are unauthorized by law and unwarranted. Commissioner Patterson's reasons in support of his dissenting views are as recorded in the minutes of the Federal Maritime Commission.

Proposed Rule Making

FEDERAL AVIATION AGENCY

[14 CFR Part 71]

[Airspace Docket No. 65-EA-86]

TRANSITION AREA

Proposed Alteration

The Federal Aviation Agency is considering amending § 71.181 of Part 71 of the Federal Aviation Regulations which would alter the Franklin, Va., transition area (29 F.R. 17664).

The enactment of Instrument Approach procedure AL-5025-VOR/DME requires a 700-foot floor transition area for its protection extending 2 miles each side of the Franklin, Va., VOR 096° radial extending from the 5-mile radius area to 13 miles east of the VOR.

The floors of airways which traverse the transition area proposed herein would coincide with the floor of the transition area.

Interested persons may submit such written data or views as they may desire. Communications should be submitted in triplicate to the Director, Eastern Region, Attention: Chief, Air Traffic Division, Federal Aviation Agency, Federal Building, John F. Kennedy International Airport, Jamaica, N.Y., 11430. All communications received within 30 days after publication in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Chief, Airspace Branch, Eastern Region.

Any data, or views 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 Office of the Regional Counsel, Federal Aviation Agency, Federal Building, John F. Kennedy International Airport, Jamaica, N.Y.

The Federal Aviation Agency, having completed a review of the airspace requirements for the terminal area of Franklin, Va., proposes the airspace actions hereinafter set forth:

Amend § 71.181 of Part 71 of the Federal Aviation Regulations so as to add the phrase, "within 2 miles each side of the Franklin, Va., VOR 096° radial extending from the 5-mile radius to 13 miles east of the VOR".

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 Jamaica, N.Y., on January 18, 1966.

OSCAR BAKKE,
Director, Eastern Region.

[F.R. Doc. 66-1028; Filed, Jan. 28, 1966;
8:45 a.m.]

[14 CFR Part 71]

[Airspace Docket No. 65-EA-94]

TRANSITION AREA

Proposed Alteration

The Federal Aviation Agency is considering amending § 71.181 of Part 71 of the Federal Aviation Regulations which would alter the Pottstown, Pa., transition area (30 F.R. 11134).

The enactment of a new Instrument Approach procedure AL-5323-VOR for Pottstown Airport, Pottstown, Pa., requires an alteration of the 700-foot floor transition area for its protection.

The floors of airways which traverse the transition area proposed herein would coincide with the floor of the transition area.

Interested persons may submit such written data or views as they may desire. Communications should be submitted in triplicate to the Director, Eastern Region, Attention: Chief, Air Traffic Division, Federal Aviation Agency, Federal Building, John F. Kennedy International Airport, Jamaica, N.Y., 11430. All communications received within 30 days after publication in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Chief, Airspace Branch, Eastern Region.

Any data or views 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 Office of the Regional Counsel, Federal Aviation Agency, Federal Building, John F. Kennedy International Airport, Jamaica, N.Y.

The Federal Aviation Agency, having completed a review of the airspace requirements for the terminal area of Pottstown, Pa., proposes the airspace actions hereinafter set forth:

Amend § 71.181 of Part 71 of the Federal Aviation Regulations so as to delete the description of the Pottstown, Pa., transition area and insert in lieu thereof the following:

That airspace extending upward from 700 feet above the surface within a 6-mile radius

of the center, 40°15'37" N., 75°40'09" W. of Pottstown Municipal Airport, Pottstown, Pa.; within a 5-mile radius of the center, 40°14'15" N., 75°33'45" W. of Pottstown Airport, Pottstown, Pa.; within 2 miles each side of the centerline of Runway 1, Pottstown Municipal Airport, extended from the 6-mile radius area to 8 miles north of the end of the runway; within 5 miles east and 8 miles west of the Pottstown, Pa., VOR 190° radial extending from the VOR to 12 miles south of the VOR.

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 Jamaica, N.Y., on January 19, 1966.

OSCAR BAKKE,
Director, Eastern Region.

[F.R. Doc. 66-1029; Filed, Jan. 28, 1966;
8:45 a.m.]

[14 CFR Part 71]

[Airspace Docket No. 65-EA-97]

TRANSITION AREAS

Proposed Revocation and Alteration

The Federal Aviation Agency is considering amending § 71.181 of Part 71 of the Federal Aviation Regulations which would revoke the Westerly State Airport, Westerly, R.I., transition area (30 F.R. 8037) and alter the Trumbull Airport, Groton, Conn., transition area (29 F.R. 17667).

The approval of new ADF and VOR approach procedures for Elizabeth Airport, Fishers Island, N.Y., requires the designation of additional 700-foot floor transition area airspace. For charting purposes, the transition areas for Elizabeth Airport, Trumbull Airport and Westerly State Airport will be consolidated into one 700-foot floor transition area. Thus, the Westerly State Airport, Westerly, R.I., transition area may be dispensed with.

The floors of airways which traverse the transition areas proposed herein would coincide with the floor of the transition area.

Interested persons may submit such written data or views as they may desire. Communications should be submitted in triplicate to the Director, Eastern Region, Attention: Chief, Air Traffic Division, Federal Aviation Agency, Federal Building, John F. Kennedy International Airport, Jamaica, N.Y., 11430. All communications received within 30 days after publication in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Chief, Airspace Branch, Eastern Region.

Any data or views 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 Office of the Regional Counsel, Federal Aviation Agency, Federal Building, John F. Kennedy International Airport, Jamaica, N.Y.

The Federal Aviation Agency, having completed a review of the airspace requirements for the terminal area of Fishers Island, N.Y., proposes the airspace actions hereinafter set forth:

1. Amend § 71.181 of Part 71 of the Federal Aviation Regulations so as to revoke the Westerly, R.I., transition area.

2. Amend § 71.181 of Part 71 of the Federal Aviation Regulations so as to delete the description of the Groton, Conn., transition area and substitute in lieu thereof the following:

That airspace extending upwards from 700 feet above the surface within the area bounded by a line beginning at 41°10'30" N., 72°00'00" W. to 41°12'00" N., 72°10'00" W. to 41°18'00" N., 72°14'00" W. to 41°27'00" N., 72°09'00" W. to 41°25'00" N., 71°42'00" W. to 41°18'00" N., 71°42'00" W. to 41°18'00" N., 71°49'00" W. to 41°13'00" N., 71°48'00" W. to point of beginning.

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 Jamaica, N.Y., on January 19, 1966.

WAYNE HENDERSHOT,
Deputy Director, Eastern Region.

[F.R. Doc. 66-1030; Filed, Jan. 28, 1966; 8:45 a.m.]

[14 CFR Part 71]

[Airspace Docket No. 65-EA-109]

TRANSITION AREA

Proposed Designation

The Federal Aviation Agency is considering amending § 71.181 of Part 71 of the Federal Aviation Regulations which would designate a 700-foot floor transition area over Elyria Airport, Elyria, Ohio.

Instrument arrival and departure procedures have recently been authorized for the Elyria Airport, Elyria, Ohio. A 700-foot floor transition area is therefore required for the protection of aircraft executing such procedures. The transition area will protect arriving aircraft down to 700 feet above the surface and departing aircraft above 700 feet above the surface.

The floors of airways which traverse the transition area proposed herein would coincide with the floor of the transition area.

Interested persons may submit such written data or views as they may desire. Communications should be submitted in triplicate to the Director, Eastern Region, Attention: Chief, Air Traffic Division, Federal Aviation Agency, Federal Building, John F. Kennedy International Airport, Jamaica, N.Y., 11430. All communications received within 30 days after publication in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Chief, Airspace Branch, Eastern Region.

Any data or views 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 Office of the Regional Council, Federal Aviation Agency, Federal Building, John F. Kennedy International Airport, Jamaica, N.Y.

The Federal Aviation Agency, having completed a review of the airspace requirements for the terminal area of Elyria, Ohio, proposes the airspace actions hereinafter set forth:

Amend § 71.181 of Part 71 of the Federal Aviation Regulations so as to designate an Elyria, Ohio, transition area described as follows:

That airspace extending upward from 700 feet above the surface within a 4-mile radius of the center, 41°19'55" N., 82°06'00" W., of Elyria Airport, Elyria, Ohio, and within 2 miles each side of the Cleveland, Ohio, VORTAC 120° and 300° radials extending from the 4-mile radius area to 8 miles northwest of the VORTAC.

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 Jamaica, N.Y., on January 19, 1966.

WAYNE HENDERSHOT,
Deputy Director, Eastern Region.

[F.R. Doc. 66-1031; Filed, Jan. 28, 1966; 8:45 a.m.]

[14 CFR Part 71]

[Airspace Docket No. 66-EA-2]

TRANSITION AREA

Proposed Designation

The Federal Aviation Agency is considering amending § 71.181 of Part 71 of the Federal Aviation Regulations which would designate a 700-foot floor transition area over Plymouth Municipal Airport, Plymouth, Mass.

Instrument arrival and departure procedures have recently been authorized

for the Plymouth Municipal Airport, Plymouth, Mass. A 700-foot floor transition area is therefore required for the protection of aircraft executing such procedures. The transition area will protect arriving aircraft down to 700 feet above the surface and departing aircraft above 700 feet above the surface.

The floors of airways which traverse the transition area proposed herein would coincide with the floor of the transition area.

Interested persons may submit such written data or views as they may desire. Communications should be submitted in triplicate to the Director, Eastern Region, Attention: Chief, Air Traffic Division, Federal Aviation Agency, Federal Building, John F. Kennedy International Airport, Jamaica, N.Y., 11430. All communications received within 30 days after publication in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Chief, Airspace Branch, Eastern Region.

Any data or views 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 Office of the Regional Counsel, Federal Aviation Agency, Federal Building, John F. Kennedy International Airport, Jamaica, N.Y.

The Federal Aviation Agency, having completed a review of the airspace requirements for the terminal area of Plymouth, Mass., proposes the airspace actions hereinafter set forth:

Amend § 71.181 of Part 71 of the Federal Aviation Regulations so as to designate a Plymouth, Mass., transition area described as follows:

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, 41°54'36" N., 70°43'44" W., of Plymouth Municipal Airport, Plymouth, Mass., and within 2 miles each side of the Whitman, Mass., VOR 129° radial extending from the 5-mile radius area to the VOR, excluding that airspace which coincides with the Boston, Mass., and Taunton, Mass., 700-foot transition areas.

The amendment is proposed under section 307(a) of the Federal Aviation Act of 1958 (72 Stat. 749; 49 U.S.C. 1348).

Issued in Jamaica, N.Y., on January 19, 1966.

WAYNE HENDERSHOT,
Deputy Director, Eastern Region.

[F.R. Doc. 66-1032; Filed, Jan. 28, 1966; 8:45 a.m.]

PROPOSED RULE MAKING

**SMALL BUSINESS
ADMINISTRATION**

[13 CFR Part 107]

**SMALL BUSINESS INVESTMENT
COMPANIES****Program Evaluation Reports; Extension of Time for Filing Comments**

On December 23, 1965, the Small Business Administration published in the FEDERAL REGISTER (30 F.R. 16016) notice of proposed rule making providing an opportunity to submit comments and suggestions in writing, in triplicate, within thirty (30) days to the Investment Division, Small Business Administration, Washington, D.C., 20416, concerning a proposal to require the filing of Program Evaluation Reports by Licensees. The proposed amendment would add a new paragraph (h-1) to §107.802 of the SBIC Regulation for that purpose.

Notice is hereby given that the time for the filing of comments and suggestions on this proposal is extended to March 1, 1966.

Dated: January 24, 1966.

ROSS D. DAVIS,
Executive administrator.

[F.R. Doc. 66-1049; Filed, Jan. 28, 1966;
8:47 a.m.]

Notices

DEPARTMENT OF THE TREASURY

Office of the Secretary

[Antidumping—AC 643.3—m]

SHOES FROM CZECHOSLOVAKIA

Notice of Tentative Determination

JANUARY 20, 1966.

Information was received on August 12, 1964, that shoes, leather, men's and boys' from Czechoslovakia were being sold at less than fair value within the meaning of the Antidumping Act, 1921, as amended.

On May 25, 1965, the Acting Commissioner of Customs issued a withholding of appraisal notice with respect to such merchandise, which was published in the FEDERAL REGISTER dated June 2, 1965.

I hereby make a tentative determination that shoes, leather, men's and boys' imported from Czechoslovakia are not being, nor likely to be, sold at less than fair value within the meaning of section 201(a) of the Antidumping Act, 1921, as amended (19 U.S.C. 160(a)).

Statement of reasons on which this tentative determination is based. Based on the information received by the Bureau from various sources, it has been determined that the appropriate comparison for fair value purposes is between purchase price and constructed value.

Purchase price was calculated by deducting a cash discount and f.o.b. charges from the f.o.b. price to the United States purchaser.

Constructed value was based on the factory price of shoes imported from a West European country which were deemed to be most nearly comparable to the Czechoslovakian footwear. Adjustment was made to this price by deductions for differences between the compared items in material, quality and construction. An additional deduction was made for the cost of certain assists provided to the Czechoslovakian manufacturer by the United States importer. These assists refer to certain items which are normally part of the cost of production of footwear, but were not included in the price as a result of agreement by the importer to perform these functions. A wide disparity exists between the quantities of Czechoslovakian shoes sold to the United States when compared with the quantities sold by the West European manufacturer of comparable footwear. An appropriate deduction was made, therefore, for such differences in quantity. A deduction was also made for an inspection fee paid by the importer for inspection of the footwear prior to exportation to the United States.

Comparison between purchase price and constructed value calculated as out-

lined above reveals that constructed value is not higher than purchase price.

Such written submissions as interested parties may care to make with respect to the contemplated action will be given appropriate consideration by the Secretary of the Treasury.

If any person believes that any information obtained by the Bureau of Customs in the course of this antidumping proceeding is inaccurate or that for any other reason the tentative determination is in error, he may request in writing that the Secretary of the Treasury afford him an opportunity to present his views in this regard.

Any such written submissions or requests should be addressed to the Commissioner of Customs, 2100 K Street NW., Washington, D.C., 20226, in time to be received by his office not later than 30 days from the date of publication of this notice in the FEDERAL REGISTER.

This tentative determination and the statement of reasons therefor are published pursuant to § 14.8(a) of the Customs Regulations (19 CFR 14.8(a)).

[SEAL] TRUE DAVIS,
Assistant Secretary of the Treasury.

[F.R. Doc. 66-1062; Filed, Jan. 28, 1966;
8:48 a.m.]

DEPARTMENT OF THE INTERIOR

Fish and Wildlife Service

[Docket No. A-365]

LEE G. ANDRICH

Notice of Loan Application

Lee G. Andrich, Box 1563, Kodiak, Alaska, 99615, has applied for a loan from the Fisheries Loan Fund to aid in financing the purchase of a used 96.7-foot registered length wood vessel to engage in the fishery for king crab.

Notice is hereby given pursuant to the provisions of Public Law 89-85 and Fisheries Loan Fund Procedures (50 CFR Part 250, as revised Aug. 11, 1965) that the above entitled application is being considered by the Bureau of Commercial Fisheries, Fish and Wildlife Service, Department of the Interior, Washington, D.C., 20240. Any person desiring to submit evidence that the contemplated operation of such vessel will cause economic hardship or injury to efficient vessel operators already operating in that fishery must submit such evidence in writing to the Director, Bureau of Commercial Fisheries, within 30 days from the date of publication of this notice. If such evidence is received it will be evaluated along with such other evidence as may be available before making a determination that the contemplated oper-

ations of the vessel will or will not cause such economic injury or hardship.

DONALD L. MCKERNAN,
Director,
Bureau of Commercial Fisheries.

JANUARY 25, 1966.

[F.R. Doc. 66-1044; Filed, Jan. 28, 1966;
8:46 a.m.]

[Docket No. A-364]

WAYNE A. MURPHY AND
CHARLES H. NIMS

Notice of Loan Application

Wayne A. Murphy, Box 331, Homer, Alaska, 99603, and Charles H. Nims, Box 701, Kodiak, Alaska, 99615, have applied, as partners, for a loan from the Fisheries Loan Fund to aid in financing the purchase of a new 58-foot steel vessel to engage in the fishery for king crab and salmon.

Notice is hereby given pursuant to the provisions of Public Law 89-85 and Fisheries Loan Fund Procedures (50 CFR Part 250, as revised Aug. 11, 1965) that the above entitled application is being considered by the Bureau of Commercial Fisheries, Fish and Wildlife Service, Department of the Interior, Washington, D.C., 20240. Any person desiring to submit evidence that the contemplated operation of such vessel will cause economic hardship or injury to efficient vessel operators already operating in that fishery must submit such evidence in writing to the Director, Bureau of Commercial Fisheries, within 30 days from the date of publication of this notice. If such evidence is received it will be evaluated along with such other evidence as may be available before making a determination that the contemplated operations of the vessel will or will not cause such economic injury or hardship.

DONALD L. MCKERNAN,
Director,
Bureau of Commercial Fisheries.

JANUARY 26, 1966.

[F.R. Doc. 66-1045; Filed, Jan. 28, 1966;
8:46 a.m.]

[Docket No. A-358]

EDSEL J. WILLIAMS

Notice of Loan Application

Edsel J. Williams, Post Office Box 1318, Homer, Alaska, 99603, has applied for a loan from the Fisheries Loan Fund to aid in financing the construction of a new 32-foot seine vessel to engage in the fishery for salmon and Dungeness crab in the Cook Inlet area of Alaska.

Notice is hereby given pursuant to the provisions of Public Law 89-85 and Fisheries Loan Fund Procedures (50 CFR Part

250, as revised Aug. 11, 1965) that the above entitled application is being considered by the Bureau of Commercial Fisheries, Fish and Wildlife Service, Department of the Interior, Washington, D.C., 20240. Any person desiring to submit evidence that the contemplated operation of such vessel will cause economic hardship or injury to efficient vessel operators already operating in that fishery must submit such evidence in writing to the Director, Bureau of Commercial Fisheries, within 30 days from the date of publication of this notice. If such evidence is received it will be evaluated along with such other evidence as may be available before making a determination that the contemplated operations of the vessel will or will not cause such economic injury or hardship.

DONALD L. MCKERNAN,
Director,
Bureau of Commercial Fisheries.

JANUARY 26, 1966.

[F.R. Doc. 66-1046; Filed, Jan. 28, 1966;
8:47 a.m.]

Geological Survey

- [Colorado 121]

COLORADO

Coal Land Classification Order

Pursuant to authority under the Act of March 3, 1879 (20 Stat. 394; 43 U.S.C. 31), and as delegated to me by Departmental Order 2563, May 2, 1950, under authority of Reorganization Plan No. 3 of 1950 (64 Stat. 1262), following described lands, insofar as title thereto remains in the United States, are hereby classified as shown:

SIXTH PRINCIPAL MERIDIAN, COLORADO
COAL LANDS

T. 33 S., R. 65 W.,
Sec. 29, SE $\frac{1}{4}$ SE $\frac{1}{4}$.

The area described aggregates about 40 acres.

ARTHUR A. BAKER,
Acting Director.

JANUARY 24, 1966.

[F.R. Doc. 66-1047; Filed, Jan. 28, 1966;
8:47 a.m.]

DEPARTMENT OF JUSTICE

Office of Alien Property

JOHANNES H. J. VAN SPANJE
ET AL.

Notice of Intention to Return Vested Property

Pursuant to § 32(f) of the Trading with the Enemy Act, as amended, notice is hereby given of intention to return, on or after 30 days from the date of publication hereof, the following property, subject to any increase or decrease resulting from the administration thereof prior to

return, and after adequate provision for taxes and conservatory expenses:

Claimant, Claim No., Property, and Location

Johannes H. J. van Spanje, "Johannes Hove," Eemnesserweg 42, Laren (N.H.), The Netherlands; Claim No. 46019; \$1,000.00 in the Treasury of the United States.

C. Th. Corver, Oranjelaan 5, Tiel, The Netherlands; Claim No. 63020; \$1,000.00 in the Treasury of the United States.

Albertus Jacobus Weijburg, "De Munsterman," Immenbergweg 9, Beekbergen, The Netherlands; Claim No. 66859; Vesting Order No. 9367; \$1,000.00 in the Treasury of the United States.

Executed at Washington, D.C., on January 26, 1966.

For the Attorney General.

ANTHONY L. MONDELLO,
Deputy Director,
Office of Alien Property.

[F.R. Doc. 66-1066; Filed, Jan. 28, 1966;
8:48 a.m.]

FEDERAL DEPOSIT INSURANCE CORPORATION

BANCO DE PONCE, PONCE,
PUERTO RICO

Application for Exemption

Pursuant to authority granted the Corporation under sections 12(h) and 12(i) of the Securities Exchange Act of 1934, as amended, notice is hereby given to all interested parties that Banco de Ponce, Ponce, Puerto Rico, has applied to the Federal Deposit Insurance Corporation for exemption from certain provisions of that Act. The bank has asked the Corporation to exempt it from the requirements of section 14 of the Act.

Interested persons are given the opportunity to present their written views or comments on this application within 5 days following the date of publication of this notice in the FEDERAL REGISTER. Communications should be addressed to the Secretary, Federal Deposit Insurance Corporation, 550 17th Street NW., Washington, D.C., 20429.

Dated this 27th day of January 1966.

FEDERAL DEPOSIT INSURANCE CORPORATION,

[SEAL] E. F. DOWNEY,
Secretary.

[F.R. Doc. 66-1107; Filed, Jan. 28, 1966;
11:27 a.m.]

DEPARTMENT OF AGRICULTURE

Agricultural Research Service ORGANIZATION, AUTHORITIES AND RESPONSIBILITIES Miscellaneous Amendments

Pursuant to the authority delegated by the Secretary in 29 F.R. 16210, as amended by 30 F.R. 5801, the Statement of Organization, Authorities and Re-

sponsibilities in 30 F.R. 5799, as amended, is hereby further amended as follows:

1. Section III, paragraph B, is amended to read—

B. The issuance of regulations pursuant to law, except as provided in section V, paragraph D.

2. Section V, paragraph D, is amended to read—

D. Deputy Administrator, Regulatory and Control: The Deputy Administrator, Regulatory and Control, is authorized to issue regulations pursuant to law relating to matters within his respective area. The following divisions report to the Deputy Administrator, Regulatory and Control. Working together under the leadership of the Deputy Administrator, Directors of these divisions, either directly or in cooperation with Federal, State, public, and private agencies as appropriate, plan, organize, coordinate, and direct national regulatory and control programs.

Animal Health Division.
Pesticides Regulation Division.
Plant Pest Control Division.
Plant Quarantine Division.
Veterinary Biologics Division.

Done at Washington, D.C., this 25th day of January 1966.

GEORGE W. IRVING, JR.,
Administrator,
Agricultural Research Service.

[F.R. Doc. 66-1051; Filed, Jan. 28, 1966;
8:47 a.m.]

Consumer and Marketing Service CERTAIN HUMANELY SLAUGHTERED LIVESTOCK

Identification of Carcasses; List of Establishments

Pursuant to section 4 of the Act of August 27, 1958 (7 U.S.C. 1904), and the statement of policy thereunder in 9 CFR 381.1, the following table lists the establishments operated under Federal inspection under the Meat Inspection Act (21 U.S.C. 71 et seq.) which were officially reported on December 1, 1965, as humanely slaughtering and handling on that date the species of livestock respectively designated for such establishments in the table. Additions to and deletions from this list will be made from time to time, as the facts may warrant, by notices published in the FEDERAL REGISTER. The establishment number given with the name of establishment is branded on each carcass of livestock inspected at that establishment. The table should not be understood to indicate that all species of livestock slaughtered at a listed establishment are slaughtered and handled by humane methods unless all species are listed for that establishment in the table. Nor should the table be understood to indicate that the affiliates of any listed establishment use only humane methods:

NOTICES

Name of establishment	Establishment No.	Cattle	Calves	Sheep	Goats	Swine	Horses
Eckert Packing Co.	471	⊙	⊙				
Oriskany Beef & Veal Corp.	472					⊙	
Circle K Packing	476					⊙	
Armour & Co.	477					⊙	
Eldridge Packing Co., Inc.	478					⊙	
Middletown Beef Co., Inc.	483					⊙	
St. Cloud Meat Packing Co.	485					⊙	
East Tennessee Packing Co.	487					⊙	
Meat Packers Association, Inc.	488					⊙	
Nebraska Beef Co.	489					⊙	
Golding Packing Co., Inc.	490					⊙	
Fairbank Farms, Inc.	492					⊙	
Mid State Meat Packers, Inc.	494					⊙	
Helm Brothers Packing Co., Inc.	499					⊙	
Greenlee Packing Co.	501					⊙	
Swift & Co.	505					⊙	
Brothchild & Co.	509					⊙	
Rosen Meat Packing Co., Inc.	507					⊙	
Greenlander Packing Co.	508					⊙	
Shen Valley Meat Packers, Inc.	509					⊙	
The Hull & Dillon Packing Co.	510					⊙	
Shen Valley Meat Packers, Inc.	511					⊙	
Shuler Bros., Inc.	512					⊙	
Capitol Packing Co.	513					⊙	
Fletchers Food Service, Inc.	515					⊙	
Charles Miller & Co.	517					⊙	
Illinois Packing Co.	521					⊙	
Pearl Packing Co., Inc.	524					⊙	
Armour & Co.	528					⊙	
Smithfield Packing Co., Inc.	529					⊙	
Omaha Packing Co.	530					⊙	
Papier Packing Co.	532					⊙	
Oswar Mayer & Co., Inc.	537A					⊙	
Do.	537B					⊙	
Do.	537E					⊙	
Midwest Packing Co.	538					⊙	
Wholesale Cooperative Meat Dealers Assn.	541					⊙	
Greendale Packing Corp.	542					⊙	
United Dressed Meat, Inc.	546					⊙	
Fridge Packing Co., Inc.	549					⊙	
Salter Packing Co.	550					⊙	
Black Hills Packing Co.	551					⊙	
Mid South Packers, Inc.	554					⊙	
The Cudahy Packing Co.	559					⊙	
D. & W. Packing Co.	560					⊙	
Energy Land Co.	561					⊙	
Packerland Packing Co., Inc.	562					⊙	
John Morrell & Co.	564					⊙	
Texas Meat Packers, Inc.	565					⊙	
Ferris Packing Co., Inc.	571					⊙	
Armour & Co.	572					⊙	
Armour & Co. Meats, Inc.	579					⊙	
Kingford Packing Co., Inc.	581					⊙	
Conroyville Packing Co., Inc.	583					⊙	
Stoppenbach Sausage Co.	585					⊙	
Dawson Baker Packing Co., Inc.	586					⊙	
Austin Community Livestock Processors, Inc.	588					⊙	
Swift & Co.	590					⊙	
Hartman Packing Co.	591					⊙	
Win Annapo Packing Co.	592					⊙	
Swift & Co. Packing Co., Inc.	600					⊙	
Swift & Co.	608					⊙	
Eastern Oregon Meat Co., Inc.	611					⊙	
National Tea Co.	612					⊙	
Midtown Veal & Mutton Co., Inc.	613					⊙	
Ponner Packing Co.	614					⊙	
Kummer Meat Co., Inc.	617					⊙	
Acme Meat Co., Inc.	618					⊙	
Empire Packing Co.	623					⊙	
Star Provision Co.	625					⊙	
Empire Packing Co., Inc.	626					⊙	
F. J. Miller & Sons Packing Co.	627					⊙	
H. J. Keller Co.	630					⊙	
General Meat Co.	632					⊙	
Fisher Bros. Packers	633					⊙	
United Packing Co., Inc.	635					⊙	
Auburn Packing Co., Inc.	636					⊙	

Name of establishment	Establishment No.	Cattle	Calves	Sheep	Goats	Swine	Horses
Aubora Packing Co., Inc.	788	(*)					
Baums Meat Packing	792	(*)	(*)	(*)			
Western Iowa Pork	806					(*)	
Ace's Meat Co., Inc.	809	(*)					
The G. Erhardt Sons, Inc.	810		(*)				
Floyd Valley Packing Co.	812					(*)	
Castle Brand, Inc.	816	(*)					
Rochester Independent Packer, Inc.	817					(*)	
J. H. Routh Packing Co.	818						
Scottsbluff Valley Beef Co.	819	(*)					
Henry Meyers Sons, Inc.	822		(*)				
Superior Packing Co., Inc.	825		(*)	(*)			
Bristol Packing Co.	828	(*)	(*)			(*)	
Berchems Meat Co.	830						
White Packing Co., Inc.	835	(*)	(*)			(*)	
John Morrell & Co.	836						
Nat Burring Packing Co. of Arkansas	837B					(*)	
Frederick County Products, Inc.	838		(*)	(*)			
Herman Kemper's Sons, Inc.	839						
Reelfoot Packing Co.	840					(*)	
G. Bartusch Packing Co.	843						
Arena Dressed Beef Co.	853		(*)				
Sioux City Dressed Beef Co.	857						
Siouxland Dressed Beef Co.	857F			(*)			
Needham Packing Corp. of Montana	857G		(*)				
Sioux Beef Co. Division of Needham	857O						
Jordan Meat and Livestock Co., Inc.	858	(*)	(*)	(*)	(*)		
Sam McDaniel & Sons, Inc.	859					(*)	
Wells & Davies, Inc.	860						
Sierra Meat Co.	862						
Tennessee Dressed Beef Co.	865						
Genesee Packing Co.	868						
Hardy & Co., Inc.	869						
Long Creek Meat Co.	870		(*)				
Santa Ana Packing Co.	874						
Samuels & Co., Inc.	878			(*)	(*)		
Fahler Packing Corp.	880						
Vermont Dressed Beef Co., Inc.	883						
Aleo Packing Co.	885		(*)	(*)		(*)	
Walden Packing Co., Inc.	886		(*)	(*)			
O'Neill Packing Co.	889						
City Packing Co.	891		(*)	(*)	(*)	(*)	
Sambol Packing Co.	892						
Tobin Packing Co., Inc.	893					(*)	
Vernon Calhoun Packing Co.	897						
Meats, Inc.	899						
Sigman Meat Co., Inc.	901		(*)				
Sigman Meat Co., Inc. of Montana	901A						
Sigman Meat Co. of Montana	901B			(*)		(*)	
Party Packing Corp.	902						
Kanes Dressed Beef	907						
Hoosier Veterinary Laboratories, Inc.	912					(*)	
National Meat Packers, Inc.	917						
B. Constantino & Sons Co.	918						
Alice Packing Co.	921						
Valleydale Packers, Inc. of Bristol	922					(*)	
South Philadelphia Willowbrook, Inc.	923						
Wisconsin Packing Co.	924						
Peoples Packing Co.	925		(*)	(*)	(*)	(*)	
Kerber Packing Co.	929						
Tarpoff Packing Co.	931						
McKenney Meat Co.	932						
E. B. Manning & Son	934						
Voiz Packing Co.	938						
Cappellino Abattoir, Inc.	939						
Gentner Packing Co., Inc.	941				(*)	(*)	
Delrich Meat Packers, Inc.	944						
Whitehall Packing Co.	946						
M. Brizer & Co.	948						
Joe Doctorman & Son Packing Co., Inc.	949		(*)				
Bob Evans Farms Michigan, Inc.	952						
Armour & Co.	956					(*)	
Reliable Packing Co.	959						
Greater Omaha Packing Co., Inc.	960						
Virginia Packing Co., Inc.	963			(*)			
Earl Fitek Wholesale Meats, Inc.	965		(*)				
T. L. Lay Packing Co.	967					(*)	
Monfort Packing Co.	969						
Hawaii Meat Co., Ltd.	970						
Perlin Packing Co., Inc.	974						
National Food Stores, Inc.	981						
Reitz Meat Products Co.	983					(*)	
Hospers Packing Co.	985						
Shamrock Beef Co.	987						
Everett C. Horkin & Son, Inc.	988						
Sunflower Packing Co., Inc.	992						
Johnson Meat Products Co., Inc.	994						
Klarer of Kentucky, Inc.	995		(*)			(*)	
Do	995A					(*)	
Do	995C					(*)	
Clover Packing Co., Inc.	1005						
Valley Meat Co.	1009						
The Home Pride Provisions, Inc.	1029				(*)	(*)	
Armour & Co.	1085						
Jordan's Ready To Eat Meats, Inc.	1136A			(*)			
Landy Packing Co.	1171						
The Harris Packing Co.	1175					(*)	
Wayne Packing Co.	1303						
The Rath Packing Co.	1307						
A. F. Moyer & Sons, Inc.	1311						
McCabe Packing Plant	1312		(*)				
Swift & Co.	1315					(*)	
Nebraska Iowa Dressed Beef Co.	1318						
Stevens Meat Co., Inc.	1485		(*)				
James Sausage Co.	1718					(*)	

Done at Washington, D.C., this 10th day of January 1966.

R. K. SOMERS,
Deputy Administrator, Consumer and Marketing Service.
[F.R. Doc. 66-451; Filed, Jan. 28, 1966; 8:45 a.m.]

FEDERAL RESERVE SYSTEM

READING TRUST CO.

Order Approving Merger of Banks

In the matter of the application of The Reading Trust Co. for approval of merger with The National Bank of Hamburg.

There has come before the Board of Governors, pursuant to the Bank Merger Act of 1960 (12 U.S.C. 1828(c)), an application by The Reading Trust Co., Reading, Pa., a State member bank of the Federal Reserve System, for the Board's prior approval of the merger of that bank and The National Bank of Hamburg, Hamburg, Pa., under the charter and title of The Reading Trust Co. As an incident to the merger, the sole office of The National Bank of Hamburg would become a branch of the resulting bank. Notice of the proposed merger, in form approved by the Board, has been published pursuant to said Act.

Upon consideration of all relevant material in the light of the factors set forth in said Act, including reports furnished by the Comptroller of the Currency, the Federal Deposit Insurance Corporation, and the Attorney General on the competitive factors involved in the proposed merger,

It is hereby ordered, For the reasons set forth in the Board's Statement¹ of this date, that said application be and hereby is approved, provided that said merger shall not be consummated (a) within 7 calendar days after the date of this order or (b) later than three months after said date.

Dated at Washington, D.C., this 24th day of January 1966.

By order of the Board of Governors.²

[SEAL] MERRITT SHERMAN,
Secretary.

[F.R. Doc. 66-1043; Filed, Jan. 28, 1966; 8:46 a.m.]

INTERAGENCY TEXTILE ADMINISTRATIVE COMMITTEE

CERTAIN COTTON TEXTILES AND COTTON TEXTILE PRODUCTS PRODUCED OR MANUFACTURED IN REPUBLIC OF PHILIPPINES

Restraint Levels; Correction

JANUARY 26, 1966.

In F.R. Doc. 66-352, appearing on page 373 of the issue for Wednesday, January 12, 1966, the following correction is made:—

In the first paragraph of the letter to the Commissioner of Customs from the Secretary of Commerce, and Chairman, President's Cabinet Textile Advisory

¹ Filed as part of the original document. Copies available upon request to the Board of Governors of the Federal Reserve System, Washington, D.C. 20551, or to the Federal Reserve Bank of Philadelphia.

² Voting for this action: Unanimous, with all members present.

NOTICES

Committee, the 12-month level of restraint of 31,500 dozen which is listed for Category 45 should be changed so that the 12-month level of restraint for Category 45 is 30,000 dozen.

STANLEY NEHMER,
Chairman, Interagency Textile
Administrative Committee,
and Deputy Assistant Secretary
for Resources.

[F.R. Doc. 66-1055; Filed, Jan. 28, 1966;
8:47 a.m.]

FEDERAL POWER COMMISSION

[Docket Nos. G-5123, etc.]

SUNRAY DX OIL CO., ET AL.

Notice of Applications for Certificates, Abandonment of Service and Petitions To Amend Certificates and Pending Certificate Applications¹

JANUARY 20, 1966.

Take notice that each of the Applicants listed herein has filed an application or petition pursuant to section 7 of the Natural Gas Act for authorization to sell natural gas in interstate commerce or to abandon service heretofore authorized as described herein, all as more fully described in the respective applications and amendments which are on file with the Commission and open to public inspection.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C., 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) on or before February 10, 1966.

Take further notice that, pursuant to the authority contained in and subject to the jurisdiction conferred upon the Federal Power Commission by sections 7 and 15 of the Natural Gas Act and the Commission's rules of practice and procedure, a hearing will be held without further notice before the Commission on all applications in which no protest or petition to intervene is filed within the time required herein, if the Commission on its own review of the matter believes that a grant of the certificates or the authorization for the proposed abandonment is required by the public convenience and necessity. Where a protest or petition for leave to intervene is timely filed, or where the Commission on its own motion believes that a formal hearing is required, further notice of such hearing will be duly given: *Provided, however*, That pursuant to § 2.56, Part 2, Statement of General Policy and Interpretations, Chapter I of Title 18 of the Code of Federal Regulations, as amended, all permanent certificates of public convenience and necessity granting applications, filed after April 15, 1965, without further notice, will contain a condition precluding any filing of an increased rate at a price in excess of that designated for the particular area of pro-

duction for the period prescribed therein unless at the time of filing such certificate application, or within the time fixed herein for the filing of protests or petitions to intervene the Applicant indicates in writing that it is unwilling to accept such a condition. In the event Applicant is unwilling to accept such

condition the application will be set for formal hearing.

Under the procedure herein provided for, unless otherwise advised, it will be unnecessary for Applicants to appear or be represented at the hearing.

JOSEPH H. GUTRIDE,
Secretary.

Docket No. and date filed	Applicant	Purchaser, field, and location	Price per Mcf	Pressure base
G-5123 C 1-3-66	Sunray DX Oil Co. (Operator), et al., Post Office Box 2039, Tulsa, Okla., 74102.	Tennessee Gas Transmission Co., Jleyser, McFaddin, and Placedo Fields, Victoria County, Tex.	15.0	14.65
G-6631 C 12-28-65	Sun Oil Co. (Southwest Division), 1608 Walnut Street, Philadelphia, Pa., 19103.	Tennessee Gas Transmission Co., North Government Wells Field, Duval County, Tex.	15.6	14.65
G-8816 D 1-3-66	Humble Oil & Refining Co., Post Office Box 2180, Houston, Tex., 77001.	United Gas Pipe Line Co., Maxie and Pistol Ridge Fields, Forrest, Lamar, and Pearl River Counties, Miss.	Assigned	-----
G-16218 D 1-4-66	Gulf Oil Corp. (Operator), et al., Post Office Box 1589, Tulsa, Okla., 74102.	Transwestern Pipeline Co., Northwest Lovedale Field, Harper County, Okla.	(9)	-----
G-16367 D 11-18-65	Socony Mobil Oil Co., Inc. (Operator), et al., Post Office Box 2444, Houston, Tex., 77001 (partial abandonment).	Transwestern Pipeline Co., Feldman-Tonkawa Field, Hemphill and Lipscomb Counties, Tex.	(9)	-----
G-18748 C 1-10-66	Shinclair Oil & Gas Co., Post Office Box 521, Tulsa, Okla., 74102.	El Paso Natural Gas Co., Clear Lake Field, Beaver County, Okla.	17.0	14.65
C160-175 C 1-12-66	Pubco Petroleum Corp. (Operator), et al., Post Office Box 1419, Albuquerque, N. Mex., 87103.	El Paso Natural Gas Co., Basin Dakota Pool, Rio Arriba County, N. Mex.	13.0	15.025
C160-738 C-1-10-66	Ashland Oil & Refining Co., Post Office Box 1563, Houston, Tex., 77001.	Panhandle Eastern Pipe Line Co., acreage in Woods County, Okla.	15.0	14.65
C161-1106 E 12-29-65	Coastal States Gas Producing Co. (successor to Peake Petroleum), Post Office Drawer 521, Corpus Christi, Tex., 78403.	Cities Service Gas Co., acreage in Stephens and Comanche Counties, Okla.	15.0	14.65
C161-1460 E 12-30-65	Livingston Oil Co. (successor to Wunderlich Development Co., Operator), Post Office Box 1708, Tulsa, Okla.	Cities Service Gas Co., East Billings Field, Noble County, Okla.	12.0	14.65
C162-898 11-12-65 12-27-65	Forest Oil Corp. (Operator) et al., 1300 National Bank of Commerce Bldg., San Antonio, Tex., 78205.	Transcontinental Gas Pipe Line Corp., Blocks 129 and 130, Offshore Vermilion Parish, La.	*21.4	15.025
C162-1132 C 1-11-66	Roscoe Burgess, Jr., et al., d.b.a. Wylo Gas Co., c/o John M. Blas, agent, 1338 3d Ave., Huntington, W. Va.	Consolidated Gas Supply Corp., Triadelphia District, Logan County, W. Va.	25.0	15.325
C162-1251 11-22-65	Joseph E. Seagram & Sons, Inc., d.b.a. Texas Pacific Oil Co. (Operator) et al., Post Office Box 747, Dallas, Tex., 75221.	Arkansas Louisiana Gas Co., Red Oak Field, Latimer County, Okla.	15.0	14.65
C163-20 D 1-3-66	Humble Oil & Refining Co., Post Office Box 2180, Houston, Tex., 77001.	Arkansas Louisiana Gas Co., Arkoma Area Haskell County, Okla.	Assigned	-----
C163-337 (C161-624) C 1-3-66	Pan American Petroleum Corp., Post Office Box 591, Tulsa, Okla., 74102.	Michigan Wisconsin Pipe Line Co., Woodward Area, Major County, Okla.	*21.545	14.65
C163-411 D 11-22-65	Sohio Petroleum Co. (Operator) et al., 970 First National Office Bldg., Oklahoma City, Okla., 73102.	Northern Natural Gas Co., acreage in Beaver County, Okla.	(9)	-----
C163-1219 (G-16010) F 3-29-63	K. B. Absher et al., and John P. Booth et al., c/o Stuart R. Carter, attorney, Foulston, Steflin, Powers, Smith, and Eberhardt, 600 Fourth National Bank Bldg., Wichita 2, Kans.	Northern Natural Gas Co., Harper Ranch Field, Clark County, Kans.	*15.0	14.65
C163-1363 E 10-1-65	General American Oil Co. of Texas (Operator) et al., (successor to J. P. Owen (Operator) et al.), Meadows Bldg., Dallas, Tex., 75206.	Texas Gas Transmission Corp., Midland Field, Acadia Parish, La.	*19.5	15.025
C163-1393 ¹³ E 10-1-65	General American Oil Co. of Texas (successor to J. P. Owen).	United Fuel Gas Co., Ellis Field, Acadia Parish, La.	*20.7	15.025
C164-82 C 1-11-66	Robert W. Adams & Associates, Suite 1420, 1700 Broadway, Denver, Colo.	Consolidated Gas Supply Corp., Triadelphia District, Logan County, W. Va.	25.0	15.325
C164-465 ¹⁴ E 10-1-65	General American Oil Co., of Texas (Operator) et al. (successor to J. P. Owen (Operator) et al.).	Texas Gas Transmission Corp., North Hayes Field, Jefferson Davis and Calcasieu Parishes, La.	*20.625	15.025
C164-485 E 12-22-65	Kenneth H. Lingle (successor to Petrolin Corp.), 507 City National Bldg., Oklahoma City, Okla., 73102.	Kentucky-West Virginia Gas Co., Ledeco Field, Lawrence County, Ky.	20.0	15.225

Filing code: A—Initial service.
B—Abandonment.
C—Amendment to add acreage.
D—Amendment to delete acreage.
E—Succession.
F—Partial succession.

See footnotes at end of table.

¹ This notice does not provide for consolidation for hearing of the several matters covered herein, nor should it be so construed.

NOTICES

Docket No. and date filed	Applicant	Purchaser, field, and location	Price per Mcf	Pressure base
C164-521 (C164-522) A 1-2-66	Texas Oil & Gas Corp., 2520 Adelphi Union Tower, Dallas, Tex., 75201	El Paso Natural Gas Co., acreage in La Plata County, Colo.	14.0	15.025
C164-546 D 12-28-65	Sincclair Oil & Gas Co., Post Office Box 521, Tulsa, Okla., 74102 (partial abandonment)	Northern Natural Gas Co., John P. Waters Unit, Kellin Tonykwa Oil Field, Lipscomb County, Tex.	(*)	15.325
C164-735 C 12-27-65	Jas. F. Smith, c/o Sherman S. Marsh & Foster, 725 15th St. N.W., Washington, D.C., 20005	Kansas-Nebraska Natural Gas Co., acreage in Beaver County, Okla.	11.0 15.0	14.65
C164-929 C 12-28-65	Pioneer Production Co., Post Office Box 351, Liberal, Kans., 67901	Michigan Wisconsin Pipe Line Co., Northwest Oklahoma Field, Woodward County, Okla.	17.0	14.05
C164-1487 C 1-3-66	Pan American Petroleum Corp., Post Office Box 591, Tulsa, Okla., 74102	Arkansas Louisiana Gas Co., Star Field, Blaine County, Okla.	16.8	14.65
C164-343 E 10-1-65	General American Oil Co. of Texas (Operator) et al., (successor to J. P. Owen (Operator)), c/o Petroleum Corp., Post Office Box 691, Tulsa, Okla., 74102	Michigan Wisconsin Pipe Line Co., Jeanerette Field, St. Mary Parish, La.	20.625	15.02
C164-1145 C 1-3-66	General American Oil Co. of Texas (successor to J. P. Owen)	Arkansas Louisiana Gas Co., Wilburton Field, Latimer County, Okla.	15.0	14.65
C164-82 E 10-1-65	General American Oil Co. of Texas (successor to J. P. Owen)	Transcontinental Gas Pipe Line Corp., Southeast Gueydon Field, Vermillion Parish, La.	17.75	15.025
C164-551 F 12-30-65	Skelly Oil Co. (Operator) et al., (successor to Humbile Oil & Refining Co., et al.), Post Office Box 1669, Tulsa, Okla.	Arkansas Louisiana Gas Co., A. B. Camp Unit, Pittsburg County, Okla.	15.0	14.65
C164-532 B 12-30-65	Har-Ken Oil Co. (Operator) et al., Post Office Box 616, Owensboro, Ky.	Texas Gas Transmission Corp., Mortons Gap Field, Hopkins County, Ky.	(*)	15.025
C164-583 A 12-29-65	Southwest Gas Producing Co., Inc., et al., 1306 Louisville Ave., Monroe, La.	Texas Gas Transmission Corp., Cheniere Area, Jackson and Ouachita Parishes, La.	18.25	15.025
C164-555 F 12-30-65	C. L. Lanier, Post Office Box 578, Monroe, La.	El Paso Natural Gas Co., acreage in Winderlich County, Okla.	12.0	15.025
C164-556 B 12-30-65	Tidwell Oil Co. (Operator) et al., Post Office Box 1494, Houston, Tex., 77001	Wunderlich County, Okla., County, Okla.	Unconformical	15.025
C164-588 A 12-30-65	Phillips Petroleum Co., Bartlesville, Okla., 74004	Panhandle Eastern Pipe Line Co., Fanchandle Area (Como), Hamford, Ochiltree, and Lipscomb Counties, Tex.; and Texas and Beaver Counties, Okla.	17.0	14.65
C164-559 A 12-30-65	Phillips Petroleum Co.	Panhandle Eastern Pipe Line Co., County, Tex.	17.0	14.65
C164-590 A 1-3-66	Samedan Oil Corp. (Operator) et al., Post Office Box 909, Ardmore, Okla., 73401	El Paso Natural Gas Co., acreage in Beaver County, Okla.	17.0	14.65
C164-591 A 1-3-66	Homa Oil & Gas Co. (Operator) et al., 1329 Exchange Bank Bldg., Exchange Park, Dallas, Tex., 75235	Michigan Wisconsin Pipe Line Co., Boston Bayou Field, Vermillion Parish, La.	21.25	15.025
C164-593 A 1-2-66	Cig & Gas Co., Post Office Box 778, Craig, Colo., 81628	Mountain Fuel Supply Co., Little Warm Creek Field, Sweetwater County, Wyo.	13.0	15.025
C164-594 A 1-3-66	International Helium, Inc., Post Office Drawer 951, Longview, Tex., 75601	Lone Star Gas Co., North Henderson Area, Rusk County, Tex.	16.56	14.65
C164-965 A 1-4-66	Shell Oil Co., 50 West 50th St., New York, N. Y., 10020	Michigan Wisconsin Pipe Line Co., Southwest Lake Arthur Field, Cameron Parish, La.	20.625	15.025
C164-596 A 1-3-66	G. N. Rupe and Howard A. Stoen, c/o R. R. Freeman attorney, 821 Union National Bldg., Wichita, Kans.	Northern Natural Gas Co., acreage in Edwards County, Kans.	15.0	14.65
C164-597 A 1-3-66	Marion Corp., Suite A, 1610-Continent Bldg., Tulsa, Okla.	Michigan Wisconsin Pipe Line Co., Woodward Area, Major County, Okla.	19.5	14.65
C164-598 A 1-3-66	Chief Drilling Co., Inc., Box 797, Bend, Bend, Kans.	Cities Service Gas Co., acreage in Barber County, Kans.	14.0	14.65

See footnotes at end of table.

1 Inclusive of all adjustments and tax reimbursement.
 2 Buyer deems it uneconomical to connect to well on certain acreage.
 3 By letter agreement dated Oct. 7, 1965, between Buyer and Seller, certain nonproductive acreage was cancelled and released by Socony.
 4 Amendment to certificate filed to add interest of various owners to basic contract.
 5 Rate in effect subject to return in Docket No. R165-217.
 6 Filing completed.
 7 Amendment to certificate filed to include interest of The Preston Oil Co., a nonoperating owner.
 8 Adis acreage acquired from Shell Oil Co., Docket No. C161-524.

- * Includes 1.0 cent adjustment for upward B.t.u. content and 1.04¢ cents per Mcf tax reimbursement.
- ** Debiters from basic contract leases that have expired or otherwise relieved Dec. 30, 1965. Applicants agreed to accept a permanent certificate at a rate of 15.0 cents (Buyer's (Predecessor) settlement rate established by order issued Jan. 1, 1965), and advised that all monies previously collected in excess of the 15.0 cents rate have been refunded or recovered by the Purchaser.
- † Includes 1.0 cent tax reimbursement.
- ‡ Includes 1.0 cent tax reimbursement.
- § Includes 1.0 cent tax reimbursement.
- ¶ Pending—Temporary certificate issued to Predecessor Nov. 7, 1963.
- ‡ A.C.G.s newly dedicated acreage as well as acreage acquired from U.S. Smelting Refining & Mining Co., Docket No. G-14892.
- ¶ Rate in effect subject to refund in Docket No. R164-680.
- ¶ Reserve insufficient to justify Northern laying necessary lines to connect to well on acreage.
- ¶ Above base of Wolfcampian Series.
- ¶ Subject to deduction for compression if Buyer compresses gas.
- ¶ No tax reimbursement applicable.
- ¶ Purchaser desires to define the producing reservoir and develop and/or test same as a prospective storage reservoir.
- ¶ Price will be reduced 1.5 cents per Mcf in the event Buyer reduces its line pressure to below 300 p.s.i.g. to receive Seller's gas.
- ¶ Includes 1.0 cent per Mcf transportation charge.
- ¶ Effective rate subject to refund in Docket No. R160-276.
- ¶ Including 3.0 cents per Mcf deduction for compression.

[F.R. Doc. 66-914; Filed, Jan. 28, 1966; 8:45 a.m.]

[Docket No. G-3840 etc.]

UNION OIL COMPANY OF CALIFORNIA

Order Amending Orders Issuing Certificates, Redesignating FPC Gas Rate Schedules, Substituting Respondents, Redesignating Proceedings, and Accepting Agreement and Undertaking for Filing

JANUARY 20, 1966.

On August 6, 1965, Union Oil Co. of California (Petitioner) filed a petition to amend the orders issuing certificates of public convenience and necessity to The Pure Oil Co. (Pure) by substituting Petitioner as certificate holder to reflect a merger of Pure by Petitioner, effective July 16, 1965, all as more fully set forth in the petition and in the Appendix hereto.

Concurrently with the petition to amend Petitioner submitted a certificate of adoption of Pure's FPC gas rate schedules and a motion to be substituted in lieu of Pure as respondent in Pure's rate proceedings. The motion was accompanied by an agreement and undertaking to assure the refund of all amounts collected in excess of the amounts determined to be just and reasonable in said proceedings.

After due notice no petition to intervene, notice of intervention or protest to

the granting of the petition to amend has been received.

The Commission finds:

- (1) It is necessary and appropriate in carrying out the provisions of the Natural Gas Act and the public convenience and necessity require that the orders issuing certificates to Pure should be amended by substituting Petitioner as certificate holder and redesignating the certified FPC gas rate schedules accordingly.
- (2) It is necessary and appropriate in carrying out the provisions of the Natural Gas Act that Petitioner should be substituted in lieu of Pure as applicant in the certificate proceedings pending in Docket Nos. C164-1085, C165-331, and C165-471 and that said proceedings should be redesignated accordingly.
- (3) It is necessary and appropriate in carrying out the provisions of the Natural Gas Act that Petitioner should be substituted in lieu of Pure as respondent in each of Pure's rate proceedings, that said proceedings should be redesignated accordingly and that the agreement and undertaking submitted by Petitioner should be accepted for filing.

The Commission orders:

(A) The orders issuing certificates of public convenience and necessity to Pure in the dockets listed in the Appendix hereto are amended by substituting Petitioner as certificate holder, and in all

other respects said orders shall remain in full force and effect.

(B) The Agreement of Merger dated April 29, 1965, is accepted for filing and designated as shown in the Appendix below and the related FPC gas rate schedules are redesignated as shown in the Appendix.

(C) Petitioner is substituted in lieu of Pure as respondent in the proceedings pending in Docket Nos. G-16800,¹ G-17937,² G-20005,³ G-20280,⁴ R160-47,⁵ R160-48,⁶ R160-91,⁷ R160-407,⁸ R160-408,⁹ R160-418,¹⁰ R161-471,¹¹ R163-258,¹² R163-263,¹³ R164-28,¹⁴ R164-193,¹⁵ R165-17,¹⁶ R165-18,¹⁷ R165-119,¹⁸ R165-120 and R166-16,¹⁹ said proceedings are redesignated accordingly, and the agreement and undertaking submitted by Petitioner in each of

said proceedings, except Docket No. R166-16, is accepted for filing.

(D) Petitioner shall comply with the refunding and reporting procedure required by the Natural Gas Act and § 154.102 of the regulations thereunder, and the agreement and undertaking filed by Petitioner shall remain in full force and effect until discharged by the Commission.

(E) Petitioner is substituted in lieu of Pure as applicant in the certificate proceedings pending in Docket Nos. C164-1085, C165-331, and C165-471, and said proceedings are redesignated accordingly.

By the Commission.

JOSEPH H. GUTRIDE,

Secretary.

APPENDIX

Docket No.	New designation— Union Oil Co. of California		Former designation, description, and date of instrument	Purchaser	Location
	Rate schedule	Supple- ment			
G-7192	98	98	The Pure Oil Co., FPC Gas Rate Schedule No. 1, Supplement Nos. 1-10, Notice of succession 8-2-65, Agreement of merger. ¹	El Paso Natural Gas Co.	Jack Herbert Field, Upton County, Tex.
G-7193	99	99	The Pure Oil Co., FPC Gas Rate Schedule No. 2, Supplement Nos. 1-7, Notice of succession 8-2-65.	Texas Gas Transmission Co.	Carthage Field, Panola County, Tex.
G-7193	100	100	The Pure Oil Co., FPC Gas Rate Schedule No. 3, Supplement Nos. 1-10, Notice of succession 8-2-65.	El Paso Natural Gas Co.	Clara Couch Field, Crockett County, Tex.
G-7193	101	101	The Pure Oil Co., FPC Gas Rate Schedule No. 4, Supplement Nos. 1-10, Notice of succession 8-2-65.	United Gas Pipe Line Co.	Blaconia Field, Bee County, Tex.
G-7193	102	102	The Pure Oil Co., FPC Gas Rate Schedule No. 5, Supplement Nos. 1-7, Notice of succession 8-2-65.	Consolidated Gas Supply Corp.	Cabin Creek, Boone, and Kanawha Counties, W. Va.
G-7193	103	103	The Pure Oil Co., FPC Gas Rate Schedule No. 6, Supplement Nos. 1-4, Notice of succession 8-2-65.	United Gas Pipe Line Co.	Eugene Island Area, St. Mary Parish, Offshore Louisiana.

See footnotes at end of table.

¹ Consolidated with the original proceeding in Docket No. AR61-1, et al.

² Consolidated with the proceeding on the order to show cause in Docket No. AR61-1, et al.

APPENDIX

APPENDIX

Docket No.	New designation— Union Oil Co. of California		Former designation, description, and date of instrument	Purchaser	Location	Docket No.	New designation— Union Oil Co. of California		Former designation, description, and date of instrument	Purchaser	Location
	Rate schedule	Supple- ment					Rate schedule	Supple- ment			
G-7188	104	1-37	The Pure Oil Co., FPC Gas Rate Schedule No. 11. Supplement Nos. 1-37. Notice of succession 8-2-65.	Socony Mobil Oil Co., Inc.	West Geyarden Field, Vermillion Parish, La.	G-14236	118	1-2	The Pure Oil Co., FPC Gas Rate Schedule No. 38. Supplement Nos. 1-2. Notice of succession 8-2-65.	West Texas Gathering Co.	Emperor and Kermit Fields, Winkler County, Tex.
G-7193	104	1-11	The Pure Oil Co., FPC Gas Rate Schedule No. 13. Supplement Nos. 1-11. Notice of succession 8-2-65.	Humble Gas Transmission Co.	Carthage Point Field, Adams County, Miss.	G-14351	119	1-2	The Pure Oil Co., FPC Gas Rate Schedule No. 39. Notice of succession 8-2-65.	Transcontinental Gas Pipe Line Corp.	Block 76, Vermillion Parish, offshore Louisiana.
G-7198	106	1-24	The Pure Oil Co., FPC Gas Rate Schedule No. 14. Supplement Nos. 1-24. Notice of succession 8-2-65.	Montana Dakota Utilities Co.	Worland Field, Big Horn and Washakie Counties, Wyo.	G-12583	120	1-9	The Pure Oil Co., FPC Gas Rate Schedule No. 40. Supplement Nos. 1-9. Notice of succession 8-2-65.	Tennessee Gas Transmission Co.	Rollover Block 39, Vermillion Parish, offshore Louisiana.
G-7193	107	1-3	The Pure Oil Co., FPC Gas Rate Schedule No. 25. Supplement Nos. 1-3. Notice of succession 8-2-65.	El Paso Natural Gas Co.	Cooper-Jal Field, N. Mex.	G-15433	121	1-8	The Pure Oil Co., et al., FPC Gas Rate Schedule No. 41. Supplement Nos. 1-8. Notice of succession 8-2-65.	West Lake Natural Gasoline Co.	Nena Lucia Field, Nolan County, Tex.
G-7193	106	1-11	The Pure Oil Co., FPC Gas Rate Schedule No. 26. Supplement Nos. 1-11. Notice of succession 8-2-65.	do	Dollarhide Field, Andrews County, Tex.	G-17493	122	1-3	The Pure Oil Co., FPC Gas Rate Schedule No. 46. Supplement Nos. 1-3. Notice of succession 8-2-65.	Natural Gas Pipeline Co. of America	West Cement Field, Caddo County, Okla.
G-7193	109	1-5	The Pure Oil Co., FPC Gas Rate Schedule No. 28. Supplement Nos. 1-5. Notice of succession 8-2-65.	do	Cooper-Jal Field, Lea County, N. Mex.	G-18981	123	1-14	The Pure Oil Co. (Operator), et al., FPC Gas Rate Schedule No. 48. Supplement Nos. 1-14. Notice of succession 8-2-65.	Michigan Wisconsin Pipe Line Co.	Laverne Field, Harper County, Okla.
G-10272	110	1-19	The Pure Oil Co., FPC Gas Rate Schedule No. 30. Supplement Nos. 1-19. Notice of succession 8-2-65.	Colorado Interstate Gas Co.	Mocane Field, Beaver County, Okla.	G-15940	124	1-3	The Pure Oil Co., FPC Gas Rate Schedule No. 52. Supplement Nos. 1-3. Notice of succession 8-2-65.	Transwestern Pipe Line Co.	Worsham Field, Reeves County, Tex.
G-10642	111	1-9	The Pure Oil Co., FPC Gas Rate Schedule No. 31. Supplement Nos. 1-9. Notice of succession 8-2-65.	El Paso Natural Gas Co.	Amesker-Tippett Field, Upson County, Tex.	C160-717	125	1	The Pure Oil Co., FPC Gas Rate Schedule No. 53. Supplement No. 1. Notice of succession 8-2-65.	Wunderlich Development Co.	Ponce City Field, Kay County, Okla.
G-10688	112	1-4	The Pure Oil Co., FPC Gas Rate Schedule No. 32. Supplement Nos. 1-4. Notice of succession 8-2-65.	West Lake Natural Gasoline Co.	Vena Madre Field, Nolan County, Tex.	G-3840	126	1-12	The Pure Oil Co., FPC Gas Rate Schedule No. 56. Supplement Nos. 1-12. Notice of succession 8-2-65.	United Gas Pipe Line Co.	Cotton Valley, Webster Parish, La.
G-11159	113	1-7	The Pure Oil Co., FPC Gas Rate Schedule No. 33. Supplement Nos. 1-7. Notice of succession 8-2-65.	Transcontinental Gas Pipe Line Corp.	Gueydan and Southwest Gueydan Fields, Vermillion Parish, La.	G-3841	127	1-15	The Pure Oil Co., FPC Gas Rate Schedule No. 58. Supplement Nos. 1-15. Notice of succession 8-2-65.	do	Silgo Field, Bossier Parish, La.
G-12012	114	1-9	The Pure Oil Co., FPC Gas Rate Schedule No. 34. Supplement Nos. 1-9. Notice of succession 8-2-65.	Northern Natural Gas Co.	Harper Ranch Field, Clark and Comanche Counties, Kans.	G-9987	128	1-6	The Pure Oil Co., FPC Gas Rate Schedule No. 59. Supplement Nos. 1-6. Notice of succession 8-2-65.	El Paso Natural Gas Co.	Crosby-Devonlan, Lea County, N. Mex.
G-12012	115	1-6	The Pure Oil Co., FPC Gas Rate Schedule No. 36. Supplement Nos. 1-6. Notice of succession 8-2-65.	do	Do.	G-12320	129	1-5	The Pure Oil Co., FPC Gas Rate Schedule No. 60. Supplement Nos. 1-5. Notice of succession 8-2-65.	do	South Andrews Field, Andrews County, Tex.
G-13961 G-16548	116	1-4	The Pure Oil Co., FPC Gas Rate Schedule No. 36. Supplement Nos. 1-4. Notice of succession 8-2-65.	Colorado Interstate Gas Co.	Keys Field, Cimarron County, Okla.	G-14475	130	1-2	The Pure Oil Co., FPC Gas Rate Schedule No. 61. Supplement Nos. 1-2. Notice of succession 8-2-65.	do	Levelland Field, Cochran County, Tex.
G-14156	117	1-3	The Pure Oil Co., FPC Gas Rate Schedule No. 37. Supplement Nos. 1-3. Notice of succession 8-2-65.	El Paso Natural Gas Co.	Aneth Field, San Juan County, Utah.	G-15469	131	1-3	The Pure Oil Co. (Operator), et al., FPC Gas Rate Schedule No. 62. Supplement Nos. 1-3. Notice of succession 8-2-65.	do	Andrews Field, Andrews County, Tex.

See footnotes at end of table.

NOTICES

Docket No.	New designation— Union Oil Co. of California		Former designation, description, and date of instrument	Purchaser	Location	Docket No.	New designation— Union Oil Co. of California		Former designation, description, and date of instrument	Purchaser	Location
	Rate schedule	Supple- ment					Rate schedule	Supple- ment			
C160-600	132		The Pure Oil Co., FPC Gas Rate Schedule No. 63. Notice of succession 8-2-65.	Panhandle Eastern Pipe Line Co.	Will Field, Edward County, Kans.	C162-124	144	The Pure Oil Co., FPC Gas Rate Schedule No. 76. Supplement No. 1. Notice of succession 8-2-65.	Tennessee Gas Transmission Co.	Lain Peltz Field, Terrebonne Par- ish, La.	
C161-245	132	1-2	The Pure Oil Co., FPC Gas Rate Schedule No. 64. Supplement No. 1. Notice of succession 8-2-65.	Texas Gas Trans- mission Corp.	Hico-Knowles Field, Lincoln Parish, La.	C163-145	144	The Pure Oil Co., FPC Gas Rate Schedule No. 76. Supplement No. 1-6. Notice of succession 8-2-65.	Michigan Wiscon- sin Pipe Line Co.	Northeast Cedarvale Field, Woodward Area, Woods, Al- falfa, Major, and Woodward Coun- ties, Okla.	
C161-256	133	1	The Pure Oil Co. (Operator), et al., FPC Gas Rate Sched- ule No. 63, No. 1. Notice of succession 8-2-65.	do.	Terryville-Ruston field, Lincoln Parish, La.	C163-1270	145	The Pure Oil Co., FPC Gas Rate Schedule No. 77. Notice of succession 8-2-65.	Cities Service Gas Co.	Stirling Area, Co- mancha County, Okla.	
C161-704	134	1	The Pure Oil Co., FPC Gas Rate Schedule No. 66. Supplement Nos. 1-2. Notice of succession 8-2-65.	Lone Star Gas Co.	Caddo Dome Field, Carter County, Okla.	C163-215	146	The Pure Oil Co., FPC Gas Rate Schedule No. 78. Supplement Nos. 1-3. Notice of succession 8-2-65.	Arkansas Louisiana Gas Co.	Arkoma Area, Lat- imer, Le Flore, Haskell, and Pitts- burg Counties, Okla.	
C161-1071	135	1-2	The Pure Oil Co., FPC Gas Rate Schedule No. 67. Supplement No. 1. Notice of succession 8-2-65.	Arkansas Louisiana Gas Co.	Calboun Field, Ouchita Parish, La.	C164-55	147	The Pure Oil Co., FPC Gas Rate Schedule No. 79. Supplement No. 1-2. Notice of succession 8-2-65.	do.	Southwest Wank- muts Area, Garfield County, Okla.	
C161-1252	136	1	The Pure Oil Co. (Operator), et al., FPC Gas Rate Sched- ule No. 68. Supplement Nos. 1-3. Notice of succession 8-2-65.	Michigan Wiscon- sin Pipe Line Co.	Southeast Lovedale and Dotter Fields, Harper and Wood- ward Counties, Okla.	C164-234	148	The Pure Oil Co., FPC Gas Rate Schedule No. 80. Supplement No. 1-2. Notice of succession 8-2-65.	do.	Canna Area, Wash- ita County, Okla.	
C161-1291	137	1-3	The Pure Oil Co., FPC Gas Rate Schedule No. 69. Supplement No. 1. Notice of succession 8-2-65.	Phillips Petroleum Co.	Azales Field, Mid- land County, Tex.	C164-1137	148	The Pure Oil Co., FPC Gas Rate Schedule No. 81. Supplement No. 1. Notice of succession 8-2-65.	Colorado Interstate Gas Co.	Desert Springs Field, Pecos, D. Pecos, Area, Sweetwater County, Wyo.	
C161-1791	137	1	The Pure Oil Co., FPC Gas Rate Schedule No. 70. Supplement Nos. 1-15. Notice of succession 8-2-65.	Texas Eastern Transmission Corp.	Vienna Field, Lavaca County, Tex.	C164-1558	149	The Pure Oil Co., FPC Gas Rate Schedule No. 82. Supplement No. 1-3. Notice of succession 8-2-65.	Panhandle Eastern Pipe Line Co.	Turtie Ranch, Clark County, Kans.	
C162-232	138	1	The Pure Oil Co., FPC Gas Rate Schedule No. 71. Supplement Nos. 1-8. Notice of succession 8-2-65.	Lone Star Gas Co.	Big Mineral Creek, Grayson County, Tex.	C165-355	150	The Pure Oil Co., Operator, et al., FPC Gas Rate Sched- ule No. 1-3. Notice of succession 8-2-65.	Kansas-Nebraska Natural Gas Co.	Badwater Area, Fremont and Natrona Counties, Wyo.	
C162-232	139	1-15	The Pure Oil Co. (Operator), et al., FPC Gas Rate Sched- ule No. 72. Supplement Nos. 1-4. Notice of succession 8-2-65.	do.	Doyle Field, Stephens County, Okla.	C165-485	151	The Pure Oil Co., FPC Gas Rate Schedule No. 83. Supplement No. 1. Notice of succession 8-2-65.	do.	Waltman Area, Natrona County, Wyo.	
C162-634	140	1-8	The Pure Oil Co., FPC Gas Rate Schedule No. 73. Supplement Nos. 1-2. Notice of succession 8-2-65.	Natural Gas Pipe- line Co. of America.	Bryans' Mill Field, Cass County, Tex.	C165-1304	152	The Pure Oil Co., FPC Gas Rate Schedule No. 84. Supplement No. 1. Notice of succession 8-2-65.	El Paso Natural Gas Co.	Red Hills Field, Lea County, N. Mex.	
C162-736	141	1-4	The Pure Oil Co., FPC Gas Rate Schedule No. 74. Supplement Nos. 1-2. Notice of succession 8-2-65.	Cities Service Gas Co.	South Sterling Field, Comanche Coun- ty, Okla.		153	The Pure Oil Co., FPC Gas Rate Schedule No. 85. Supplement No. 1. Notice of succession 8-2-65.	Arkansas Louisiana Gas Co.	Southeast Ames Field, Major County, Okla.	
	142	1-2					154				
	143	1-2					155				
	144	1-2					156				

APPENDIX

Docket No.	New designation— Union Oil Co. of California		Former designation, description, and date of instrument	Purchaser	Location
	Rate schedule	Supple- ment			
CI66-29.....	¹ 156	-----	The Pure Oil Co. (Operator), et al., FPC Gas Rate Sched- ule No. 88.	Michigan Wisconsin Pipe Line Co.	Southeast Stockholm Field, Laverne Area, Harper County, Okla.
	156	-----	Notice of succession 8-2-65.		

¹ Agreement between Petitioner and Pure whereby Pure is merged into Petitioner.

² Francis Unit.

³ Neff Unit.

⁴ Et al.

⁵ (Operator) et al.

⁶ The Notice of Petition to Amend issued Nov. 8, 1965, failed to state that the rate is subject to B.t.u. adjustment.

⁷ The rate is in effect subject to refund in Docket No. R165-17. The Notice of Petition to Amend issued Nov. 8, 1965, incorrectly stated that the rate is in effect subject to refund in Docket No. R164-28.

⁸ Sales from Woodward County will be made at the rate of 17.0 cents per Mcf. The Notice of Petition to Amend issued Nov. 8, 1965, stated only a 15.0-cent rate.

[F.R. Doc. 66-915; Filed, Jan. 28, 1966; 8:45 a.m.]

[Docket No. E-7265]

ARIZONA PUBLIC SERVICE CO.

Notice of Application

JANUARY 24, 1966.

Take notice that on January 13, 1966, the Arizona Public Service Co. (Applicant), filed an application with the Federal Power Commission seeking authority pursuant to section 203 of the Federal Power Act to lease certain electric facilities of the city of Williams, Ariz.

Applicant is incorporated under the laws of the State of Arizona and is qualified to do business in New Mexico, with its principal place of business office at Phoenix, Ariz. It is engaged in the rendering of electric and gas utility service in Arizona with its electric service being rendered in the counties of Gila, Graham, Maricopa, Cochise, Pima, Pinal, and Yuma. The city of Williams is a municipal corporation of the State of Arizona.

According to the application the Applicant and the city of Williams entered into an agreement on December 6, 1965, which provides for the leasing by the Applicant of all of the electric utility facilities of the city of Williams in return for an annual rental of \$130,000 per year plus 2½ percent of gross revenues received from the service rendered by the leased system within the city in excess of \$325,000 per year. The lease which will be for a period of 25 years has been approved by a vote of the electors of the city of Williams.

Any person desiring to be heard or to make any protest with reference to said application should on or before February 14, 1966, file with the Federal Power Commission, Washington, D.C., 20426, 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. 66-1033; Filed, Jan. 28, 1966; 8:45 a.m.]

[Docket No. CP65-402 etc.]

CITY OF HAMILTON, OHIO, ET AL.

Order Granting Motion To
Consolidate

JANUARY 21, 1966.

City of Hamilton, Ohio, Docket No. CP65-402; Texas Gas Transmission Corp., Docket No. CP66-13; The Ohio Fuel Gas Co., Docket No. CP66-207.

On December 23, 1965, The Ohio Fuel Gas Co. (Ohio Fuel) filed in Docket No. CP66-207 an application pursuant to section 7(c) of the Natural Gas Act for a certificate of public convenience and necessity authorizing the construction and operation of certain natural gas facilities for the sale and delivery of natural gas to the city of Hamilton, Ohio (Hamilton). Notice of the filing of this application has been issued.¹ On January 4, 1966, Ohio Fuel filed a Motion to Consolidate its application in Docket No. CP66-207 with the previously consolidated proceedings in Docket Nos. CP65-402 and CP66-13, wherein Ohio Fuel is an intervener. These latter proceedings concern requests by Hamilton for an order directing Texas Gas Transmission Corp. (Texas Gas) to provide natural gas to Hamilton and by Texas Gas for permission to construct and operate those facilities necessary to provide the proposed service.

On January 6, 1966, Commission staff filed with the Presiding Examiner in Docket Nos. CP65-402 and CP66-13 a Request for Postponement and Schedule for Filing of Additional Evidence in order to allow the Commission sufficient time within which to take action upon the Motion to Consolidate and expedite the proceedings in the event of consolidation. On January 7, 1966, the Presiding Examiner granted staff's motion by Notice Postponing Hearing to February 14, 1966, which was issued in Docket Nos. CP65-402 and CP66-13.

¹ Docket No. CP66-207, Notice issued, Jan. 5, 1966; Federal Register citation, 31 F.R. 463; Publication date, Jan. 13, 1966.

On January 12, 1966, Hamilton filed in Docket No. CP66-207 an answer of the city of Hamilton, Ohio, to motion to consolidate. Hamilton opposes consolidation for three reasons: (a) The ensuing delay impairs the resolution of Hamilton's gas supply situation, a delay which could easily have been avoided by Ohio Fuel; (b) Ohio Fuel's proposal to render service to Hamilton, already a matter of evidence in the Hamilton proceeding, can be developed by Ohio Fuel as an intervener in that case, and (c) Ohio Fuel's application by virtue of being conditional² fails to meet the standard enunciated in section 7(e) of the Act concerning willingness to render the service proposed.

We believe it is in the public interest to consolidate Ohio Fuel's application in Docket No. CP66-207 with the proceedings in Docket Nos. CP65-402 and CP66-13. Ohio Fuel's application contains a proposal to serve Hamilton which is an alternative to and competitive with the project proposed by Hamilton and Texas Gas. Since Ohio Fuel had apparently decided by November 15, 1965, when it filed its evidence in this case, to make this alternative proposal, it would appear that with some effort the delay occasioned by filing the application over 6 weeks later could have been avoided. However, in view of the need to resolve Hamilton's gas supply situation as soon as possible, rather than have the project developed by Ohio Fuel as an intervener, the more expeditious procedure would be to consider the project with an application on file so the matter could be affirmatively resolved at the termination of this case. In addition, by adopting the schedule and procedure set by the Presiding Examiner, the delay will be reduced to a minimum. The conditional aspect of Ohio Fuel's application does not warrant its rejection but rather should be thoroughly explored at the hearing to determine whatever impact, if any, it might have.

The Commission finds:

(1) It is necessary and appropriate in carrying out the provisions of the Natural Gas Act that the matters in Docket Nos. CP65-402, CP66-13, and CP66-207 be consolidated for hearing and decision.

(2) The expeditious disposition of these proceedings can best be effected by adopting the schedule and hearing procedures set forth in Presiding Examiner's notice postponing hearing to February 14, 1966.

The Commission orders:

(A) The above-captioned proceedings are hereby consolidated for the purpose of hearing and decision.

(B) The Presiding Examiner's notice postponing hearing to February 14, 1966, and the procedures and dates set out therein, issued January 7, 1966, in Dock-

² Ohio Fuel offers to serve Hamilton only in the event the Commission determines that natural gas service to Hamilton, provided presently by Cincinnati Gas & Electric Co. ought to be rendered by another company.

et Nos. CP65-402 and CP66-13, are hereby adopted.

By the Commission.

[SEAL] JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 66-1034; Filed, Jan. 28, 1966;
8:46 a.m.]

[Docket No. CP66-225]

CONSOLIDATED GAS SUPPLY CORP.

Notice of Application

JANUARY 21, 1966.

Take notice that on January 14, 1966, Consolidated Gas Supply Corp. (Applicant), 445 West Main Street, Clarksburg, W. Va., 26301, filed in Docket No. CP66-225 an application pursuant to section 7(c) of the Natural Gas Act for a certificate of public convenience and necessity authorizing the sale to Texas Gas Transmission Corporation (Texas Gas) of natural gas produced in the Hell Hole Bayou Area, Vermilion Parish, Louisiana, all as more fully set forth in the application which is on file with the Commission and open to public inspection.

Applicant proposes to make a field sale of natural gas to Texas Gas pursuant to the terms of a contract entered into between the parties and dated September 28, 1965. The contract includes Applicant, Sinclair Oil & Gas Company, Exchange Oil & Gas Company, Oil & Gas Futures, Inc. of Texas and North Central Oil Corporation as "Seller" and Texas Gas as "Buyer". Applicant is the operator of the producing properties.

Applicant states that none of its jurisdictional pipeline facilities will be used for the proposed sale.

Applicant further states that the proposed sale will be made at an initial price of 20.625 cents per Mcf at 15.025 psia, including taxes. Applicant's initial deliveries under the contract are estimated to approximate 83,125 Mcf per month, whereas estimated sales for the entire working interest are 262,500 Mcf per month.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C., 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) and the regulations under the Natural Gas Act (157.10) on or before February 14, 1966.

Take further notice that, pursuant to the authority contained in and subject to the jurisdiction conferred upon the Federal Power Commission by sections 7 and 15 of the Natural Gas Act and the Commission's rules of practice and procedure, a hearing will be held without further notice before the Commission on this application if no protest or petition to intervene is filed within the time required herein, if the Commission on its own review of the matter finds that a grant of the certificate is required by the public convenience and necessity. If a protest or petition for leave to intervene is timely filed, or if the Commission on its own motion believes that a formal hearing is re-

quired, further notice of such hearing will be duly given.

Under the procedure herein provided for, unless otherwise advised, it will be unnecessary for Applicant to appear or be represented at the hearing.

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 66-1035; Filed, Jan. 28, 1966;
8:46 a.m.]

[Docket No. CP66-224]

KASKASKIA GAS CO. AND MISSISSIPPI RIVER TRANSMISSION CORP.

Notice of Application

JANUARY 21, 1966.

Take notice that on January 13, 1966, Kaskaskia Gas Co. (Applicant), Post Office Box 372, Salem, Ill., filed in Docket No. CP66-224 an application pursuant to section 7(a) of the Natural Gas Act for an order of the Commission directing Mississippi River Transmission Corp. Respondent) to establish a physical connection of its transportation facilities with the facilities proposed to be constructed by Applicant and to sell and deliver to Applicant up to 181 Mcf of natural gas per day for resale and distribution in the unincorporated area of Salem Township, Marion County, Ill., all as more fully set forth in the application which is on file with the Commission and open to public inspection.

The application states that Respondent's main transmission line in Illinois traverses the southern portion of Salem Township and that there are no existing gas distribution facilities in the township.

Applicant proposes to construct and operate approximately 0.95 mile of 3-inch and 3.4 miles of 2-inch transmission pipeline, taplines to consumers and the necessary regulating, odorizing and heating facilities. The proposed tap of Respondent's line would be constructed at a point on the portion of the line which traverses the township and within the area of Applicant's proposed service.

The estimated volumes of natural gas required during the first 3 years of proposed operations are as follows:

	First year	Second year	Third year
Annual (Mcf).....	11,600	15,700	17,900
Peak day (Mcf).....	126	163	181

The estimated cost of the facilities to be constructed by Applicant is \$70,000, which will be financed by common stock and mortgage debt.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C., 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) on or before February 11, 1966.

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 66-1036; Filed, Jan. 28, 1966;
8:46 a.m.]

[Docket No. CP66-228]

PANHANDLE EASTERN PIPE LINE CO.

Notice of Application

JANUARY 21, 1966.

Take notice that on January 17, 1966, Panhandle Eastern Pipe Line Co. (Applicant), 1 Chase Manhattan Plaza, New York, N.Y., filed in Docket No. CP66-228 an application pursuant to section 7(c) of the Natural Gas Act for a certificate of public convenience and necessity authorizing the construction and operation of a supply line extending from Applicant's existing Western Oklahoma Supply Line (the Elk City Line), approximately 66.2 miles through Dewey and Roger Mills Counties, Okla., to a point in the eastern portion of Hemphill County, Tex., all as more fully set forth in the application which is on file with the Commission and open to public inspection.

Applicant states that on November 11, 1965, it entered into a gas purchase and sales agreement with Phillips Petroleum Co. providing for the receipt of large volumes of natural gas to be delivered to Applicant from contract acreage in Hemphill County, Tex., and that on January 8, 1966, it entered into a contract with Sun Oil Co. for additional supplies to be produced from acreage in Ellis County, Okla., at a point along the route of the proposed new supply line. The application states that the proposed facilities are needed in order to implement these agreements and enable Applicant to receive deliveries of gas accordingly.

Applicant states that no new markets or sales are involved and that no change is contemplated either in the type of service rendered or in the rates charged its customers in conjunction herewith, the purpose of the project being to augment its supplies from an additional supply area.

The total estimated cost of Applicant's proposed facilities is \$4,810,000, which cost will be supplied from the general sources available to the company.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C., 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) and the regulations under the Natural Gas Act (157.10) on or before February 14, 1966.

Take further notice that, pursuant to the authority contained in and subject to the jurisdiction conferred upon the Federal Power Commission by sections 7 and 15 of the Natural Gas Act and the Commission's rules of practice and procedure, a hearing will be held without further notice before the Commission on this application if no protest or petition to intervene is filed within the time required herein, if the Commission on its own review of the matter finds that a grant of the certificate is required by the public convenience and necessity. If a protest or petition for leave to intervene is timely filed, or if the Commission on its own motion believes that a formal hearing is required, further notice of such hearing will be duly given.

Under the procedure herein provided for, unless otherwise advised, it will be unnecessary for Applicant to appear or be represented at the hearing.

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 66-1037; Filed, Jan. 28, 1966;
8:46 a.m.]

[Docket No. CP66-229]

TEXAS GAS TRANSMISSION CORP.

Notice of Application

JANUARY 21, 1966.

Take notice that on January 17, 1966, Texas Gas Transmission Corp. (Applicant), Post Office Box 1160, Owensboro, Ky., 42301, filed in Docket No. CP66-229 an application pursuant to section 7(c) of the Natural Gas Act for a certificate of public convenience and necessity authorizing the construction and operation of 12.5 miles of 12-inch pipeline and one meter station, all as more fully set forth in the application which is on file with the Commission and open to public inspection.

Applicant states that the proposed pipeline will extend from a point on its 20-inch North Fresh Water Bayou pipeline to a delivery point in Sec. 5, T. 17 S., R. 4 E., Vermilion Parish, La., and will connect a new gas supply which Applicant has acquired under a gas purchase contract entered into with Consolidated Gas Supply Corp., Oil & Gas Futures, Inc., of Texas, Exchange Oil & Gas Co., Sinclair Oil & Gas Co., and North Central Oil Corp. (hereafter collectively referred to as Consolidated, et al.).

The application states that in accordance with the aforementioned contract, Consolidated, et al., have dedicated to Applicant approximately 8,000 acres in the Hell Hole Bayou Area, Vermilion Parish, La., together with 500 million Mcf of natural gas and have given Applicant the option to acquire any reserves developed in excess of such amount. Applicant states that it will not incur any obligation to pay for gas not taken until the end of the fifth contract year and that volumes of gas it purchases in any year above the annual minimum quantities in effect for such year are to be carried forward as a setoff in determining its take-or-pay obligations in future years. Applicant further states that under the contract it has the right to take the quantity of gas in excess of the daily contract quantity in effect which Consolidated, et al., may have available for delivery. Gas will be delivered at a central point in the Hell Hole Bayou Area, Vermilion Parish, La.

The total estimated cost of Applicant's proposed facilities is \$800,000, which cost will be financed through the issuance of short term debt pending permanent debt financing.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C., 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) and the

regulations under the Natural Gas Act (157.10) on or before February 14, 1966.

Take further notice that, pursuant to the authority contained in and subject to the jurisdiction conferred upon the Federal Power Commission by sections 7 and 15 of the Natural Gas Act and the Commission's rules of practice and procedure, a hearing will be held without future notice before the Commission on this application if no protest or petition to intervene is filed within the time required herein, if the Commission on its own review of the matter finds that a grant of the certificate is required by the public convenience and necessity. If a protest or petition for leave to intervene is timely filed, or if the Commission on its own motion believes that a formal hearing is required, further notice of such hearing will be duly given.

Under the procedure herein provided for, unless otherwise advised, it will be unnecessary for Applicant to appear or be represented at the hearing.

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 66-1038; Filed, Jan. 28, 1966;
8:46 a.m.]

[Docket No. CP66-227]

UNITED GAS PIPE LINE CO.

Notice of Application

JANUARY 21, 1966.

Take notice that on January 17, 1966, United Gas Pipe Line Co. (Applicant), Shreveport, La., 71102, filed in Docket No. CP66-227 an application pursuant to section 7(b) of the Natural Gas Act for permission and approval to abandon certain natural gas facilities, all as more fully set forth in the application which is on file with the Commission and open to public inspection.

Specifically, Applicant seeks permission and approval to abandon the following facilities:

(1) 12.6 feet of 2-inch pipeline, an alcohol injector and a positive meter station, originally constructed to serve the Longview Machine Works and presently located in Harrison County, Tex., and

(2) A positive meter station originally constructed to serve the Humble Pipe Line Co. and presently located at Milepost 60.9 on Applicant's Jackson-Magnolia 6-inch pipeline in Lincoln County, Miss.

Applicant states that service to Longview Machine Works commenced on August 1, 1960, and that the existing contract between the parties dated November 16, 1962, was canceled effective December 4, 1965, by letter agreement between the parties dated December 9, 1965. Applicant further states that service to Humble Pipe Line Co. commenced on July 16, 1948 (as Interstate Oil Pipe Line Co.) and that the existing contract between the parties dated October 11, 1963, was canceled effective January 1, 1966, by letter agreement between the parties dated November 5, 1965.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C., 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) and the regulations under the Natural Gas Act (157.10) on or before February 14, 1966.

Take further notice that, pursuant to the authority contained in and subject to the jurisdiction conferred upon the Federal Power Commission by sections 7 and 15 of the Natural Gas Act and the Commission's rules of practice and procedure, a hearing will be held without further notice before the Commission on this application if no protest or petition to intervene is filed within the time required herein, if the Commission on its own review of the matter finds that a grant of permission and approval for the proposed abandonment is required by the public convenience and necessity. If a protest or petition for leave to intervene is timely filed, or if the Commission on its own motion believes that a formal hearing is required, further notice of such hearing will be duly given.

Under the procedure herein provided for, unless otherwise advised, it will be unnecessary for Applicant to appear or be represented at the hearing.

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 66-1039; Filed, Jan. 28, 1966;
8:46 a.m.]

[Docket No. R166-17¹]

WARREN PETROLEUM CORP.

Order Amending Order Providing for Hearings on and Suspension of Proposed Changes in Rate To Permit Conditionally Substitute Rate Filing, and Making Rate Effective Subject to Refund

JANUARY 21, 1966.

On June 29, 1965, Warren Petroleum Corp. (Warren) filed with the Commission a proposed change in rate, from 16.0 cents to 18.0 cents per Mcf, designated as Supplement No. 1 to Warren's FPC Gas Rate Schedule No. 54, which pertains to its jurisdictional sales of natural gas from Caliche Plant, Lea County, N. Mex. (Permian Basin Area), to El Paso Natural Gas Co. (El Paso). The Commission by order issued July 23, 1965, suspended Warren's proposed rate increase and deferred the use thereof for 5 months until January 1, 1966, and thereafter until such further time as it is made effective in the manner prescribed by the Natural Gas Act.

On December 22, 1965, Warren, a producer-responder in the Permian Basin Opinion No. 468, submitted for filing a notice of change in rate reflecting a fractured rate increase from 16.0 cents to 17.0 cents per Mcf² for the same sale of residue gas derived from casinghead gas to El Paso, which amends the proposed rate

¹ Consolidated with AR61-1, et al.

² Contract rate effective Aug. 1, 1965, is 18.0 cents per Mcf.

increase from 16.0 cents to 18.0 cents per Mcf presently suspended in Docket No. RI66-17 until January 1, 1966. The proposed amended notice of change in rate has been designated as Supplement No. 1 to Supplement No. 1 to Warren's FPC Gas Rate Schedule No. 54. Under the substitute filing, the estimated annual amount of the increase to El Paso would be reduced from \$28,800 to \$14,400. The proposed increased rate exceeds the applicable area base rate of 13.5 cents per Mcf, plus local and state production taxes, prescribed by Opinion No. 468.

Concurrently with its amended rate change, Warren filed a motion in Docket No. RI66-17 to place the proposed 17.0 cents per Mcf rate in effect subject to refund, and proposed that the amended rate change be made effective as of January 1, 1966.

The just and reasonable rate prescribed by the Permian Basin Opinion No. 468 and the moratorium applicable to all sales covered by Opinion No. 468 covers the subject sale. The proposed is thus subject to rejection under the moratorium provision except for the court stay mentioned below. The Tenth Circuit on October 20, 1965, in *Skelly Oil Co. v. FPC* (C.A. 10, No. 8385, et al.) stayed through January 20, 1966, the effectiveness of Opinion Nos. 468 and 468-A as to Warren, among others. Accordingly, instead of rejecting Warren's rate filing at this time, we shall conditionally accept it for filing and allow it to supersede the previously filed 18.0 cents rate, subject to the existing rate suspension proceeding in Docket No. RI66-17. Our acceptance of the instant rate increase is expressly conditioned to provide that the substitute rate filing will be rejected, ab initio, in the event the court stay referred to above is dissolved or Opinion Nos. 468 and 468-A are upheld upon judicial review insofar as ordering paragraph (H) is concerned.

The Commission finds:

(1) Good cause exists for amending the suspension order issued herein on July 23, 1965, so as to permit the substitution as of January 1, 1966, the 17.0 cents rate provided by Supplement No. 1 to Supplement No. 1 for the 18.0 cents rate provided by Supplement No. 1 to Warren's FPC Gas Rate Schedule No. 54, subject to the existing suspension proceeding in Docket No. RI66-17.

(2) The rate, charge and classification set forth in Supplement No. 1 to Supplement No. 1 to Warren's FPC Gas Rate Schedule No. 54 should be permitted to become effective subject to refund as of January 1, 1966.

The Commission orders:

(A) The suspension order issued July 23, 1965, in Docket No. RI66-17, is amended only so as to permit the filing of Supplement No. 1 to Supplement No. 1 to Warren's FPC Gas Rate Schedule No. 54, subject to the existing suspension proceeding in Docket No. RI66-17.

(B) Supplement No. 1 to Supplement No. 1 to Warren's FPC Gas Rate Schedule No. 54 shall be effective, subject to refund in Docket No. RI66-17, as of January 1, 1966.

(C) The agreement and undertaking filed in Docket No. RI66-17 on December 22, 1965, appears to be satisfactory and is accepted for filing. The effective rate set forth in Supplement No. 1 to Supplement No. 1 to Warren's FPC Gas Rate Schedule No. 54 shall be charged and collected commencing on January 1, 1966, subject to any future orders of the Commission in this proceeding.

(D) In all other respects, the order issued by the Commission on July 23, 1965, shall remain unchanged and in full force and effect.

By the Commission.

[SEAL] JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 66-1040; Filed, Jan. 28, 1966;
8:46 a.m.]

DEPARTMENT OF COMMERCE

Maritime Administration

GENERAL PROPOSAL TO USE OWNED VESSELS OF SUBSIDIZED OPERATORS TO CARRY MILITARY-SPONSORED CARGO IN COASTWISE OR INTERCOASTAL TRADE

Notice of Request

Notice is hereby given of the December 29, 1965, request by Commander, Military Sea Transportation Service for the grant (to all subsidized operators that may be involved) of written permission under section 805(a) of the Merchant Marine Act, 1936, as amended, to permit the use from time to time of owned vessels of subsidized operators which are time-chartered to the Military Sea Transportation Service to carry military-sponsored cargo in the domestic intercoastal and coastwise trade of the United States.

Interested parties may inspect this application in the Office of Government Aid, Maritime Administration, Room 4077, GAO Building, 441 G Street NW., Washington, D.C.

Any person, firm or corporation having an interest (within the meaning of section 805(a)) in such application and desiring to be heard on issues pertinent to section 805(a), or to submit a written statement with reference to the application, must, before the close of business on February 7, 1966, make such submission, or notify the Secretary, Maritime Subsidy Board/Maritime Administration in writing, in triplicate, and file petition for leave to intervene which shall state clearly and concisely the grounds of interest, and the alleged facts relied on for relief. Notwithstanding any thing in § 201.78 of the rules of practice and procedure, Maritime Subsidy Board/Maritime Administration (46 CFR § 201.78) petitions for leave to intervene received after the close of business February 7, 1966, will not be granted in this proceeding.

If no petitions for leave to intervene are received within the specified time, or if it is determined that petitions filed

do not demonstrate sufficient interest to warrant a hearing, the Maritime Subsidy Board/Maritime Administration will take such action as may be deemed appropriate.

In the event petitions are received from parties withstanding to be heard on the application, a hearing will be held February 9, 1966, at 10 a.m., in Room 4519, General Accounting Office Building, 441 G Street NW., Washington, D.C. The purpose of the hearing will be to receive evidence under section 805(a) relative to whether the proposed operation (a) could result in unfair competition to any person, firm, or corporation operating exclusively in the coastwise or intercoastal service or (b) would be prejudicial to the objects and policy of the Act.

By order of the Maritime Subsidy Board/Maritime Administration.

Dated: January 28, 1966.

JAMES S. DAWSON, Jr.,
Secretary.

[F.R. Doc. 66-1105; Filed, Jan. 28, 1966;
9:36 a.m.]

ATOMIC ENERGY COMMISSION

[Docket No. 50-171]

PHILADELPHIA ELECTRIC CO.

Notice of Issuance of Provisional Operating License

Please take notice that no request for a formal hearing having been filed following publication of a notice of the proposed action in the FEDERAL REGISTER, the Atomic Energy Commission has issued Provisional Operating License No. DPR-12 to the Philadelphia Electric Co., authorizing operation of the Peach Bottom Atomic Power Station located in York County, Pa., at power levels up to one megawatt (thermal).

Representatives of the Commission have inspected the facility and determined that it has been constructed in accordance with Construction Permit No. CFFR-12. Preoperational tests revealed the existence of cracks in the individual superheater tubes of the steam generators. However, as reflected in the proposed technical specifications incorporated in the proposed license, the steam generators are not required to be operable for operation of the facility up to the authorized power level of one megawatt (thermal). The licensee's plans for the repair of the steam generator tubes will be submitted to the Commission for review pursuant to the provisions of § 50.59 of 10 CFR Part 50.

The license was issued substantially as set forth in the notice of proposed issuance of facility license published in the FEDERAL REGISTER on February 2, 1965, 30 F.R. 1198, except for (1) the incorporation of authority to receive, possess and use certain depleted uranium, and certain additional byproduct material in neutron sources, (2) authorizing the separation of byproduct material which occurs in the fission product trapping system, (3) a rewording of the

Reports section of the license to reflect language changes adopted by the Commission since the proposed license was published, and (4) minor revisions in the technical specifications for clarification and to correct typographical errors.

Dated at Bethesda, Md., this 24th day of January 1966.

For the Atomic Energy Commission.

R. L. DOAN,
Director,

Division of Reactor Licensing.

[F.R. Doc. 66-1025; Filed, Jan. 28, 1966;
8:45 a.m.]

PRESIDENT'S COMMISSION ON THE PATENT SYSTEM

FUNCTIONS OF COMMISSION

Notice of Studies Regarding Performance of Functions

The President's Commission on the Patent System, established by Executive Order 11215 (see 30 F.R. 4661-2, Apr. 10, 1965) is currently conducting studies in accordance with section 2 thereof which reads as follows:

Functions of the Commission. The Commission shall recommend to the President steps to ensure that the patent system will be more effective in serving the public interest in view of the complex and rapidly changing technology of our time. Specifically, it shall direct its efforts toward (1) ascertaining the degree to which our patent system currently serves our national needs and international goals, (2) identifying any aspects of the system which may need change, (3) devising possible improvements in the system, and (4) recommending any legislation deemed essential to strengthen the U.S. patent system. In carrying out its evaluation, and in achieving these objectives, the Commission shall make an independent study of the existing patent system of the United States including its relationship to international and foreign patent systems, inventive activity and the administration of the system.

Notice is hereby given that the Commission will continue to receive for consideration any criticisms and/or suggestions which the public deems would be of assistance to the Commission in the performance of its mission.

ALFRED C. MARMOR,
Executive Secretary.

JANUARY 24, 1966.

[F.R. Doc. 66-1048; Filed, Jan. 28, 1966;
8:47 a.m.]

DEPARTMENT OF LABOR

Bureau of Labor Standards

[No. MSVAR 11]

WILLIAM SPENCER AND SON CORP.

Order Granting Variation

Name and address of applicant. Pursuant to section 41(d) of the Longshoremen's and Harbor Workers' Compensa-

tion Act (44 Stat. 1444, as amended, 33 U.S.C. 941(d)) and the provisions of 29 CFR 1504.5 and 1507.8, a variation from particular provisions of 29 CFR Part 1504 is hereby granted to William Spencer and Son Corp., 19 Rector Street, New York, N.Y., 10006.

Provision of 29 CFR Part 1504 varied. The provision of 29 CFR 1504.96(a) requiring in the vicinity of each vessel being worked at least one U.S. Coast Guard approved 30-inch life ring with not less than 90 feet of line attached, is varied insofar as it is applicable to those of the company's operations aboard the decks of barges, scows, and lighters, subject to the stated conditions herein.

Conditions of variation. The length of the line attached to the required U.S. Coast Guard approved 30-inch life rings may be reduced from 90 to 30 feet when the following conditions are met:

(1) The life ring with line attached is physically located aboard the barge, scow, or lighter. Such life ring and line may be mounted on a forklift truck or other materials handling vehicle which is, itself, located and in use aboard the barge, scow, or lighter, but is not required to be so mounted; and

(2) The freeboard from the uppermost deck of the barge, scow, or lighter does not exceed 12 feet at its highest point.

This variation is conditioned on the facts that the operations of William Spencer & Son Corp. to which the variation applies are located aboard barges, scows, and lighters of low freeboard, that William Spencer & Son Corp. has no fixed place of operation, making it necessary to transport equipment from place to place, that such transportation creates difficulties and unnecessary hardship with lines of 90 feet as required, and that under the conditions stated the purpose of the requirement will be served and the safety of employees equally secured.

Period of variation. The variation shall be effective until terminated. See 29 CFR 1507.11.

Signed at Washington, D.C., this 24th day of January 1966.

NELSON M. BORTZ,
Director,
Bureau of Labor Standards.

[F.R. Doc. 66-1059; Filed, Jan. 28, 1966;
8:48 a.m.]

INTERSTATE COMMERCE COMMISSION

[Notice 1292]

MOTOR CARRIER TRANSFER PROCEEDINGS

JANUARY 26, 1966.

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 per-

son 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-68416. By order of January 25, 1966, the Transfer Board approved the transfer to Orvan Tjeerdsma, Avon, S. Dak., of the operating rights in Certificate No. MC-4233 (Sub-No. 1) issued February 4, 1960, to James A. Jansen, Avon, S. Dak., authorizing the transportation, over regular and irregular routes, of: General commodities, except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading, between Avon, S. Dak., and Sioux City, Iowa, serving intermediate and off-route points in South Dakota within 20 miles of Avon, from Avon over South Dakota Highway 50 to junction U.S. Highway 77, thence over U.S. Highway 77 to Sioux City, and return over the same route. Household goods and emigrant movables, between Avon, S. Dak., and points in South Dakota within 20 miles of Avon, on the one hand, and, on the other, points in Nebraska, Iowa, and North Dakota. Don A. Bierle, Law Building, Yankton, S. Dak., attorney for applicants.

No. MC-FC-68418. By order of January 25, 1966, the Transfer Board approved the transfer to Darwin Clark Tractor Sales, Inc., Eastford, Conn., of the operating rights issued March 17, 1960, in Certificate No. MC-117241, in the name of Darwin Clark, Eastford, Conn., authorizing the transportation, over irregular routes, of fertilizer and fertilizer materials, and agricultural insecticides, fungicides, and herbicides, from Portland, East Windsor, and North Haven, Conn., to points in Rhode Island, points in Barnstable, Bristol, and Plymouth Counties, Mass., and points in Rensselaer, Columbia, Dutchess, Putnam, Westchester, Suffolk, and Nassau Counties N.Y.

No. MC-FC-68420. By order of January 25, 1966, the Transfer Board approved the transfer to Clifford Broman & Son, Inc., Farmingdale, N.Y., of that portion of the operating rights issued February 14, 1963, in Certificate No. MC-93937, to Anderson Transportation Co., Inc., East Northport, N.Y., authorizing the transportation of fertilizer, fertilizing materials, and soil conditioners, over irregular routes, from Carteret, N.J., to points in Nassau and Suffolk Counties, N.Y. Arthur J. Piken, 160-16 Jamaica Avenue, Jamaica 32, N.Y., attorney for applicants.

[SEAL]

H. NEIL GARSON,
Secretary.

[F.R. Doc. 66-1057; Filed, Jan. 28, 1966;
8:48 a.m.]

FOURTH SECTION APPLICATIONS FOR RELIEF

JANUARY 26, 1966.

Protests to the granting of an application must be prepared in accordance with Rule 1.40 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. 40263—*Commodities between points in Texas.* Filed by Texas-Louisiana Freight Bureau, agent (No. 557), for interested rail carriers. Rates on water or gas meters, in less-than-carloads, and newsprint paper, in carloads, from, to

and between points in Texas, over interstate routes through adjoining States.

Grounds for relief—Intrastate rates and maintenance of rates from and to points in other States not subject to the same competition.

Tariff—Supplement 45 to Texas-Louisiana Freight Bureau, agent, tariff ICC 998.

AGGREGATE-OF-INTERMEDIATES

FSA No. 40264—*Commodities between points in Texas.* Filed by Texas-Louisiana Freight Bureau, agent (No. 558), for interested rail carriers. Rates on water or gas meters, in less-than-carloads, also jet fuel anti-icing additive, in tank carloads, and newsprint paper, in

carloads, from, to and between points in Texas, over interstate routes through adjoining States.

Grounds for relief—Maintenance of depressed rates published to meet intrastate competition without use of such rates as factors in constructing combination rates.

Tariff—Supplement 45 to Texas-Louisiana Freight Bureau, agent, tariff ICC 998.

By the Commission.

[SEAL]

H. NEIL GARSON,
Secretary.

[F.R. Doc. 66-1058; Filed, Jan. 28, 1966; 8:48 a.m.]

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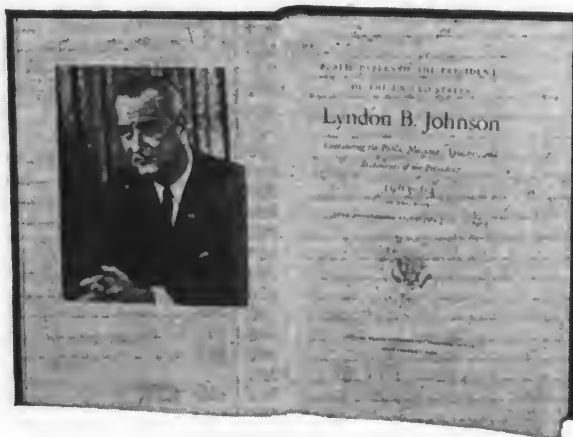
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List of CFR Sections Affected

(Codification Guide)

January
1966

Includes U.S.C.-CFR
Table of Authorities (see last page)



LIST OF CFR SECTIONS AFFECTED

(The Codification Guide)

The List of CFR Sections Affected is published monthly on a cumulative basis. It lists by number the titles, parts, and sections of the Code of Federal Regulations amended or otherwise affected by documents published in the *Federal Register* since January 1, 1966. Entries indicate the nature of changes effected. Proposed rules are listed at the end of appropriate titles.

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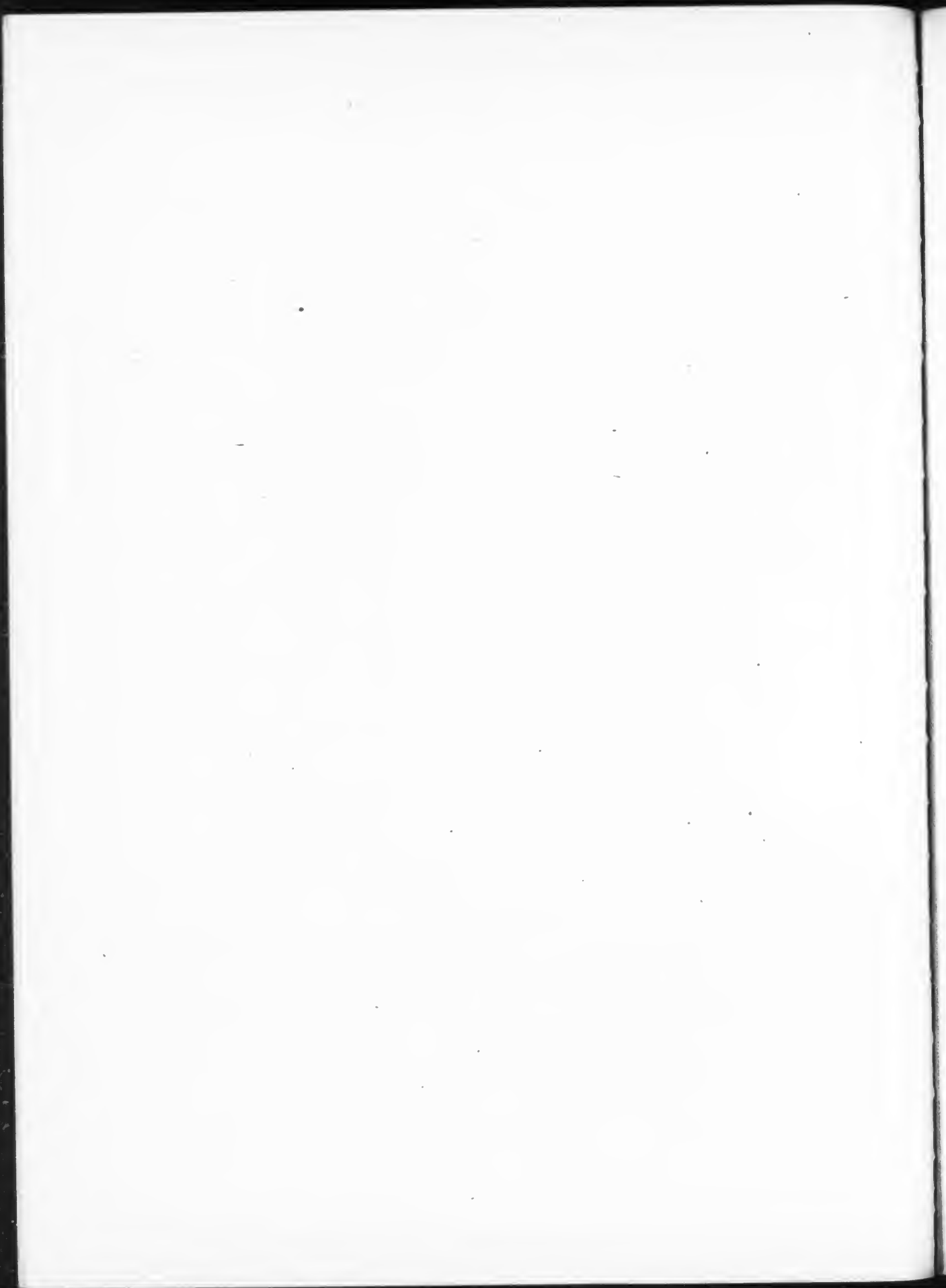
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MARKETING CERTIFICATE PROGRAMS. *See* Agriculture Department.

PRICE SUPPORT PROGRAMS. *See* Commodity Credit Corporation.

Wildlife:

REFUGES, etc. *See* Fish and Wildlife Service; Land Management Bureau.

Without-Compensation Employees:

APPOINTMENTS and statements of financial interest. *See* Interstate Commerce Commission.