

THE NATIONAL ARCHIVES
LITTEA SCRIPTA MANET
FEDERAL REGISTER
OF THE UNITED STATES
1934

VOLUME 14 NUMBER 221

Washington, Wednesday, November 16, 1949

TITLE 6—AGRICULTURAL CREDIT

Chapter IV—Production and Marketing Administration and Commodity Credit Corporation, Department of Agriculture

Subchapter B—Export and Diversion Programs

PART 571—WHEAT

SUBPART A — WHEAT AND WHEAT-FLOUR EXPORT PROGRAM — INTERNATIONAL WHEAT

NOTICE OF TERMINATION OF "TERMS AND CONDITIONS OF 1949-50 WHEAT AND WHEAT-FLOUR EXPORT PROGRAM"

The offer contained in the "Terms and Conditions of 1949-50 Wheat and Wheat-Flour Export Program" (§§ 571.1 to 571.14, inclusive), effective August 1, 1949, is terminated as of the date of publication of this notice in the FEDERAL REGISTER, with respect to sales made after such date. Payments on sales made prior to the termination date of this offer and which are reported at a time when no announced rate under this offer is in existence or after the termination date of this offer shall be at the rate in effect at the time of such sale.

(Sec. 32, 49 Stat. 774, as amended 7 U. S. C. 612c)

Dated this 10th day of November 1949.

[SEAL] RALPH S. TRIGG,
Administrator.

[F. R. Doc. 49-9228; Filed, Nov. 15, 1949; 8:53 a. m.]

PART 571—WHEAT

SUBPART A—WHEAT AND WHEAT-FLOUR EXPORT PROGRAM—INTERNATIONAL WHEAT AGREEMENT

TERMS AND CONDITIONS OF COMMODITY CREDIT CORPORATION 1949-50 WHEAT AND WHEAT FLOUR EXPORT PROGRAM

- Sec.
- 571.20 General statement.
 - 571.21 Eligibility for payments by the Commodity Credit Corporation.
 - 571.22 Confirmation of sale.
 - 571.23 Eligible countries.
 - 571.24 Reports.
 - 571.25 Application for payment.

- Sec.
- 571.26 Cancellation of sale.
 - 571.27 Records and accounts.
 - 571.28 Set-offs.
 - 571.29 Assignments.
 - 571.30 Good faith.
 - 571.31 Amendment and termination.
 - 571.32 Persons not eligible.
 - 571.33 Delegation.
 - 571.34 Definitions.

AUTHORITY: §§ 571.20 to 571.34 issued under sec. 2, Public Law 421, 81st Congress.

§ 571.20 *General statement.* In order to encourage the sale and exportation by commercial exporters of wheat produced in the United States and wheat-flour processed in the United States from such wheat and in order to exercise the rights, obtain the benefits and fulfill the obligations of the United States under the International Wheat Agreement, the Commodity Credit Corporation (hereinafter referred to as CCC) pursuant to the authority conferred by section 2 of Public Law 421, 81st Congress, offers to make payments to exporters under the terms and conditions stated herein. Information pertaining to the operation of this program and forms prescribed for use thereunder can be obtained from Manager, Commodity Credit Corporation, Department of Agriculture, Washington 25, D. C.

§ 571.21 *Eligibility for payments by the Commodity Credit Corporation.* Payments under this program will be made to an exporter in connection with that quantity of wheat or wheat flour exported to an eligible country pursuant to a sale for which he has received a confirmation by the Manager, CCC, (hereinafter referred to as Manager) in accordance with § 571.22, subject to the following additional conditions:

(a) Only sales entered into after the effective date of this offer and not later than June 30, 1950, and during periods in which an announced rate is in effect and which were entered into in reliance thereon, are eligible for payment. In order to receive payment at the announced rate in effect at the time of sale, it is important that the exporter give timely Notice of Sale as required by § 571.24 (a) and present documentary evidence that the sale was consummated at such time.

(Continued on p. 6871)

CONTENTS

	Page
Agriculture Department	
See Commodity Credit Corporation; Production and Marketing Administration.	
Air Force Department	
Rules and regulations:	
Joint procurement regulations; miscellaneous amendments (see Army Department).	
Personnel review boards.....	6946
Alien Property, Office of	
Notices:	
Vesting orders, etc.:	
De Schmidt, Martha L., et al.....	6962
Doman, Albert E.....	6961
Dresdner Bank.....	6961
Horimoto, Louis, and Louise Meyerling.....	6962
Klose, Alois.....	6960
Kraetzig, Philomena, et al.....	6961
Martin, Gebruder, et al.....	6962
Pfisterer, Hilda, et al.....	6959
Von Ribbeck, Irene Renate Alice, and Carl William Holm Hans Henning von Bose.....	6959
Army Department	
Notices:	
Japan, foreign trade and financial investments.....	6953
Rules and regulations:	
Joint procurement regulations; miscellaneous amendments....	6944
Civil Aeronautics Administration	
Rules and regulations:	
Reimbursement for damage to public airports by Federal agencies.....	6943
Standard instrument approach procedures:	
Air carrier, irregular, and off-route rules.....	6875
Air carrier, scheduled, rules...	6943
Air traffic rules.....	6875
Revocation.....	6943
Civil Aeronautics Board	
See Civil Aeronautics Administration.	
Commerce Department	
See Civil Aeronautics Administration; International Trade, Office of.	





Published daily, except Sundays, Mondays, and days following official Federal holidays, by the Division of the Federal Register, the National Archives, pursuant to the authority contained in the Federal Register Act, approved July 26, 1935 (49 Stat. 500, as amended; 44 U. S. C., ch. 8B), under regulations prescribed by the Administrative Committee, approved by the President. Distribution is made only by the Superintendent of Documents, Government Printing Office, Washington 25, D. C.

The regulatory material appearing herein is keyed to the Code of Federal Regulations, which is published, under 50 titles, pursuant to section 11 of the Federal Register Act, as amended June 19, 1937.

The FEDERAL REGISTER will be furnished by mail to subscribers, free of postage, for \$1.50 per month or \$15.00 per year, payable in advance. The charge for individual copies (minimum 15¢) varies in proportion to the size of the issue. Remit check or money order, made payable to the Superintendent of Documents, directly to the Government Printing Office, Washington 25, D. C.

There are no restrictions on the republication of material appearing in the FEDERAL REGISTER.

Now Available

UNITED STATES GOVERNMENT ORGANIZATION MANUAL

1949 Edition

(Revised through July 1)

Published by the Division of the Federal Register, the National Archives

725 pages—\$1.00 a copy

Order from Superintendent of Documents, United States Government Printing Office, Washington 25, D. C.

CONTENTS—Continued

	Page
Commodity Credit Corporation	
Rules and regulations:	
Vegetables, fresh; general vegetable purchase program (fiscal year 1950)	6874
Wheat and wheat-flour export program:	
Termination of terms and conditions of 1949-50 program	6869
Terms and conditions of CCC 1949-50 program	6869
Defense Department	
See Air Force Department; Army Department.	
Federal Communications Commission	
Notices:	
Hearings, etc.:	
American Telephone & Telegraph Co. and Western Union Telegraph Co.	6957

RULES AND REGULATIONS

CONTENTS—Continued

Federal Communications Commission—Continued	Page
Notices—Continued	
Hearings, etc.—Continued	
Coeur D'Alene Broadcasting Co. (KNEW)	6956
Easton Broadcasting Co., Inc.	6955
Hush-A-Phone Corp, et al.	6955
Lawrence Broadcasting Co. Standard and FM broadcast applications	6956
Television broadcast service	6955
Rules and regulations:	
Practice and procedure; application for modification of license in broadcast auxiliary services	6951
Radio services:	
Industrial	6952
Public safety	6952
Federal Power Commission	
Notices:	
Hearings, etc.:	
Tennessee Gas Transmission Co.	6957
Uganik Fisheries, Inc.	6958
Federal Security Agency	
See Food and Drug Administration; Public Health Service.	
Food and Drug Administration	
Notices:	
Washington headquarters; organization and functions	6959
Rules and regulations:	
Sea food inspection; labeling requirements	6944
Supplying pharmacists with indications and dosage of drugs; statements of general policy or interpretation	6943
Immigration and Naturalization Service	
Rules and regulations:	
Documentary requirements for aliens, except seamen and airmen, entering U. S.; waiver of visa requirement	6874
Interior Department	
See Land Management, Bureau of.	
International Trade, Office of	
Notices:	
Frawley Chemical Corp. and Stanley Kogan	6953
International Manufacturing & Equipment Co., Inc., et al.	6954
Maxwell Meyers Affiliation, Ltd., Inc., et al.	6954
Interstate Commerce Commission	
Notices:	
Bagging from New Orleans, La., to Memphis, Tenn.; application for relief	6958
Rules and regulations:	
Carrier agreements relating to rates, fares, etc.; new parties to an agreement	6952
Justice Department	
See Alien Property, Office of; Immigration and Naturalization Service.	

CONTENTS—Continued

Land Management, Bureau of	Page
Rules and regulations:	
Alaska; withdrawal of portion of released lands for public recreational purposes	6950
Post Office Department	
Notices:	
Mail for personnel of U. S. Coast Guard in Canada	6953
Rules and regulations:	
Postal service, international; U. S. A. gift parcels	6950
Production and Marketing Administration	
Rules and regulations:	
Sugar, Hawaii and Puerto Rico; consumption requirements and quotas, 1949	6874
Public Health Service	
Rules and regulations:	
Commissioned officers; foreign service allowance	6950
Securities and Exchange Commission	
Notices:	
Central Maine Power Co.; hearing	6958
State Department	
Rules and regulations:	
Visas, documentation of aliens entering U. S.; waiver of visa requirement	6944

CODIFICATION GUIDE

A numerical list of the parts of the Code of Federal Regulations affected by documents published in this issue. Proposed rules, as opposed to final actions, are identified as such.

	Page
Title 6	
Chapter IV:	
Part 571 (2 documents)	6869
Part 669	6874
Title 7	
Chapter VIII:	
Part 812	6874
Title 8	
Chapter I:	
Part 176	6874
Title 14	
Chapter I:	
Part 42	6875
Part 60	6875
Part 61	6943
Chapter II:	
Part 560	6943
Part 609	6943
Title 21	
Chapter I:	
Part 3	6943
Part 155	6944
Title 22	
Chapter I:	
Part 42	6944
Title 32	
Chapter V:	
Joint Procurement Regulations	6944
Chapter VII:	
Part 881	6946
Title 39	
Chapter I:	
Part 127	6950

CODIFICATION GUIDE—Con.

Title 42	Page
Chapter I:	
Part 21	6950
Title 43	
Chapter I:	
Appendix (Public land orders):	
5 (revoked in part by PLO	
615)	6950
615	6950
Title 47	
Chapter I:	
Part 1	6951
Part 10	6952
Part 11	6952
Title 49	
Chapter I:	
Part 3	6952

(b) Export payment rates will be announced from Washington, D. C., daily or at intervals up to 7 days. Announcement of rates will be released at approximately 3:00 p. m., e. s. t., and will remain in effect until 3:00 p. m., e. s. t., on the expiration date stated in the announcement, at which time a new announcement will be made. No rates will be announced on Saturday, and rates effective after 3:00 p. m., on Friday will be considered as in effect until 3:00 p. m., e. s. t., of the market day succeeding Saturday unless the announcement specifically provides otherwise. Announcement will be available through a press release, ticker service, and through the eight PMA Commodity Offices at Portland, Oregon, San Francisco, Minneapolis, Kansas City, Missouri, Dallas, Chicago, Atlanta, and New York City. Different rates of payment, based upon export ports or areas, destinations or other factors, may be announced for the same period. Rates of payment applicable to wheat shall also be applicable to wheat flour converted to wheat on the following basis:

	Bushels per 100 lb. flour
Whole wheat flour	1.67
Patents and Straight grade flour (up to 72 percent extraction)	2.33
Flour clears	2.33
80 percent extraction flour	2.20

If sales are made at any other extraction rates, a conversion basis will be furnished by the Manager upon request. The rate in effect at the time of sale or the giving of Notice of Sale, as required by § 571.24 (a), whichever rate is the lower, shall be the rate applicable to the sale and exportation. The supporting evidence as proof of sale submitted by the exporter, in form prescribed in subparagraph (5) of § 571.24 (b), will be the basis for determining that a sale was consummated at a time established substantially as follows:

- (1) Date and time of filing by the exporter of a cablegram or other written acceptance of a definite order to purchase received from the foreign buyer.
- (2) Date and time of receipt by the exporter of a cablegram or other written

acceptance by the foreign buyer of a definite offer by the exporter to sell.

(3) Date and time of filing by the exporter of a cablegram or other written confirmation of the booking of a shipment or shipments to be made pursuant to an open offer of the exporter to sell or a standing order of the buyer to purchase.

(4) In the absence of documentary evidence that the sale was consummated prior to shipment in accordance with subparagraphs (1), (2) or (3) of this paragraph, the sale will be deemed to have been made on the date and at the time of issuance of the bill of lading or if none is issued, at the time of clearance through United States Customs.

(5) If the time of day at which the sale was consummated is not established and two payment rates are in effect on the day established in accordance with subparagraphs (1), (2), (3) or (4) of this paragraph, the time of consummation of sale will be deemed to be at the time the lower of the two rates was in effect.

(c) The wheat or wheat-flour must have been exported pursuant to each sale by July 31, 1950, unless an extension of time is granted by the Manager.

(d) The exporter must have sold and exported wheat or wheat-flour as defined in § 571.34 to one of the eligible countries named in § 571.23.

(e) Deliveries of wheat or wheat-flour under this program shall be made only to the eligible country named in the Notice of Sale and the Declaration of Sale, and a buyer identified with the Declaration of Sale and supporting evidence of sale. (See § 571.24.)

(f) Payment will not be made on quantities loaded on vessels or exported by rail or truck in excess of the quantity shown on the Declaration of Sales unless clearance is obtained from the Manager, in which case a new Declaration of Sale and a new Confirmation of Sale for the additional quantity is required. However, in the case of bulk grain, payment will be made without additional clearance where the loaded quantities do not exceed the quantity shown on the Declaration of Sale by more than one (1) percent.

(g) The exporter shall submit the reports and documents specified in § 571.24.

(h) Proof of shipment and submission of specified supporting documents must have been made in accordance with § 571.25.

(i) In the event of reentry into the United States or its territories or possessions, or in event of a diversion to another country while en route to the eligible country shown as the final destination on the Declaration of Sale and Notice of Export, of any quantity of wheat or wheat-flour exported under this program, payment may be withheld, or if payment has already been made, the exporter shall make necessary arrangements for refund or other appropriate adjustment with the Manager. The exporter shall be required to notify the Manager immediately upon becoming cognizant of such reentry or diversion.

§ 571.22 *Confirmation of sale.* Upon receipt of the Notice of Sale required by § 571.24 the Manager shall, if he determines that the transaction is eligible for entry in the records of the Wheat Council under the provisions of the Wheat Agreement, confirm the sale by telegram and specify that the transaction, or any part thereof, is eligible for payment upon proof that the conditions set forth in this program have been met. The Wheat Agreement provides that:

(a) A transaction or part of a transaction in wheat grain between a participating exporting and importing country is eligible for entry in the Wheat Council's records against guaranteed quantities of these countries for a crop year:

(1) Provided that (i) it is at a price (determined to be the equivalent price at port of export to No. 1 Manitoba Northern bulk wheat in store Fort William—Port Arthur, Canada) not higher than the maximum nor lower than the minimum in effect during the crop year in which the loading period specified in the transaction falls and (ii) the exporting and importing country have not agreed that it shall not be entered against their guaranteed quantities, and

(2) To the extent that (i) both the exporting and importing country concerned have unfulfilled guaranteed quantities for the crop year, and (ii) that the loading period specified in the transaction falls within that crop year.

(b) If a commercial contract or governmental agreement on the sale and purchase of wheat-flour contains a statement, or if the exporting country and the importing country concerned inform the Wheat Council that they are agreed that the price of such wheat-flour is consistent with the maximum or minimum price in effect during the crop year in which the loading period specified in the transaction falls, the wheat grain equivalent of such wheat-flour shall, subject to the conditions prescribed in (a) (1) (ii) and (2) of this section, be entered in the Wheat Council's records against the guaranteed quantities of those countries. If there is not such statement or agreement as specified above, either country involved in the transaction may request the Wheat Council to decide whether the quantity sold should be entered in its records and the Wheat Council shall decide whether the price at which the wheat-flour was sold justifies the entry of the transaction in the records.

Maximum prices at which wheat grain may be sold under the Wheat Agreement shall be announced from time to time by the Manager, CCC. The Wheat Agreement provides that to such prices may be added such carrying charges and marketing costs as may be agreed to between buyer and seller. When such charges are included in the total price in the case of wheat grain sales, and such price exceeds the maximum price, they should be reported separately to the Manager, CCC. For example: If the maximum price is \$1.96 and the total sales price is \$1.97 the price should be quoted as \$1.97 including \$0.01 marketing costs or carrying charges as the case may be. The Wheat Agreement also provides that

premiums and discounts for quality factors may be as agreed between exporting country and importing country. In the case of wheat grains, when such premiums result in a price in excess of the maximum, the premiums shall be shown in the same manner as marketing costs and carrying charges.

The Manager will issue, not less often than weekly, a statement as to the progress of purchases and sales by individual importing and exporting countries against their guaranteed quantities. The Manager will provide to any exporter upon request such information as he has available as to the status of sales to and purchases by individual countries under the Wheat Agreement. During certain periods it will be to the exporter's advantage to ascertain from the Manager prior to making a sale whether there is a sufficient guaranteed quantity balance to permit recording in the Wheat Council's records.

However, it shall not be the duty or responsibility of the Manager to guarantee that a transaction, which appears to the exporter and/or the Manager prior to sale to be eligible for recording in the Wheat Council's records, will be so recorded and a payment made if a rate is in effect. It shall be the responsibility of the exporter to protect himself (for example, by inserting an appropriate provision into his sales contract) against the possibility that the transaction will not be considered eligible for entry into the Wheat Council's records, until he receives the Confirmation of Sale from the Manager.

§ 571.23 *Eligible countries.* An eligible country shall be any one of the following countries, including all territories for the foreign relations of which the Government of that country is responsible, unless announcement has been made by the Manager, CCC, excepting certain territories:

Austria.	Lebanon.
Belgium.	Mexico.
Bolivia.	Netherlands.
Brazil.	New Zealand.
Ceylon.	Nicaragua.
Cuba.	Norway.
Denmark.	Panama.
Dominican Republic.	Peru.
Ecuador.	Portugal.
Egypt.	Saudi Arabia.
El Salvador.	Sweden.
Greece.	Switzerland.
India.	Union of South Africa.
Ireland.	rica.
Israel.	United Kingdom.
Italy.	Venezuela.

The foregoing list may be amended from time to time, but nothing in this subpart shall be deemed to authorize the exportation of wheat or flour in violation of any statute, order or regulation now in existence or hereafter established.

§ 571.24 *Reports.* No payment will be made under this program unless the exporter submits to the Manager reports as follows:

(a) *Notice of sale of wheat or wheat flour for export.* (1) Notice of the consummation of a sale of wheat or wheat flour for export shall be given within the time stated in the rate announcement as

the final time for filing such notices, unless such time is extended by the Manager.

Giving notice of sale, and issuance of confirmation, shall be deemed to be the exporter's agreement with the CCC to export the quantity of wheat or wheat flour stated in the notice. The order in which transactions are received assumes importance during the latter part of a crop year when guaranteed quantities are near to being filled. Notices of Sale should normally be filed by telegraph, or by telephone. Telephone notices should be confirmed immediately by telegraph.

If notice is not given by telephone, and the exporter desires to take advantage of the current rate of payment, the telegram reporting sale must be filed before 3:00 p. m., e. s. t., on the expiration date shown in the announcement.

(2) In giving Notice of Sale the exporter must report the following information:

- (i) Date and time of sale.
- (ii) Contract quantity:
 - (a) Wheat in bushels.
 - (b) Wheat flour in net pounds.
- (iii) Sale price, in case of wheat. In case of flour, certification that buyer and seller agree that the transaction comes within the terms of the Wheat Agreement. This may be reported by the code word "Akord."
- (iv) Importing country.

(3) *Assigning of numbers:* Each transaction which is deemed by the Manager eligible for entry into the Wheat Council's records shall be assigned a number immediately upon receipt of Notice of Sale by the Manager which shall be called the PMA Sales number. This number shall be entered on the copy of the Declaration of Sale (see paragraph (b) of this section) which is returned to the exporter, and shall thereafter be used on all documents, including Notice of Export and Voucher Form FDA-564, and in all correspondence with reference to the transaction.

(b) *Declaration of sale and evidence of sale.* (1) The exporter should prepare a Declaration of Sale (Wheat Agreement Form No. 1) and mail it (normally by airmail) to the Manager within 24 hours after consummation of sale.

(2) The Declaration of Sale must be submitted in quadruplicate, the original and three copies of which shall be signed in an original signature by the exporter or his authorized representative and forwarded to the Manager. One copy of the Declaration of Sale will be acknowledged and returned to the exporter.

(3) All sales made to any one eligible country during any 24-hour period ending at 3:00 p. m., e. s. t., may be reported on one Declaration of Sale. All information requested on the face of Wheat Agreement Form No. 1, Declaration of Sale, shall be entered. The information required is as follows:

- (i) Date and time of sale.
- (ii) Name of purchaser.
- (iii) Country of final destination.
- (iv) Delivery period specified in contract.

(v) Quantity sold:

(a) Wheat in bushels.
(b) Wheat flour in sacks (----- lb. net) which are the equivalent of ----- sacks (100 lb. net each) of flour which are the equivalent to ----- bushels of wheat.

(vi) Price and basis upon which price determined (price for wheat must be given basis f. o. b. vessel U. S. port on exports from Gulf and East Coast ports and in store U. S. port on exports from the West Coast; price for wheat flour may be given as stated in sales contract).

(vii) Class and grade of wheat; or type and extraction of flour.

(viii) Export rate in effect at time of sale or time of giving Notice of Sale—whichever is lower; also coastal area from which exportation will be made should be entered directly following export rate.

(4) The Declaration of Sale must be filed in the name of the exporter who has sold the wheat or wheat flour to a foreign buyer. Persons or firms selling wheat or wheat flour to others who resell such wheat or wheat-flour to foreign buyers are not exporters. If a sale is made in a trade name, the Declaration of Sale may be filed under such name provided the name of the actual exporter and the relationship between the two is clearly established by an appropriate signature on the Declaration and all other documents to it, such as:

American Milling Company
Trade Name of U. S. Milling Company
(s) JOHN SMITH, Secretary.

(5) Supporting evidence as proof of sale must be filed in triplicate with each Declaration of Sale. Such evidence may be in the form of certified true copies of offer and acceptance or other documentary evidence of sale exchanged between exporter and buyer. In the case of flour the exporter must also furnish in triplicate a signed statement or other acceptable evidence, such as an exchange of cables, from both buyer and seller, that the sale is within the terms of the Wheat Agreement.

(c) *Notice of Export—Wheat Agreement Form No. 2.* (1) Only one Notice of Export is required in connection with any one Declaration of Sale. Such Notice of Export must be filed by the exporter within two weeks after date of export of the last shipment against the quantity shown as sold on the applicable Declaration of Sale (unless such time of filing is extended by the Manager). This notice must be prepared in two copies and be filed with the Manager.

(2) The Notice of Export shall contain the following information:

- (i) PMA Sales Number.
- (ii) Date of export of final shipment.
- (iii) Country of final destination.
- (iv) Total quantity actually loaded on all shipments made in connection with applicable Declaration of Sale.
- (v) Such additional information in individual cases as may be requested by the Manager.
- (vi) The exporter shall file such additional reports as may be required from

time to time by the Manager, subject to approval of the Bureau of the Budget.

§ 571.25 *Application for payment.* The exporter shall file application for payment under this program in the following manner:

(a) *Public Voucher Form FDA-564.* An original and three copies of Form FDA-564 must be prepared and submitted together with the evidence of exportation set forth in paragraph (b) of this section. Supplies of Form FDA-564 and detailed instructions regarding the preparation and submission of Forms FDA-564 and supporting documents may be obtained from the PMA Commodity Offices listed in paragraph (c) of this section, or from the Manager, Commodity Credit Corporation, Washington 25, D. C.

(b) *Documents required to evidence exportation by exporter.* Each voucher must be supported by two copies of the applicable on-board ocean bill of lading signed by an agent of the ocean carrier; or if exported by rail or truck, two authenticated copies of the "Shipper's Export Declaration" which identifies the shipment(s) and shows date of clearance into the foreign country. If the destination of the shipment shown on the ocean bill of lading is not the eligible country named in the Declaration of Sale and supporting evidence of sale, the exporter shall also furnish an authenticated copy of "Shipper's Export Declaration."

If the shipper or consignor named in the on-board ocean bill(s) of lading or the Shipper's Export Declaration(s), covering wheat or wheat flour exported, is other than the exporter named in the Notice of Sale and Declaration of Sale, waiver by such shipper or consignor of any interest in the claim in favor of such exporter is required. Such waiver must clearly identify the on-board ocean bill(s) of lading or Shipper's Export Declaration(s) submitted to evidence exportation. If the shipper or consignor is neither the named in the Notice of Sale and Declaration of Sale, nor the consignee identified with the Declaration of Sale and supporting evidence of sale the exporter must submit, in addition to the waiver, a certification by such shipper or consignor that he acted only as freight forwarder, agent of exporter, or agent of consignee, and not as buyer and seller of the wheat or wheat flour shown on the documents submitted to evidence exportation.

(c) *Submission of vouchers for payment.* Exporters should submit vouchers and required supporting documents to the offices listed below which service the States in which the exporters' invoicing offices are located:

OFFICE

Hiram W. Rainey, Director, PMA Commodity Office, U. S. Department of Agriculture, 449 West Peachtree Street NE., Atlanta 3, Ga.: Virginia, Kentucky, Tennessee, North Carolina, Mississippi, Alabama, Georgia, South Carolina, Florida.

George D. Bradley, Director, PMA Commodity Office, U. S. Department of Agriculture, 623 South Wabash Avenue, Chicago 5, Ill.: Iowa, Illinois, Indiana, Ohio, Michigan.

Latham White, Director, PMA Commodity Office, U. S. Department of Agriculture, 1114

Commerce Street, Dallas 2, Tex.: New Mexico, Oklahoma, Arkansas, Texas, Louisiana.

W. R. Walton, Director, PMA Commodity Office, U. S. Department of Agriculture, 802 Delaware Avenue, Kansas City 6, Mo.: Wyoming, Colorado, Nebraska, Kansas, Missouri.

James A. Cole, Director, PMA Commodity Office, U. S. Department of Agriculture, 325 McKnight Building, Minneapolis 1, Minn.: Montana, North Dakota, South Dakota, Minnesota, Wisconsin.

Lawrence A. Grogan, Director, PMA Commodity Office, U. S. Department of Agriculture, Room 1304, 67 Broad Street, New York 4, N. Y.: West Virginia, Maryland, Delaware, Pennsylvania, New Jersey, New York, Connecticut, Rhode Island, Maine, Massachusetts, Vermont, New Hampshire.

Clyde L. Kiddle, Director, PMA Commodity Office, U. S. Department of Agriculture, 515 Southwest Tenth Avenue, Portland 5, Oreg.: Washington, Oregon, Idaho.

Roland F. Ballou, Director, PMA Commodity Office, U. S. Department of Agriculture, 30 Van Ness Avenue, San Francisco 2, Calif.: California, Nevada, Utah, Arizona.

§ 571.26 *Cancellation of sale.* The exporter shall notify the Manager promptly in every case where, after Notice of Sale, as required under this program or under the provisions covered by the "Terms and Conditions of the 1949-50 Wheat and Wheat-Flour Export Program" (14 F. R. 4841), a sale under either program is cancelled by the exporter or by the importer and the reason for such cancellation. In any case where the Manager is of the opinion that such cancellation was made with the intent of obtaining the benefit of higher rates of payment subsequently announced he may refuse to confirm any sale thereafter made either by such exporter or to such importer, or he may confirm such sales and make payment thereon provided that, up to the quantity equal to the quantity included in the cancelled sale or sales, payment shall be made on the basis of the rate announced for the period during which such sales are made or the rate applicable to the previously cancelled sale, whichever is the lower. Also, in any case where any wheat or wheat flour covered by a sale confirmed pursuant to § 571.22 is not exported at the expiration of the period specified in this program and the Manager determines that such sale remained unfiled in order to enable the exporter or importer to receive the benefit of higher rates of payment on other sales under this program, he may refuse to make payment to an exporter until such unfiled sales are completed, or he may make payment, in which event payment on the quantity equal to such unfiled quantity shall be made on the basis of the rate applicable to the unfiled sale or the completed sale, whichever is lower.

§ 571.27 *Records and accounts.* Each exporter shall maintain accurate records showing sales and deliveries of wheat or wheat flour exported or to be exported in connection with this program. Such records, accounts, and other documents relating to any transaction in connection with this program shall be available during regular business hours for inspection and audit by authorized employees of the United States Department of Agriculture, and shall be preserved for two years after the effective date of this offer.

§ 571.28 *Set-off.* The CCC may set off, against any amount owed to any exporter hereunder, any amount owed by such exporter to Commodity Credit Corporation, the United States Department of Agriculture, or any other agency of the United States.

§ 571.29 *Assignments.* No exporter shall, without the written consent of the Manager, assign any right of the exporter against the CCC hereunder. The exporter may, however, name a lienholder as joint payee on voucher Form FDA-564, provided that the lienholder shall have no claim against CCC because of any lien or encumbrance on the wheat or wheat flour exported and provided also that such lien or encumbrance shall not prevent the right of set-off as provided in § 571.28.

§ 571.30 *Good faith.* If the Manager determines that any exporter has not acted in good faith in connection with any transaction hereunder or has failed to discharge fully any obligation assumed by him hereunder, such exporter may be denied the right to continue participating in this program or the right to receive payments hereunder in connection with any sales previously made under this program, or both.

§ 571.31 *Amendment and termination.* This offer may be amended or terminated by the Manager at any time by public announcement of such amendment or termination. Any such amendment or termination shall not be applicable to sales for export (which otherwise comply with the terms of this offer) made before the effective time and date of such amendment or termination.

§ 571.32 *Persons not eligible.* No agency of the Federal Government and no member or delegate to Congress, or resident commissioner, shall be admitted to any share or part of any payments made under this offer or to any benefit that may arise therefrom, but this provision shall not be construed to extend to a payment made to a corporation for its general benefit.

§ 571.33 *Delegation.* A. J. Borton and R. E. Menze, in the office of the Manager, Commodity Credit Corporation, are designated as the authorized representatives of the Manager severally to confirm sales pursuant to the terms and conditions contained herein.

§ 571.34 *Definitions.* When used in this subpart the term:

(a) "Manager" means the Manager of the Commodity Credit Corporation or his authorized representative.

(b) "Wheat Agreement" means the International Wheat Agreement ratified by the President on June 17, 1949, pursuant to the advice and consent of the Senate.

(c) "Wheat Council" means the International Wheat Council established by Article XIII of the Wheat Agreement.

(d) "Wheat" means wheat grown in the United States and as defined in the Official Grain Standards of the United States.

(e) "Wheat flour" or "flour" means flour processed in the United States from

RULES AND REGULATIONS

wheat, but shall not include wheat products produced during a continuing process of manufacturing processed wheat products other than flour or flour mixes which are composed principally of wheat flour.

(f) "Sale" includes a contract to sell.

Effective time and date. This offer shall be effective on October 28, 1949, at 12:01 a. m., e. s. t. As to sales made subsequently to effective date of this offer and prior to 3:00 p. m., e. s. t., November 4, 1949, involving use by the foreign buyer of funds made available from ECA appropriations, the applicable rates shall be the same rates as those applicable to the sale had the sale been eligible under "Terms and Conditions of 1949-50 Wheat and Wheat-Flour Export Program" (14 F. R. 4841). The rates applicable to all sales after 3:00 p. m., e. s. t., November 4, 1949, shall be the rates announced in accordance with § 571.21 of this program.

Note: The record keeping and reporting requirements contained herein have been approved by the Bureau of the Budget in accordance with Federal Reports Act of 1942.

Issued this 4th day of November 1949.

[SEAL] ELMER F. KRUSE,
Manager,
Commodity Credit Corporation.

Approved:

RALPH S. TRIGG,
President,
Commodity Credit Corporation.

[F. R. Doc. 49-9229; Filed, Nov. 15, 1949;
8:53 a. m.]

Subchapter C—Loans, Purchases, and Other Operations

PART 669—VEGETABLES, FRESH

SUBPART—GENERAL VEGETABLE PURCHASE PROGRAM (FISCAL YEAR 1950)

§ 669.3 *Snap beans and spinach (fiscal year 1950).* In order to encourage the domestic consumption of snap beans and spinach by diverting them from the normal channels of trade and commerce in accordance with section 32, Public Law 320, 74th Congress, approved August 24, 1935, as amended, snap beans and spinach will be purchased during the fiscal year ending June 30, 1950, in instances where surpluses exist or appear to be developing, and subject to limitations imposed by the capacity of available outlets to utilize supplies without waste and by the amount of funds available for such purchases. Generally, purchases will be made only in areas where acreage has not been unduly expanded without regard to available facilities and outlets. Grades and other specifications, and purchase prices will be contained in purchase announcements which will be issued to cover particular purchase operations. Information as to such purchase operations may be obtained by writing to the Fruit and Vegetable Branch, Production and Marketing Administration, Department of Agriculture, Washington 25, D. C.

(Sec. 32, 49 Stat. 774 as amended, 7 U. S. C. 612c)

Done at Washington, D. C. this 10th day of November 1949.

[SEAL] C. F. KUNKEL,
Acting Director,
Fruit and Vegetable Branch.

[F. R. Doc. 49-9230; Filed, Nov. 15, 1949;
8:53 a. m.]

TITLE 7—AGRICULTURE

Chapter VIII—Production and Marketing Administration (Sugar Branch), Department of Agriculture

Subchapter B—Sugar Requirements and Quotas
[Sugar Reg. 812, Amdt. 2]

PART 812—SUGAR REQUIREMENTS AND QUOTAS; HAWAII AND PUERTO RICO

CONSUMPTION REQUIREMENTS AND QUOTAS;
1949

Basis and purpose. The revised determination of sugar requirements and the revised sugar quotas for Hawaii set forth below have been made and established pursuant to section 203 of the Sugar Act of 1948 (hereinafter called the "act"). The act requires that the Secretary shall revise the determination of sugar consumption requirements at such times during the calendar year as may be necessary. It now appears that the consumption requirements for Hawaii for the calendar year 1949 will exceed the amount provided for in the determination announced on December 23, 1948. The purpose of this revision is to make the determination and the quota related thereto conform to the requirements presently indicated on the basis of the applicable factors specified in section 203 of the act.

The original quota is approaching exhaustion and additional sugar may be needed for distribution during the next 30 days. In order to effectively carry out the purposes of the Sugar Act, it is necessary that the revision in the determination and quota be made effective as soon as possible. Accordingly, it is hereby determined and found that compliance with the notice, procedure, and effective date requirements of the Administrative Procedure Act is impracticable and contrary to the public interest, and the revision of the determination made herein shall be effective on the date of its publication in the FEDERAL REGISTER.

By virtue of the authority vested in the Secretary of Agriculture by the Sugar Act of 1948 (61 Stat. 922, 7 U. S. C., Supp. I, 1100) and the Administrative Procedure Act (60 Stat. 237), Sugar Determination 812 (13 F. R. 9485) (formerly General Sugar Quota Regulations, Series 11, No. 2) determining sugar consumption requirements and quotas for the Territory of Hawaii and Puerto Rico for the calendar year 1949, as amended (14 F. R. 3257), is hereby further amended by revising § 812.1 to read as follows:

§ 812.1 *Consumption requirements and quotas—(a) Revised consumption requirements.* It is hereby determined pursuant to section 203 of the act, that the amount of sugar needed to meet the requirements of consumers in the Territory of Hawaii for the calendar year 1949 is 45,000 short tons, raw value, and that the amount of sugar needed to meet the requirements of consumers in Puerto Rico for the calendar year 1949 is 100,000 short tons, raw value.

(b) *Revised local consumption quotas.* There are hereby established, pursuant to section 203 of the act, for local consumption in the Territory of Hawaii and in Puerto Rico, for the calendar year 1949 the following quotas:

Area:	Quotas in terms of short tons, raw value
Hawaii	45,000
Puerto Rico	100,000

Statement of bases and consideration. In the original determination, the quantity for local consumption in Hawaii was set at 35,000 short tons, raw value. This net decrease of 3,000 tons from the quantity distributed in the 12 months ended October 1948 was based on expectations of a decline in demand for sugar in pineapple canning. Instead, pineapple canners used about 2,000 tons more sugar in the first 9 months of 1949 than in a like period of 1948 and total distribution, as well, exceeded the same months of 1948. Both pineapple canners and other consumers are now expected to use sugar in excess of the 1948 rate in the last three months of 1949. These factors warrant an increase in the consumption requirements determination and quota for local consumption in Hawaii to 45,000 short tons, raw value. The consumption requirements and quota for Puerto Rico remain unchanged at the quantity established in Sugar Regulation 812, amendment 1.

(Sec. 403, 61 Stat. 933; 7 U. S. C. Supp. I, 1153)

Done at Washington, D. C., this 9th day of November 1949. Witness my hand and the seal of the Department of Agriculture.

[SEAL] CHARLES F. BRANNAN,
Secretary of Agriculture.

[F. R. Doc. 49-9200; Filed, Nov. 15, 1949;
8:47 a. m.]

TITLE 8—ALIENS AND NATIONALITY

Chapter I—Immigration and Naturalization Service, Department of Justice

PART 176—DOCUMENTARY REQUIREMENTS FOR ALIENS, EXCEPT SEAMEN AND AIRMEN, ENTERING THE UNITED STATES

WAIVER OF VISA REQUIREMENTS

CROSS REFERENCE: For an amendment to § 176.108 relating to documentation of aliens entering the United States, see Title 22, Chapter I, Part 42, *infra*.

TITLE 14—CIVIL AVIATION

Chapter I—Civil Aeronautics Board

Subchapter A—Civil Air Regulations

[Supp. 1]

PART 42—IRREGULAR AIR CARRIER AND OFF-ROUTE RULES

STANDARD INSTRUMENT APPROACH PROCEDURES

Under section 205 (a) of the Civil Aeronautics Act of 1938, as amended, the Administrator of Civil Aeronautics is authorized to make and amend such rules, regulations, and procedure as are necessary to carry out the provisions of, and to perform and exercise his powers and duties under, the act. Under section 601 of the Civil Aeronautics Act of 1938, as amended, the Civil Aeronautics Board is empowered to delegate to the Administrator of Civil Aeronautics the authority to prescribe rules, regulations, and standards which promote safety of flight in air commerce. Under §§ 42.55 (b), 42.56, and 60.46 of the Civil Air Regulations, the Civil Aeronautics Board has authorized the Administrator of Civil Aeronautics to prescribe standard instrument approach procedures, including ceiling and visibility minimums.

Acting pursuant to the foregoing statutes and regulations, the following policies and rules regarding standard instrument approach procedures are hereby adopted. They are made effective without delay in order to promote safety of the flying public. Compliance with the notice, procedures, and effective date provisions of Section 4 of the Administrative Procedure Act would be impracticable and contrary to the public interest, and therefore is not required.

§ 42.55-1 *Standard instrument approach procedures (CAA policies and rules which apply to § 42.55 (b)).* See §§ 60.46-1, 60.46-2, etc., of this subchapter.

§ 42.56-1 *Standard instrument approach procedures (CAA policies and rules which apply to § 42.56).* See § 60.46-1, § 60.46-2, etc., of this subchapter.

(Sec. 205 (a), 52 Stat. 984, as amended by Reorg. Plans III and IV of 1940, 3 CFR, Cum. Supp., 5 F. R. 2107, 2421; 49 U. S. C. 425 (a). Interpret or apply sec. 601, 52 Stat. 1007, as amended by 62 Stat. 1217; 49 U. S. C. 551)

These policies and rules shall become effective upon publication in the FEDERAL REGISTER.

[SEAL]

E. M. STURHAHN,
Acting Administrator
of Civil Aeronautics.

[F. R. Doc. 49-9257; Filed, Nov. 15, 1949; 8:51 a. m.]

[Supp. 3]

PART 60—AIR TRAFFIC RULES

STANDARD INSTRUMENT APPROACH PROCEDURES

Under section 205 (a) of the Civil Aeronautics Act of 1938, as amended, the Administrator of Civil Aeronautics is authorized to make and amend such rules, regulations, and procedure as are necessary to carry out the provisions of, and to perform and exercise his powers and duties under, the act. Under section 601 of the Civil Aeronautics Act of 1938, as amended, the Civil Aeronautics Board is empowered to delegate to the Administrator of Civil Aeronautics the authority to prescribe rules, regulations, and standards which promote safety of flight in air commerce. Under §§ 42.55 (b), 42.56, and 60.46 of the Civil Air Regulations, the Civil Aeronautics Board has authorized the Administrator of Civil Aeronautics to prescribe standard instrument approach procedures, including ceiling and visibility minimums.

Acting pursuant to the foregoing statutes and regulations, the following policies and rules regarding standard instrument approach procedures are hereby adopted. These policies and rules supersede § 60.46-1 and Part 609 of this title, published heretofore. They are made effective without delay in order to promote safety of the flying public. Compliance with the notice, procedures, and effective date provisions of section 4 of the Administrative Procedure Act would be impracticable and contrary to the public interest, and therefore is not required.

Sec.

- 60.46-1 Introduction (CAA rules which apply to § 60.46).
- 60.46-2 Symbols used in ceiling and visibility minimums (CAA rules which apply to § 60.46).
- 60.46-3 Radio range procedures determination (CAA policies which apply to § 60.46).
- 60.46-4 Low frequency range procedures (CAA rules which apply to § 60.46).
- 60.46-5 High frequency range procedures (CAA rules which apply to § 60.46).
- 60.46-6 Automatic direction finding procedures determination (CAA policies which apply to § 60.46).
- 60.46-7 Automatic direction finding procedures (CAA rules which apply to § 60.46).
- 60.46-8 Instrument landing system procedures determination (CAA policies which apply to § 60.46).
- 60.46-9 Instrument landing system procedures (CAA rules which apply to § 60.46).

AUTHORITY: §§ 60.46-1 to 60.46-9 issued under sec. 205 (a), 52 Stat. 984; 49 U. S. C. 425 (a). Interpret or apply sec. 601, 52 Stat. 1007, as amended by 62 Stat. 1217; 49 U. S. C. 551.

§ 60.46-1 *Introduction (CAA rules which apply to § 60.46).* (a) The following standard instrument approach procedures (including ceiling and visibility minimums for take-off and landing at particular airports) shall be identical for all users, with the following exceptions: The minimums for take-off and landing

shall not apply to (1) military aircraft, or (2) users for whom the Administrator has specifically authorized lower minimums. The minimums for take-offs shall not apply to those users for whom the Administrator has not been authorized to prescribe take-off minimums.

(b) Because of the rugged terrain adjacent to many airports, the Coast and Geodetic Survey charts, especially the Approach and Landing Charts, covering the area where an instrument let-down is proposed, should be carefully studied before an approach is made.

(c) Revisions of, or additions to, these procedures will be published in the FEDERAL REGISTER and Code of Federal Regulations, and may appear in the Airman's Guide and Flight Information Manual.

§ 60.46-2 *Symbols used in ceiling and visibility minimums (CAA rules which apply to § 60.46).* Letters that appear in the standard instrument approach procedures tables under the column on ceiling and visibility minimums are explained as follows:

"R" means regular landing minimums. They are authorized when it is necessary to circle the airport for landing. They apply to all types of aircraft except aircraft having stall speeds, as established in the Airplane Operating Manual, of 75 miles per hour or less at maximum certificated landing weight with full flaps, landing gear extended, and power off, which are authorized to operate into airports with ceiling minimums 100 feet lower and visibility minimums one-half mile less than the published regular landing minimums, but in no case less than ceiling 500 feet and visibility 1 mile, or less than the authorized straight-in landing minimums, whichever is higher.

"S" means straight-in landing minimums. They are authorized only when landing can be accomplished straight in from the navigational facility being used to the near end of the runway without exceeding 500 feet per minute rate of descent and without change of direction of more than 30 degrees. They apply to all types of aircraft.

"A" means alternate minimums. They are authorized when an alternate airport is required. They apply to all types of aircraft.

"T" means take-off minimums. They apply to all types of aircraft.

"NA" means not authorized.

§ 60.46-3 *Radio range procedures determination (CAA policies which apply to § 60.46).* (a) The policies set forth herein will be used by the Civil Aeronautics Administration in formulating and approving radio range procedures prescribed in §§ 60.46-4 and 60.46-5.

(b) *Initial approach.* (1) Initial approach altitudes are the minimum en route cruising altitudes authorized for an airport between the last radio fix and the radio range station. These altitudes will be based solely on clearance above terrain and obstructions to flight. The altitudes shown for initial approach on any radio range course will be normally one thousand (1,000) feet above all obstructions except for those areas designated as mountainous areas. Initial approach altitudes for mountainous areas will normally not be less than the published en route minimums; where no en route minimums have been established a clear-

ance of at least two thousand (2,000) feet over all obstructions will normally be provided. Unless otherwise authorized by the Administrator, these altitudes will be indicated to the nearest one hundred (100) feet (i. e., 1,150 feet will be indicated as 1,100 feet; 1,151 feet will be indicated as 1,200 feet, etc.), and they will normally provide for terrain clearance in an area five (5) miles each side of the center-line of the radio range course from the last radio fix (radio range station or reliable intersection) to the range station, provided that no maneuvering is contemplated for this course. Where it is anticipated that maneuvering will be necessary on any radio range course, either for holding purposes or otherwise, a minimum lateral clearance of ten (10) miles from the center-line of the radio range course will normally be provided for the maneuvering side and five (5) miles clearance provided for the opposite side. Where adequate radio fixes exist, altitudes will be shown for all range courses, either on or off airways. Where no radio fix exists, the term "Minimum Enroute Altitude" will be used for the direction involved (without an altitude). Primary radio fixes less than seven (7) miles from the range station will be shown as secondary fixes.

(2) Secondary fixes (fan markers, compass locators or intersections close in) will be included when a lower altitude can be authorized than that provided for by the use of a primary fix. Secondary fixes which are located less than twenty-five (25) miles from the range station may be used to reduce the initial approach altitudes in designated mountainous areas to not less than one thousand (1,000) feet terrain clearance.

(c) *Shuttle*. Where necessary a shuttle will be shown between two primary fixes or within a specified distance of the range station to allow for descent to a lower altitude after initial approach but prior to commencement of the final approach.

(d) *Final approach course*. This is the course upon which is executed the final approach to the radio facility. It is normally the course whose inbound bearing most nearly approximates the magnetic course from the radio facility to the airport. There can be only one final approach course in any one procedure.

(e) *Procedure turn*. (1) This is normally an initial left turn through the course followed by a turn to the right to return to the range course. The direction of the turn will be specified as North, South, East or West side of final approach course.

(2) The altitudes established for procedure turn will normally provide for one thousand (1,000) feet terrain clearance over all obstructions ten (10) miles from the range course center-line for the maneuvering side and five (5) miles from the range course center-line for the opposite side of the final approach course and for a distance of ten (10) miles from the range station. The distances of 15, 20 and 25 miles are shown as an advisory item to pilots who feel it necessary to go beyond the normal 10 mile increment.

(3) Deviations from the standards pertaining to procedure turn may be indicated as follows: Where a turn cannot

be made on the desired side of the course due to unusually high obstructions (such as the mountain ranges on the East side of the Salt Lake City and Ogden, Utah, radio ranges), the turn will be made on the opposite side of the course and an explanatory note will be included with the procedure such as: "All turns will be made on the West side of the course, high terrain East side of North course."

(f) *Altitude over range station on final approach*. (1) The term "final approach" as related to radio range procedures is defined as beginning at the point at which the procedure turn is completed, the aircraft headed back toward the range station and descent to final approach altitude over the range station commenced (or from a fan marker or other radio aid so situated on the final approach course and close enough to the range station that it may be reasonably considered as assisting the final approach in its true sense).

(2) The altitude over the range station on final approach will be based on the assumption that the procedure turn will be made within ten (10) miles of the range station. The altitude shown will be at least five hundred (500) feet above all obstructions between the point where the procedure turn is completed and the range station, and normally will provide this clearance for an area of five (5) miles either side of the center-line of the radio range course, provided the procedure turn has been completed within ten (10) miles of the range station. All terrain and obstructions beyond the ten (10) mile limitation will be cleared by at least one thousand (1000) feet. Only one altitude will be shown over the range station on the final approach and will not be less than the minimum ceiling authorized for regular minimums for the airport served by the radio facility; however, descent will be discontinued at the authorized minimum applicable to the flight. These altitudes will be shown to the nearest twenty (20) foot interval (i. e., 510 feet will be indicated as 500 feet; 511 feet will be indicated as 520 feet, etc.).

(g) *Magnetic course range station to airport*. This is the magnetic course from the range station to the nearest usable portion of the landing area. This information will be taken from the latest CAA Flight Information Manual or the Coast and Geodetic AL Charts and rechecked for accuracy.

(h) *Distance range station to airport*. This distance is measured as a straight line from the range station to the nearest usable portion of the landing area. The published distance as shown on Coast and Geodetic AL Charts will be used for determination of this figure.

(i) *Missed approach*. (1) The point at which the instrument approach will be discontinued and the missed approach started will be either at the range station, or within a specified distance of the radio range station not to extend beyond the nearest usable portion of the airport expressed in miles. Time limitations will not be used due to the variations in the approach speed of different types of aircraft.

(2) The recovery from a missed approach will normally be made on the radio range course whose outbound bearing most nearly approximates a continuation of the bearing from the range station to the airport.

(3) The altitude to which flight will proceed in a recovery from a missed approach will not be less than the initial approach altitude for the course involved.

(j) *Straight approaches to range station*. (1) In many instances it may be possible to utilize fan markers on radio range courses, other than those fan markers utilized on final approach courses, for a straight approach to the range station to expedite an approach to an airport without completing a standard radio range procedure, where better than average instrument conditions exist.

(2) In such instances, the procedure will be stopped and return to initial approach altitude will be initiated in the event visual contact is not established at the authorized minimums, in which case it will be necessary to complete the standard radio range procedure.

(3) When such a procedure is established, it will be treated as an entirely separate procedure, with careful consideration given to establishment of minimums for ceiling and visibility, commensurate with direction of approach, terrain, location of airport to range station and the location of the fan marker which in no case will exceed a maximum distance of twenty-five (25) miles from the range station.

(4) Such an approach will not be authorized with ceilings of less than eight hundred (800) feet and a visibility of less than two (2) miles.

(5) This will not preclude the use of lower minimums for fan markers on final approach legs for which minimums have already been established in the standard radio range procedure for final approach to the airport.

(k) *Multiple airports*. (1) In the event that more than one principal airport is served by more than one course of a radio range station, either two instrument approach procedures may be approved, or one of the two airports may be selected as the "master airport" for the procedure. In the latter case entry into the second airport will be made by flying contact from the "master airport" after completing the prescribed instrument approach procedure for that "master airport".

(2) Instrument approach procedures will not be authorized for airports located in excess of seven (7) miles from the associated radio facility. However, instrument approach procedures for airports located in excess of seven (7) miles from the associated radio facility may be made on the radio facility involved to either the "master airport" selected, thence contact to the secondary airport, or if no "master airport" exists, contact may be established over the radio facility and visual flight rules observed to the airport in question.

§ 60.46-4 *Low frequency range procedures (CAA rules which apply to § 60.46)*. The following low frequency range procedures are hereby prescribed:

Station; frequency; identification; class	Minimum initial approach altitude, from the direction and radio fix indicated	Shuttle	Final appr. range course	Procedure turn minimum at station	Minimum altitude over range, final appr.	Station to airport		Field elevation	Ceiling and visibility minimums				If visual contact not established over airport at authorized landing minimums, or if landing not accomplished; remarks	
						Mag- netic bear- ing	Dis- tance (mi.)		Day		Night			
									Celling (ft.)	Visi- bility (mi.)	Celling (ft.)	Visi- bility (mi.)		
ABERDEEN, S. DAK. Aberdeen Arpt. 329 kc; ABR; SBRAZ-DTV	N-2,800' (James town Range) SE-3,000' (Watertown Range) S-2,500' (Huron Range) NW-3,200' (S crs Bismarck)	None	S	10 mi.-2,400' E side S crs 15 mi.-2,400' E side S crs 20 mi.-2,400' E side S crs 25 mi.-2,400' E side S crs	1,900'	341°	2.6	1,300'	R S A T	500' 500' 1,000' 1,300'	1.5 1.0 3.0 1.0	500' 500' 1,000' 1,300'	1.5 1.6 3.0 1.0	Climb to 2,800' on N crs within 25 mi.
ABILENE, TEX. Abilene Mun. Arpt. No. 2 379 kc; ABI; SBRAZ-DTV	N-Min. enroute alt. (final) P-3,000' (Ft. Worth Range) S-3,800' (E crs San Angelo) W-4,000' (Big Spring Range)	None	N	10 mi.-3,000' W side N crs 15 mi.-3,000' W side N crs 20 mi.-3,000' W side N crs 25 mi.-3,000' W side N crs	2,500'	180°	2.3	1,757'	R S A T	500' 500' 1,000' 1,300'	1.5 1.0 3.0 1.0	500' 500' 1,000' 1,300'	2.0 2.0 3.0 1.0	Climb to 3,800' on S crs within 10 mi. Caution: 2,754' MSL twr 11 mi S of arpt on pull-out crs.
(MAKE LET-DOWN TO ABILENE MUN. ARPT. NO. 2 TO ABILENE MUN. ARPT. NO. 1.)														
Abilene Mun. Arpt. No. 1														
ACOMITA, N. MEX. CAA Int. Field 371 kc; ACO; BMLZ-DTV	N-Min. enroute alt. P-10,000' (Albuquerque Range) S-Min. en route alt. W-11,000' (Zuni Range)	None	E	10 mi.-9,000' S side E crs 15 mi.-9,000' S side E crs 20 mi.-9,000' S side E crs 25 mi.-9,000' S side E crs	7,600'	254°	1.9	6,575'	R S A T	1,000' NA 1,500' 1,000'	3.0 3.0 2.0	1,000' NA 1,500' 1,000'	3.0 4.0 3.0	Make left turn climbing to 11,000' on S crs within 25 mi.
ADVANCE, MO. CAA Int. Field 317 kc; AVN; SBMRAZ-DTV	N-2,000' (SW crs Scott) P-Min. en route alt. S-1,800' (NW crs Blytheville) W-Min. enroute alt.	None	S	10 mi.-1,600' E side S crs 15 mi.-1,600' E side S crs 20 mi.-1,600' E side S crs 25 mi.-1,600' E side S crs	1,000'	351°	1.4	355'	R S A T	500' NA 1,000' 1,300'	1.5 3.0 1.0	500' NA 1,000' 1,300'	1.5 3.0 1.0	Climb to 2,000' on N crs. N-S strip restricted to single-engine use.
AKRON, COLO. CAA Int. Field 368 kc; AKO; SBMRAZ-DTV	N-6,000' (E crs Cheyenne) P-5,600' (Hayes Center Range) S-Min. en route alt. W-6,600' (Denver Range)	None	N	10 mi.-5,700' W side N crs 15 mi.-5,700' W side N crs 20 mi.-5,700' W side N crs 25 mi.-5,700' W side N crs	5,200'	154°	3.6	4,585'	R S A T	500' 500' 1,000' 1,300'	1.5 1.0 3.0 1.0	500' 500' 1,000' 1,300'	1.5 1.0 3.0 1.0	Climb to 6,000' on S crs within 25 mi.
AKRON, OHIO Akron Arpt. 362 kc; AKR; SBMRLZ-DTV	NP-2,500' (E crs Cleveland) NE-2,400' (Akron LEM) SE-2,500' (S crs Youngstown) SW-2,400' (S crs Columbus) NW-2,500' (W crs Cleveland)	None	SW	10 mi.-2,300' S side SW crs 15 mi.-2,400' S side SW crs 20 mi.-2,400' S side SW crs 25 mi.-2,400' S side SW crs	1,800'	45°	0.4	1,051'	R S A T	700' NA 1,000' 1,400'	1.5 3.0 1.0	700' NA 1,000' 1,400'	1.5 3.0 1.0	Climb to 2,500' on NE crs.
ALBANY, GA. Albany Arpt. 254 kc; ALB; SBMRAZ-DTV	N-1,600' (SW crs Macon) P-1,600' (Alma Range) S-1,400' (Tallahassee Range) W-1,600' (NE crs Dothan)	None	E	10 mi.-1,400' N side E crs 15 mi.-1,400' N side E crs 20 mi.-1,400' N side E crs 25 mi.-1,400' N side E crs	1,200'	270°	4.2	196'	R S A T	500' 500' 1,000' 300'	2.0 1.5 3.0 1.0	500' 500' 1,000' 300'	2.0 1.5 3.0 1.0	Climb to 1,600' on W crs
Turner AFB														
ALBANY, N. Y. Albany Arpt. 263 kc; ALB; SBRAZ-DTV Procedure No. 1	N-1,600' (SW crs Macon) P-1,600' (Alma Range) S-1,400' (Tallahassee Range) W-1,600' (NE crs Dothan)	To 1,400' on S crs	S	10 mi.-1,400' E side S crs 15 mi.-1,400' E side S crs 20 mi.-1,400' E side S crs 25 mi.-1,400' E side S crs	1,000'	9°	3.7	215'	R S A T	500' NA 1,500' 300'	2.0 3.0 2.0	500' NA 1,500' 300'	3.0 3.0 3.0	Climb to 1,600' on N crs.
ALBANY, N. Y. Albany Arpt. 263 kc; ALB; SBRAZ-DTV Procedure No. 2	N-4,500' (Burlington Range) N-3,000' (Glens Falls MH) N-1,600' (Saratoga Springs FM) N-1,100' (Round Lake FM) (Final) E-5,500' (N crs Westfield) E-3,000' (Grafton FM) S-5,000' (Poughkeepsie Range) S-2,200' (Coxsackie FM) S-1,700' (Delmar FM) W-2,700' (Utica Range)	N crs to 1,800' within 15 mi.	N	10 mi.-1,600' W side N crs 15 mi.-1,800' W side N crs 20 mi.-1,800' W side N crs 25 mi.-1,800' W side N crs	1,100'	195°	2.8	282'	R S A T	600' 500' 1,000' 300'	1.5 1.0 3.0 1.0	600' 500' 1,000' 300'	1.5 1.0 3.0 1.0	Climb to 1,000' on S crs, turn right, continue climb and proceed out W crs climbing to 2,700', or alternate procedure (when directed by ATC), climb to 2,700' on S crs.
Albany Arpt. Procedure No. 2	N-4,500' (Burlington Range) N-2,200' (Saratoga Springs FM) E-5,500' (N crs Westfield) E-3,000' (Grafton FM) S-5,000' (Poughkeepsie Range) S-1,700' (Coxsackie FM) (Final) W-2,700' (Utica Range)	N crs to 1,800' within 15 mi.	S	10 mi.-2,200' E side S crs 15 mi.-2,200' E side S crs 20 mi.-2,200' E side S crs 25 mi.-2,200' E side S crs	1,700' (over Delmar FM)	15° (From Delmar FM)	5.4	282'	R S A T	600' 500' 1,000' 300'	1.5 1.0 3.0 1.0	600' 500' 1,000' 300'	1.5 1.0 3.0 1.0	Climb to 3,000' on N crs within 25 mi., or alternate procedure (when directed by ATC), climb to 2,700' on W crs. *Rwy #1 only.
(MAKE LET-DOWN TO ALBANY AIRPORT, FLY CONTACT FROM ALBANY AIRPORT TO SCHENECTADY CO. AIRPORT.)														
Schenectady Co. Arpt. Troy Arpt.														
(MAKE LET-DOWN TO ALBANY AIRPORT, FLY CONTACT FROM ALBANY AIRPORT TO TROY AIRPORT.)														

RULES AND REGULATIONS

Station; frequency; identification; class	Minimum initial approach altitude from the direction and radio fix indicated	Shuttle	Final appr. range course	Procedure turn minimum at distances from radio station	Minimum altitude over range, final appr.	Station to airport		Field elevation	Ceiling and visibility minimums				If visual contact not established over airport at authorized landing minimums, or if landing not accomplished; remarks
						Mag- netic bear- ing	Dis- tance (mi.)		Day		Night		
									Ceiling (ft.)	Vis- ibility (mi.)	Ceiling (ft.)	Vis- ibility (mi.)	
ALBUQUERQUE, N. Mex. Kirtland AFB 230 kc; A BQ; SBRAZ-DTV.	N-Min. en route alt. E-11,000' (S crs Otto) S-10,000' (Engle Range) S-6,300' (Peraka FM) (Final) W-10,000' (Acomilka Range)	None	S	10 mi.-8,000' W side S crs 15 mi.-8,000' W side S crs 20 mi.-8,000' W side S crs 25 mi.-8,000' W side S crs	6,300'	354°	3.1	5,330'	R S A T	800' N/A 1,000' 500'	2.0 3.0 2.0	2.0 3.0 2.0	Turn left, climb to 10,000' on W crs.
ALEXANDRIA, LA. Alexandria Arpt. 251 kc; AEX; SBMRAZ-DTV	NE-Min. en route alt. SE-1,500' (Baton Rouge Range) SW-1,500' (W crs Lake Charles) NW-1,500' (S crs Shreveport)	None	SE	10 mi.-1,500' E side SE crs 15 mi.-1,500' E side SE crs 20 mi.-1,500' E side SE crs 25 mi.-1,500' E side SE crs	900'	310°	5.7	88'	R S A T	500' 500' 1,000' 1,300'	1.5 1.0 3.0 1.0	1.5 1.5 3.0 1.0	Climb to 1,500' on NW crs within 25 mi.
ALEXANDRIA, MINN. Alexandria Arpt. 239 kc; AXN; BMLZ-DTV	N-Min. en route alt. SE-2,600' (Minneapolis Range) S-Min. en route alt. NW-2,800' (Fargo Range)	None	N	10 mi.-2,600' W side N crs 15 mi.-2,600' W side N crs 20 mi.-2,600' W side N crs 25 mi.-2,600' W side N crs	2,200'	186°	2.0	1,425'	R S A T	600' N/A 1,000' 1,300'	1.5 3.0 1.0	2.0 3.0 1.0	Climb to 2,500' on S crs. 1,500' MSL stack, 1,563' MSL tank, 1.2 mi. NNE of arpt. 1,500' MSL twr., 2 mi. NW of arpt.
ALICE, TEX. Alice Arpt. 224 kc; ALI; SBRAZ-DTV	N-1,700' (S crs Alamo) E-1,500' (Corpus Christi Range) S-1,400' (Brownsville Range) W-1,300' (Laredo Range)	None	W	10 mi.-1,400' S side W crs 15 mi.-1,400' S side W crs 20 mi.-1,400' S side W crs 25 mi.-1,400' S side W crs	1,000'	72°	3.6	177'	R S A T	500' 500' 1,000' 1,300'	1.5 1.0 3.0 1.0	1.5 1.5 3.0 1.0	Climb to 1,500' on E crs within 25 mi.
ALLEN TOWN, PA. Allentown-Bethlehem-Faston Arpt. 320 kc; ABL; SBMRAZ-DTV	NE-2,700' (NW crs La Guardia) NE-1,500' (W crs Newark) (Final) E-2,500' (SW crs Newark) SW-2,500' (SE crs Harrisburg) W-4,000' (S crs Williamsport) W-3,000' (Slaton FM)	None	NE	10 mi.-2,600' E side NE crs 15 mi.-2,600' E side NE crs 20 mi.-2,700' E side NE crs 25 mi.-2,700' E side NE crs	1,500'	192°	2.7	392'	R S A T	600' 600' 1,000' 1,300'	1.5 1.0 3.0 1.0	2.0 2.0 3.0 1.0	Turn right and climb to 2,500' on SW crs. 1,600' terrain on N side NE crs.
ALMA, GA. CAA Int. Fld. 242 kc; AMG; SBRAZ-DTV	NE-Min. en route alt. SE-1,500' (Jacksonville Range) SW-Min. en route alt. NW-1,500' (Macon Range)	None	NW	10 mi.-1,300' W side NW crs 15 mi.-1,300' W side NW crs 20 mi.-1,300' W side NW crs 25 mi.-1,300' W side NW crs	800'	144°	2.2	200'	R S A T	500' 500' 1,000' 1,300'	1.5 1.0 3.0 1.0	1.5 1.5 3.0 1.0	Climb on right side of SE crs to 1,500'.
ALTOONA, PA. Blair Co. Arpt. 338 kc; AOO; SBMRAZ-DTV	N-4,500' (S crs Phillipsburg) E-4,000' (S crs Phillipsburg) S-4,700' (SE crs Pittsburgh) W-4,500' (NE crs Pittsburgh)	None	N	10 mi.-3,600' W side N crs 15 mi.-3,600' W side N crs 20 mi.-3,600' W side N crs 25 mi.-3,600' W side N crs	3,100'	203°	1.3	1,495'	R S A T	1,200' 1,200' 1,500' 1,500'	2.0 2.0 3.0 1.5	2.0 2.0 3.0 1.5	Climb to 4,700' on S crs, or alternate procedure (when directed by ATC), climb to 5,000' on S crs.
AMARILLO, TEX. Amarillo Air Terminal 251 kc; AMA; SBRAZ-DTV Procedure No. 1	N-Min. en route alt. E-4,700' (NE crs Clarendon) S-5,000' (Lubbock Range) W-5,200' (Tucuman Range) W-4,500' (Soney FM) (Final)	None	W	10 mi.-5,000' S side W crs 15 mi.-5,000' S side W crs 20 mi.-5,000' S side W crs 25 mi.-5,000' S side W crs	4,500'	77°	2.1	3,604'	R S A T	500' N/A 800' 300'	1.5 2.0 1.0	1.5 2.0 1.0	Climb to 5,200' on W crs, or alternate procedure (when directed by ATC), climb to 5,000' on N crs within 25 mi.
Procedure No. 2	N-Min. en route alt. E-4,700' (NE crs Clarendon) E-4,200' (NW crs Clarendon) (final) S-5,000' (Lubbock Range) W-5,200' (Tucuman Range)	None	E	10 mi.-4,700' S side E crs 15 mi.-4,700' S side E crs 20 mi.-4,700' S side E crs 25 mi.-4,700' S side E crs	4,200'	257°	1.9	3,604'	R S A T	600' N/A 800' 300'	1.5 2.0 1.0	1.5 2.0 1.0	

(NO PROCEDURE APPROVED. SEE BRANDYWINE, MD.)

ANDREWS (Camp Springs), MD. Andrews AFB

ARCATA, CALIF. Humboldt Co. Arpt. 293 kc; NZM; MRLZ	NE-On top-not over 10,000' SE-On top-not over 10,000' SW-On top-not over 10,000' NW-On top-not over 10,000'	On NW crs to 1,500' within 10 mi.	NW	10 mi.-1,500' S side W crs 15 mi.-N/A 20 mi.-N/A 25 mi.-N/A	820'	4°	3.0	217'	R S A T	600' N/A 1,500' 500'	2.0 3.0 1.0	3.0 3.0 1.0	If not contact over range, make left turn and shuttle on W crs to on top. NOTE: Not for general use; for emerg. use only, or by prior arrangement with stl.
---	---	-----------------------------------	----	--	------	----	-----	------	------------------	-------------------------------	-------------------	-------------------	---

ARCOLA, VA. (NO ASSOCIATED AIRPORT.)

Station, frequency; identification; class	Minimum initial approach altitude from the direction and radio fix indicated	Shuttle	Final appr. range course	Procedure turn minimum at distances from radio station	Minimum altitude over range, final appr.	Station to airport		Field elevation	Ceiling and visibility minimums				If visual contact not established over airport at authorized landing minimums, or if landing not accomplished; remarks
						Magnetic bearing	Distance (mi.)		Day		Night		
									Ceiling (ft.)	Visibility (mi.)	Ceiling (ft.)	Visibility (mi.)	
ATLANTA, GA. Atlanta Arpt. 246 kc; ATL; SBRAZ-DTV Procedure No. 1	NE-2,800' (Spartanburg Range) NE-2,200' (Stone Mountain F.M.) SE-2,200' (Macon Range) SE-2,100' (Jonesboro F.M.) SE-1,600' (ILS OMK) (Final) SW-2,100' (Maxwell Range) SW-4,000' (Chattanooga Rng) NW-2,500' (Smyrna F.M.)	None	SE	10 mi.-2,000' E side SE crs 15 mi.-2,000' E side SE crs 20 mi.-2,000' E side SE crs 25 mi.-2,000' E side SE crs	1,600'	331°	1.9	1,005'	500' 500' 1,000' 300'	1.5 1.0 3.0 1.0	500' 500' 1,000' 300'	1.5 1.5 3.0 1.0	Climb to 3,000' on NW crs within 25 mi.
Procedure No. 2	NE-2,800' (Spartanburg Rng) NE-2,200' (Stone Mtn. F.M.) SE-2,200' (Macon Range) SE-2,100' (Jonesboro F.M.) SW-2,100' (Maxwell Range) NW-4,000' (Chattanooga Rng) NW-1,800' (Smyrna F.M.) (final)	None	NW	10 mi.-2,500' W side NW crs 15 mi.-2,500' W side NW crs 20 mi.-2,500' W side NW crs 25 mi.-2,500' W side NW crs	1,800' (Over E. Point F.M.)	151° (From East Point F.M.)	3.5	1,005'	500' 500' 1,000' 300'	1.5 1.5 3.0 1.0	500' 500' 1,000' 300'	1.5 1.5 3.0 1.0	Climb to 2,200' on SE crs.
Atlanta NAS 323 kc; NOG; MRLZ	N-M in. en route alt. E-3,000' (NE crs Atlanta) E-2,500' (NE crs Atlanta) W-2,500' (NW crs Atlanta)	None	W	10 mi.-2,500' S side W crs 15 mi.-2,500' S side W crs 20 mi.-2,500' S side W crs 25 mi.-2,500' S side W crs	1,700'	86°	3.2	1,002'	500' 500' 1,000' 300'	1.5 1.5 3.0 1.0	500' 500' 1,000' 300'	1.5 1.5 3.0 1.0	Make left turn within 10 mi. and proceed out N crs climbing to 3,000' within 25 mi.
ATLANTIC CITY, N. J. Atlantic City NAS 246 kc; NBB; SBRLZ	N-1,500' (NE crs Millville) E-1,500' (SE crs Lakehurst) E-1,500' (SE crs Millville) W-1,500' (SE crs Millville)	None	S	10 mi.-1,500' E side S crs 15 mi.-1,500' E side S crs 20 mi.-1,500' E side S crs 25 mi.-1,500' E side S crs	800'	354°	3.8	70'	500' 500' 800' 300'	1.5 1.0 2.0 1.0	500' 500' 800' 300'	1.5 1.0 2.0 1.0	Climb to 1,500' on N crs. make procedure turn right (E) at 8 mi.
AUGUSTA, GA. Daniel Field Augusta State Arpt. 385 kc; AOS; SBRAZ-DTV	NE-1,600' (W crs Columbia) E-1,600' (Charleston Range) SW-Min. en route alt. W-2,000' (NE crs Atlanta)	None	SW	10 mi.-1,600' S side SW crs 15 mi.-1,600' S side SW crs 20 mi.-1,600' S side SW crs 25 mi.-1,600' S side SW crs	1,100'	46°	2.1	427'	500' 500' 1,000' 300'	1.5 1.0 3.0 1.0	500' 500' 1,000' 300'	1.5 1.5 3.0 1.0	Climb to 1,600' on NE crs.
AUGUSTA, MAINE Augusta State Arpt. 221 kc; AUG; BMR LZ-DTV	NE-1,700' (SW crs Bangor) E-Min. en route alt. SW-1,900' (Portland Range) W-2,000' (SW crs Bangor)	None	SW	10 mi.-1,900' S side SW crs 15 mi.-1,900' S side SW crs 20 mi.-1,900' S side SW crs 25 mi.-1,900' S side SW crs	1,300'	81°	2.0	354'	600' 600' 1,000' 300'	1.5 1.0 3.0 1.0	600' 600' 1,000' 300'	2.0 2.0 3.0 1.0	Climb to 1,700' on NE crs.
AUSTIN, TEX. Muehlen Arpt. 281 kc; AUS; SBMR LZ-DTV	NE-2,000' (SE crs Waco) SE-1,900' (E crs San Marcos) SW-2,500' (NE crs San Antonio) SW-2,100' (N crs San Antonio) NW-2,300' (NE crs San Antonio) NW-1,740' (Lake Travis F.M.) (final)	None	NW	10 mi.-2,300' W side NW crs 15 mi.-2,300' W side NW crs 20 mi.-2,300' W side NW crs 25 mi.-2,300' W side NW crs	1,740'	117°	1.8	631'	500' NA 1,000' 300'	1.5 3.0 1.0	500' NA 1,000' 300'	1.5 3.0 1.0	Climb to 1,900' on SE crs within 25 mi.
Bergstrom AFB	NE-2,000' (SE crs Waco) SE-1,900' (E crs San Marcos) SW-2,500' (NE crs San Antonio) SW-2,100' (N crs San Antonio) NW-2,300' (NE crs San Antonio) NW-1,740' (Lake Travis F.M.) (final)	None	NW	10 mi.-2,300' W side NW crs 15 mi.-2,300' W side NW crs 20 mi.-2,300' W side NW crs 25 mi.-2,300' W side NW crs	1,740'	147°	8.6	515'	700' NA 1,000' 300'	2.0 3.0 2.0	700' NA 1,000' 300'	2.0 3.0 3.0	Turn to heading of 90° and proceed out SE crs climbing to 1,000'.
Halle Field	NE-Min. en route alt. SE-10,000' (Newhall Range). SW-6,000' (Lebec F.M.) SW-Min. en route alt. NW-10,000' (Pendleton Rng)	None	NW	10 mi.-7,000' E side NW crs 15 mi.-9,000' E side NW crs 20 mi.-NA 25 mi.-NA	5,000'	116°	1.8	3,368'	1,000' 1,000' 1,000'	1.0 3.0 1.0	1,000' 1,000' 1,000'	2.0 3.0 2.0	If not contact over range, immediately make 180° left turn and climb to 9,000' on NW crs within 10 mi.
BAKER, OREG. Baker Arpt. 221 kc; BKE; SBRAZ-DTV	NE-Min. en route alt. SE-10,000' (Newhall Range). SW-6,000' (Lebec F.M.) SW-Min. en route alt. NW-10,000' (Pendleton Rng)	None	NW	10 mi.-7,000' E side NW crs 15 mi.-9,000' E side NW crs 20 mi.-NA 25 mi.-NA	1,600'	141°	1.5	515'	700' NA 1,000' 300'	2.0 3.0 1.0	700' NA 1,000' 300'	2.0 3.0 1.0	Turn right (west) and climb to 3,000' on NW crs, or alternate procedure (when directed by ATC), climb to 3,000' on SW crs within 15 mi.
BAKERFIELD, CALIF. Bakerfield-Kern Co. Arpt. No. 1 239 kc; BFL; SBMR LZ-DTV	NE-Min. en route alt. SE-10,000' (Newhall Range). SW-6,000' (Lebec F.M.) SW-Min. en route alt. NW-10,000' (Pendleton Rng)	None	NW	10 mi.-7,000' E side NW crs 15 mi.-9,000' E side NW crs 20 mi.-NA 25 mi.-NA	1,600'	141°	1.5	515'	700' NA 1,000' 300'	2.0 3.0 1.0	700' NA 1,000' 300'	2.0 3.0 1.0	Turn right (west) and climb to 3,000' on NW crs, or alternate procedure (when directed by ATC), climb to 3,000' on SW crs within 15 mi.

(MAKE LEFT DOWN TO MUELLER AIRPORT. FLY CONTACT FROM MUELLER AIRPORT TO HAILE FIELD.)

Station; frequency; identification; class	Minimum initial approach altitude from the direction and radio fix indicated	Shuttle	Final range course	Procedure turn minimum at distances from radio station	Minimum altitude over route, final appr.	Station to airport		Field elevation	Ceiling and visibility minimums				If visual contact not established over airport, at author-ized handling minimums, or if it can't be accomplished, remarks
						Magnetic bearing	Distance (mi.)		Day	Night	Day	Night	
									Ceiling (ft.)	Visibility (mi.)	Ceiling (ft.)	Visibility (mi.)	
BAKERSFIELD, CALIF.—Continued. Shafter-Kern Co. Arpt.				(MAKE LET-DOWN TO BAKERSFIELD-KERN CO. ARPT. No. 1 FLY CON- TACT FROM BAKERSFIELD-KERN CO. ARPT. No. 1 TO SHAFTEKERN CO. ARPT.)				425'	R A T	1.0 3.0 1.0	1,000' 1,000' 1,000'	2.0 3.0 2.0	
BALTIMORE, MD. Baltimore Arpt. 57 kc; BAL; SBMRLZ-DTV	N-1,600' (W crs Philadelphia) E-Min. en route alt. S-1,500' (SE crs Washington) S-800' (Severna Park FM) (Final) W-1,500' (NE crs Arcolia) W-1,500' (NE crs Washington)	None	S	10 mi.—1,500' W side S crs 15 mi.—1,500' W side S crs 20 mi.—1,500' W side S crs 25 mi.—1,500' W side S crs	800'	15°	2.4	14'	R S A T	1.5 1.0 3.0 1.0	600' 600' 1,000' 400'	1.5 1.5 3.0 1.5	Climb to 1,600' on N crs.
BANGOR, MAINE Dow AFB 239 kc; BGR; SBRAZ-DTV	NE-2,500' (S crs Houlton) SE-Min. en route alt. SW-2,300' (NE crs Augusta) NW-1,700' (S crs Millinocket) NW-1,200' (East Corinth FM) (Final)	None	NW	10 mi.—1,500' W side NW crs 15 mi.—2,000' W side NW crs 20 mi.—2,000' W side NW crs 25 mi.—2,000' W side NW crs	1,200'	172°	2.1	192'	R S A T	1.5 1.0 3.0 1.0	600' 600' 1,000' 300'	1.5 1.5 3.0 1.0	Climb to 2,500' on SE crs.
BARKSDALE (Shreve- port), LA Barksdale AFB 379 kc; BA D; SBMRAZ	NE-1,500' (E crs Shreveport) SE-Min. en route alt. SW-1,500' (S crs Shreveport) NW-1,500' (E crs Shreveport)	None	SE	0 mi.—1,500' E side SE crs (Elmgrove FM) 15 mi.—NA 20 mi.—NA 25 mi.—NA	1,000'	323°	4.4	167'	R S A T	1.5 1.0 3.0 2.0	500' 500' 1,000' 300'	1.5 1.5 3.0 3.0	Turn immediately to 115° head- ing and climb to 1,500' on NE crs within 25 mi.
BATON ROUGE, LA. Harding Field 347 kc; BTR; SBMRLZ-DTV	NE-Min. en route alt. SE-1,500' (W crs New Orleans) SW-1,500' (E crs Lake Charles) NW-1,500' (Alexandria Rng) NW-1,500' (Alexandria Rng)	None	NW	10 mi.—1,100' W side NW crs 15 mi.—1,100' W side NW crs 20 mi.—1,100' W side NW crs 25 mi.—1,100' W side NW crs	700'	126°	3.4	70'	R S A T	1.5 1.0 3.0 1.0	500' 500' 1,000' 300'	1.5 1.5 3.0 1.0	Climb to 1,500' on SE crs within 25 mi.
BATTLE CREEK, MICH. Kellogg Field 272 kc; BTL; SBMLZ-DTV	N-2,200' (SE crs Grand Rapids) E-2,200' (SE crs Lansing) S-2,000' (E crs South Bend) W-2,200' (N crs Goshen)	None	S	10 mi.—2,000' E side S crs 15 mi.—2,000' E side S crs 20 mi.—2,000' E side S crs 25 mi.—2,000' E side S crs	1,600'	3°	3.2	936'	R S A T	1.5 1.0 3.0 1.0	500' 500' 1,000' 300'	1.5 1.5 3.0 1.0	Climb to 2,200' on N crs.
BATTLE MOUNTAIN, NEV.				(NO INSTRUMENT LET-DOWNS AUTHORIZED.)									
BEAUMONT, TEX. Jefferson Co. Arpt. 368 kc; BUJ; SBMRLZ-DTV	N-Min. en route alt. E-1,300' (Lake Charles Rng) S-Min. en route alt. W-1,600' (Houston Rng)	None	N	10 mi.—1,400' W side N crs 15 mi.—1,400' W side N crs 20 mi.—1,400' W side N crs 25 mi.—1,400' W side N crs	900'	160°	3.7	15'	R S A T	1.5 1.0 3.0 1.0	500' 500' 1,000' 300'	1.5 1.5 3.0 1.0	Climb to 1,500' on S crs.
Beaumont, Arpt.				(MAKE LET-DOWN TO JEFFERSON CO. AIRPORT. FLY CONTACT FROM JEFFERSON CO. AIRPORT TO BEAUMONT AIRPORT.)				31'	R A T	1.0 3.0 1.0	1,000' 1,000' 1,000'	2.0 3.0 2.0	
BELINGHAM, WASH. Bellevue Arpt. 391 kc; BIL; SBRAZ-DTV	NE-10,000' (Princeton Rng) SE-4,000' (Everett Rng) SW-3,500' (SE crs Patricia Bay) NW-1,500' (Vancouver Rng)	None	NW	10 mi.—1,500' W side NW crs 15 mi.—1,500' W side NW crs 20 mi.—1,500' W side NW crs 25 mi.—1,500' W side NW crs	1,000'	115°	2.9	155'	R S A T	1.5 3.0 1.0	700' NA 1,000' 300'	1.5 3.0 1.0	Turn right and climb to 1,500' on NW crs.
BIG SPRING, TEX. Big Spring Arpt. 325 kc; BGS; SBRAZ-DTV	E-4,000' (Abilene Rng) SE-4,000' (SW crs San Angelo) W-4,000' (NW crs Midland) W-3,200' (Stanton FM) (Final) NW-4,500' (S crs Lubbock)	None	W	10 mi.—4,000' S side W crs 15 mi.—4,000' S side W crs 20 mi.—4,000' S side W crs 25 mi.—4,000' S side W crs	3,200'	70°	3.9	2,595'	R S A T	1.5 1.0 3.0 1.0	600' 500' 1,000' 300'	2.0 2.0 3.0 1.0	Climb to 4,000' on E crs within 25 mi.
BILLINGS, MONT. Billings Arpt. 403 kc; BILL; SBRAZ-DTV	NE-5,000' (Custer Rng) NE-4,500' (Nimble FN) (Final) SE-8,000' (Sheridan Rng) W-9,000' (Livingston Rng) W-5,500' (Park City FM) N-8,000' (E crs Lewistown) N-6,000' (Lavina FM)	None	NE	10 mi.—5,000' N side NE crs 15 mi.—5,000' N side NE crs 20 mi.—5,000' N side NE crs 25 mi.—5,000' N side NE crs	4,500'	247°	1.3	3,612'	R S A T	1.5 3.0 1.0	500' NA 1,000' 300'	1.5 3.0 1.0	Climb to 5,500 on W crs within 15 mi.

Station; frequency; identification; class	Minimum initial approach altitude from the direction and radio fix indicated	Shuttle	Final appr. range course	Procedure turn minimum at station	Miri- min altitude over range, final appr.	Station to airport		Field elevation	Ceiling and visibility minimums				If visual contact not estab- lished over airport at author- ized landing minimums, or if landing not accomplished, remarks	
						Mag- netic bear- ing	Dis- tance (mi.)		Day		Night			
									Coel- ing (ft.)	Visi- bility (mi.)	Coel- ing (ft.)	Visi- bility (mi.)		
BIRMINGHAM, ALA. Birmingham Arpt. 224 kc; BHM; SBRAZ-DTV	N-2,500' (Garden City, Int.) N-1,800' (Bradford FM) (Final) E-4,000' (Madras Int) E-2,600' (Eden FM) S-2,700' (Mulberry Int) SW-2,500' (Meridian Rng)	None	N	10 mi.-2,500' W side N crs 15 mi.-2,500' W side N crs 20 mi.-2,500' W side N crs 25 mi.-2,500' W side N crs	1,800'	175°	3.0	643'	R S A T	900' 800' 1,000' 1,300'	1.5 1.0 3.0 1.0	900' 800' 1,000' 1,300'	1.5 1.5 3.0 1.0	Climb to 2,700' on S crs.
BISMARCK, N. DAK. Bismarck Arpt. 230 kc; BIS; SBRAZ-DTV	N-3,400' (Sers Minot) E-3,400' (Jamestown Rng) S-Min. en route alt. W-3,800' (Dickinson Rng) W-3,300' (Judson FM)	None	E	10 mi.-3,400' S side E crs 15 mi.-3,400' S side E crs 20 mi.-3,400' S side E crs 25 mi.-3,400' S side E crs	2,500'	260°	2.3	1,653'	R S A T	500' NA 1,000' 1,300'	1.5 3.0 1.0	500' NA 1,000' 1,300'	1.5 3.0 1.0	Climb to 3,800' on W crs. *All turns will be made on S side of crs. Radio twr, 2,408' MSL 4 mi. N and 6 mi. E of range.
BLACKSTONE, VA. Blackstone AAF 328 kc; BKT; BMLZ-DTV	NE-1,500' (SW crs Richmond) SE-2,000' (SW crs Richmond) SW-2,200' (S crs Lynchburg) NW-3,000' (NE crs Lynchburg)	None	NW	10 mi.-1,800' W side NW crs 15 mi.-1,800' W side NW crs 20 mi.-1,800' W side NW crs 25 mi.-1,800' W side NW crs	1,300'	133°	5.5	440'	R S A T	500' NA 1,000' 1,300'	2.0 3.0 1.0	500' NA 1,000' 1,300'	3.0 3.0 2.0	Climb to 2,000' on SE crs.
BLYTHE, CALIF. Blythe Arpt. 231 kc; BLDH; SBMRAZ-DTV	N-6,000' (Needles Rng) E-5,000' (N crs Gila Bend) S-5,000' (Yuma Rng) W-8,000' (N crs Indio)	None	S	10 mi.-3,000' W side S crs 15 mi.-3,000' W side S crs 20 mi.-4,000' W side S crs 25 mi.-4,000' W side S crs	1,200'	268°	4.1	397'	R S A T	800' NA 1,000' 1,300'	2.0 3.0 2.0	800' NA 1,000' 1,300'	2.0 3.0 2.0	If not contact over range, turn left and climb to 5,000' on S crs.
BLYTHEVILLE, ARK. Blytheville Arpt. 221 kc; BYH; RLWZ	NE-Min. en route alt. SE-Min. en route alt. SW-2,000' (N crs Memphis) NW-2,000' (N crs Memphis)	None	NE	10 mi.-1,500' N side NE crs 15 mi.-1,500' N side NE crs 20 mi.-1,500' N side NE crs 25 mi.-1,500' N side NE crs	1,300'	225°	14.2	254'	R S A T	1,000' 1,000' 1,000' 1,300'	1.0 1.0 3.0 1.0	1,000' 1,000' 1,000' 1,300'	2.0 2.0 3.0 1.0	If not contact over range, climb to 2,000' on SW crs within 25 mi.
BOISE, IDAHO Boise Air Terminal 350 kc; BOI; SBRAZ-DTV	NE-Min. en route alt. SE-9,000' (Burley Rng) SE-7,700' (Mountain Home FM) SW-Min. en route alt. NW-9,000' (Baker Rng) NW-5,000' (Payette FM) NW-3,800' (Eagle FM) (Final)	None	NW	10 mi.-4,000' W side NW crs 15 mi.-5,000' W side NW crs 20 mi.-5,000' W side NW crs 25 mi.-5,000' W side NW crs	3,800'	110°	2.3	2,858'	R S A T	700' NA 1,000' 1,300'	1.5 3.0 1.0	700' NA 1,000' 1,300'	1.5 3.0 1.0	Turn right and climb to 4,000' on NW crs within 10 mi. High terrain 8 mi N of NW crs, 10 mi S of range.
BOSTON, MASS. Logan Arpt. 382 kc; BOS; SBRAZ-DTV Procedure No. 1	N-1,400' (NE crs Grenier) E-1,500' (Peabody FM) (Final) E-1,500' (NE crs Squantum) SW-1,700' (N crs Providence) SW-1,600' (Dedham FM) W-1,600' (N crs Providence)	None	N	10 mi.-1,300' W side N crs 15 mi.-1,500' W side N crs 20 mi.-1,500' W side N crs 25 mi.-1,500' W side N crs	800'	238°	1.4	19'	R S A T	600' 600' 1,000' 1,300'	1.5 1.5 3.0 1.0	600' 600' 1,000' 1,300'	1.5 1.5 3.0 1.0	Climb to 1,700' on SW crs.
Procedure No. 2	N-1,500' (NE crs Grenier) E-1,700' (E crs Squantum) SW-1,700' (N crs Providence) SW-1,000' (Dedham FM) (Final) W-1,600' (N crs Providence)	None	SW	10 mi.-1,700' S side SW crs 15 mi.-1,700' S side SW crs 20 mi.-1,700' S side SW crs 25 mi.-1,700' S side SW crs	1,000' Over South Boston L.F.M.	58° From South Boston L.F.M.	1.9	19'	R S A T	600' 600' 1,000' 1,300'	1.5 1.5 3.0 1.0	600' 600' 1,000' 1,300'	1.5 1.5 3.0 1.0	Climb to 1,500' on N crs.
BOWLING GREEN, KY. Bowling Green-Warren Co. Arpt. 368 kc; BWG; SBMRAZ-DTV	NE-2,200' (S crs Louisville) SE-2,200' (N crs Smithville) SW-2,000' (NW crs Nashville) NW-2,000' (NW crs Nashville)	None	SE	10 mi.-1,000' N side SE crs 15 mi.-2,000' N side SE crs 20 mi.-2,000' N side SE crs 25 mi.-2,200' N side SE crs	1,400'	266°	3.8	540'	R S A T	600' 1,000' 1,000' 1,300'	2.0 1.5 3.0 1.0	600' 1,000' 1,000' 1,300'	2.0 1.5 3.0 1.0	Climb to 2,000' on NW crs. Slicing scale NA on visibil- ity; all acct. must have 2 mi visibility, 900' MSL twr 2 mi NNW of arpt.
BOZEMAN, MONT. Gallatin Field 399 kc; BZN; SBMRAZ-DTV	N-9,000' (SE crs Helena) E-11,100' (NW crs Livingston) S-Min. en route alt. SW-10,000' (W crs Livingston) W-9,000' (Whitchell Rng)	On N crs to 9,000'	S	10 mi.-8,500' W side S crs 15 mi.-9,500' W side S crs 20 mi.-NA W side S crs 25 mi.-NA	6,000'	319°	0.8	4,461'	R S A T	1,500' NA 1,500' 1,500'	2.0 3.0 2.0	1,500' NA 1,500' 1,500'	3.0 3.0 2.0	Turn left climbing to 9,000' on W crs.
BRANDYWINE, MD. Andrews AFB 379 kc; BDW; SBMRAZ-DTV	NE-1,500' (S crs Baltimore) SE-1,500' (S crs Quantico) SW-1,500' (SW crs Washington) NW-1,500' (NE crs Washington)	None	SE	10 mi.-1,300' E side SE crs 15 mi.-1,300' E side SE crs 20 mi.-1,300' E side SE crs 25 mi.-1,300' E side SE crs	900'	10°	7.5	279'	R S A T	600' NA 1,000' 1,300'	2.0 3.0 2.0	600' NA 1,000' 1,300'	2.0 3.0 3.0	If not contact within 7 mi of range, climb to 1,500' on NE crs of Brandywine
BRIDGEPORT, CONN. Bridgeport Arpt. 221 kc; BDR; MRLWZ	NE-2,000' (SE crs Hartford) SE-1,500' (NE crs Mitchell) SW-1,500' (E crs LaGuardia) NW-2,000' (NE crs Newark)	None	NE	10 mi.-1,500' N side NE crs 15 mi.-1,500' N side NE crs 20 mi.-2,000' N side NE crs 25 mi.-2,000' N side NE crs	1,000'	231°	3.69	9'	R S A T	500' 500' 1,000' 1,300'	1.5 1.0 3.0 1.0	500' 500' 1,000' 1,300'	1.5 1.5 3.0 1.0	Climb to 1,500' on SW crs.

RULES AND REGULATIONS

Station; frequency; identification; class	Minimum initial approach altitude from the direction and radio fix indicated	Shuttle	Final approach range course	Procedure turn minimum at distances from radio station	Minimum altitude over range, final appr.	Station to airport		Field elevation	Ceiling and visibility minimums				If visual contact not established over airport at authorized landing minimums, or if landing not accomplished, remarks	
						Magnetic bearing	Distance (mi.)		Day		Night			
									Ceiling (ft.)	Visibility (mi.)	Ceiling (ft.)	Visibility (mi.)		
BROWNSVILLE, TEX. International Arpt. 388 kc; BRO; SBRAZ-DTV	N-1,400' (Alice Rng) N-800' (Los Fresnos FM) (Final) E-Min. en route alt. S-Min. en route alt. W-1,500' (SE crs Laredo)	None	N	10 mi.—1,200' W side N crs 15 mi.—1,200' W side N crs 20 mi.—1,200' W side N crs 25 mi.—1,200' W side N crs	800'	157°	2.3	22'	R S A T	500' 500' 1,000' 300'	1.5 1.0 3.0 1.0	500' 500' 1,000' 300'	1.5 1.5 3.0 1.0	Climb to 1,200' on S crs within 25 mi.
Mauidin Arpt.	(MAKE LET-DOWN TO INTERNATIONAL AIRPORT, FLY CONTACT FROM INTERNATIONAL AIRPORT TO MAUIDIN AIRPORT.)							22'	R S A T	1,000' 1,000' 1,000'	1.0 3.0 1.0	1,000' 1,000' 1,000'	2.0 3.0 2.0	
BRYAN, TEX. Bryan AFB 212 kc; BYT; BMRIZ-DTV	NE-Min. en route alt. SE-1,600' (Houston Rng) SW-1,600' (SE crs Austin) NW-1,900' (Waco Rng)	None	NW	10 mi.—1,500' W side NW crs 15 mi.—1,500' W side NW crs 20 mi.—1,500' W side NW crs 25 mi.—1,500' W side NW crs	800'	117°	4.5	264'	R S A T	500' 500' 1,000' 300'	1.5 1.0 3.0 1.0	500' 500' 1,000' 300'	1.5 1.5 3.0 1.0	Climb to 1,600' on SE crs.
BUFFALO, N. Y. Buffalo Arpt. 290 kc; BUF; SBRAZ-DTV Procedure No. 1	NE-2,000' (W crs Rochester) NE-1,300' (Wolcottville FM) (Final) E-2,100' (S crs Rochester) E-1,700' (E, Pembroke FM) SW-2,000' (E crs Clear Creek) W-2,100' (NE crs Clear Creek)	None	NE	10 mi.—1,700' N side NE crs 15 mi.—1,700' N side NE crs 20 mi.—2,000' N side NE crs 25 mi.—2,500' N side NE crs	1,300'	230°	0.9	711'	R S A T	500' 500' 1,000' 300'	1.5 1.5 3.0 1.0	500' 500' 1,000' 300'	1.5 1.5 3.0 1.0	Climb to 2,000' on SW crs.
Procedure No. 2	NE-2,000' (W crs Rochester) NE-1,800' (Wolcottville FM) E-2,100' (S crs Rochester) E-1,700' (E, Pembroke FM) SW-2,000' (E crs Clear Creek) SW-1,500' (Angola FM) (Final) W-2,100' (NE crs Clear Creek)	None	SW	10 mi.—2,000' S side SW crs 15 mi.—2,000' S side SW crs 20 mi.—2,000' S side SW crs 25 mi.—2,000' S side SW crs	1,500' Over Cheek-Lowaga LFM	50° From Cheek-Lowaga LFM	2.7	711'	R S A T	500' 500' 1,000' 300'	1.5 1.0 3.0 1.0	500' 500' 1,000' 300'	1.5 1.0 3.0 1.0	Climb to 2,000' on NE crs.
BURBANK, Calif. Lockheed Air Term. 248 kc; BUK; SBML-DTV	NE-Min. en route alt. SE-5,000' (NE crs Long Beach) SW-5,000' (W crs Los Angeles) NW-5,000' (SW crs Newport) NW-1,700' (Chatsworth LFM) (Final)	None	NW	**W of Chatsworth 10 mi.—5,000' S side NW crs 15 mi.—5,000' S side NW crs 20 mi.—5,000' S side NW crs	1,700'	93°	3.0	763'	R S A T	900' 600' 1,000' 300'	1.5 1.0 3.0 1.0	900' 600' 1,000' 300'	2.0 1.5 3.0 1.0	In not contact within 1.5 mi. after range, climb to 5,000' on SE crs. *All procedures must be started from on top. Procedure NA if top at Simi Int. is over 7,500'. **4,755' or on top at Chatsworth H. *** Min. 600-1 shall govern departure, via Glendale procedure (Glendale is reporting 600-1 or better).
BURLEY, IDAHO Burley Arpt. 272 kc; BYI; SBRAZ-DTPV	NE-Min. en route alt. NE-7,000' (W crs Pocatello) E-11,000' (Malad City, Rng) SW-12,000' (NW crs Lucin) W-7,000' (SE crs Boise)	None	NE	10 mi.—6,000' W side NE crs 15 mi.—6,000' W side NE crs 20 mi.—6,000' W side NE crs 25 mi.—6,000' W side NE crs	5,140'	200°	2.7	4,150'	R S A T	700' 700' 1,000' 300'	1.5 1.0 3.0 1.0	700' 700' 1,000' 300'	2.0 2.0 3.0 2.0	Make right turn, climb to 7,000' on W crs.
BURLINGTON, IOWA Burlington Arpt. 326 kc; BRU; SBRAZ-DTV	NE-2,000' (S crs Moline) S-Min. en route alt. SW-2,000' (Kirkville Rng) NW-1,900' (W crs Moline)	None	S	10 mi.—1,800' E side S crs 15 mi.—1,800' E side S crs 20 mi.—2,000' E side S crs 25 mi.—2,000' E side S crs	1,300'	357°	1.9	698'	R S A T	500' 500' 1,000' 300'	1.5 1.0 3.0 1.0	500' 500' 1,000' 300'	1.5 1.5 3.0 1.0	Climb to 1,900' on N crs.
BURLINGTON, VT. Burlington Arpt. 323 kc; BTY; SBRAZ-DTV	N-3,500' (E crs Montreal) SE-6,000' (SW crs Montpelier) S-2,600' (Huntington FM) S-4,500' (Albany Rng) S-2,000' (Verennes FM) NW-1,500' (Montreal Rng) NW-1,100' (Grand Isle FM) (Final)	None	NW	10 mi.—1,500' W side NW crs 15 mi.—1,500' W side NW crs 20 mi.—2,500' W side NW crs 25 mi.—2,500' W side NW crs	1,100'	151°	2.8	334'	R S A T	700' 600' 1,000' 400'	1.5 1.0 3.0 1.0	700' 600' 1,000' 400'	2.0 1.5 3.0 1.0	Climb to 4,500' on S crs.
BUTTE, MONT. Butte Arpt. 233 kc; BTM; BMRIZ-DTV (Procedure No. 1)	N-9,000' (E crs Drummond) SE-10,000' (Whitchell Rng) S-11,500' (Dillon Rng) NW-12,700' (SW crs Drummond)	None	N	10 mi.—9,000' E side N crs 15 mi.—9,000' E side N crs 20 mi.—N.A. 25 mi.—N.A.	9,000'	99°	16.1	5,553'	R S A T	2,500' N.A. 2,500' 1,500'	1.5 3.0 1.0	2,500' N.A. 2,500' 1,500'	2.0 3.0 2.0	If not contact over range, climb to 10,000' on SE crs within 15 mi. *Procedure turns to W not authorized due to high terrain. Sliding scale not authorized for landing.

Station; frequency; identification; class	Minimum initial approach altitude from the direction and radio fix indicated	Shuttle	Final appr. range course	Procedure turn minimum at station	Minimum altitude over range, final appr.	Station to airport		Field elevation	Ceiling and visibility minimums				If visual contact not established over airport at authorized landing minimums, if landing not accomplished, remarks	
						Magnetic bearing	Distance (mi.)		Day		Night			
									Ceiling (ft.)	Visibility (mi.)	Ceiling (ft.)	Visibility (mi.)		
BUTTE, MONT.—Con. Butte Arpt.—Con. Carlsbad Arpt. Using Whitehall Rng 284 kc; HIA; SBRAZ-DTV	N-10,500' (Helena Rng) E-9,000' (Bozeman Rng) S-10,500' (Dillon Rng) NW-10,000' (Butte Rng)	None	NW Whitehall	None	9,500' (Over Home-stake FM)	275° (From Home-stake FM)	4.0	3,653'	R S A T	2,500' NA 2,500' 1,500'	1.5 3.0 1.0	2,500' NA 2,500' 1,500'	2.0 3.0 2.0	Proceed to Butte range, climbing to 10,000' before reaching there.
CARLSBAD, N. MEX. Carlsbad Arpt. 311 kc; CNM; BMLZ-DTV	NE-5,000' (W crs Hobbs) SE-5,000' (W crs Wink) SW-10,900' (E crs Salt Flat) NW-5,900' (SW crs Roswell)	SE crs to 5,000' within 25 mi.	SE	10 mi.—5,000' E side SE crs 15 mi.—5,000' E side SE crs 20 mi.—5,000' E side SE crs 25 mi.—5,000' E side SE crs	4,200'	322°	3.5	3,276'	R S A T	600' 500' 1,000' 1,300'	1.5 1.5 3.0 1.0	600' 500' 1,000' 1,300'	2.5 2.5 3.0 1.0	Climb to 5,000' on NE crs within 25 mi.
CASPER, WYO. Wardwell Field 289 kc; CPR; SBRAZ-DTV	N-7,500' (SE crs Sheridan) E—Min. en route alt. E-5,000' (Parkerton, FM) (Final) S-11,000' (E crs Sincclair) W—Min. en route alt.	None	E	10 mi.—6,500' N side E crs 15 mi.—7,000' N side E crs 20 mi.—7,000' N side E crs 25 mi.—7,000' N side E crs	5,900'	256°	2.0	5,346'	R S A T	500' 500' 1,000' 1,300'	1.5 1.0 3.0 1.0	500' 500' 1,000' 1,300'	2.0 1.5 3.0 1.0	Make climbing right turn to 7,500' on N crs within 25 mi.
Casper AFB	(MAKE LEFT-DOWN TO WARDWELL FIELD. WARDWELL FIELD TO CASPER AFB.)							5,347'	R S A T	1,000' 1,000' 1,000'	1.0 3.0 1.0	1,000' 1,000' 1,000'	2.0 3.0 2.0	Climb to 1,900' on NE crs.
CHANUTE (Rantoul), ILL. Chanute AFB 365 kc; RAN; SBMRAZ	NE-1,900' (NW crs W Lafayette) E-2,000' (SW crs W Lafayette) SW-2,100' (NW crs Effingham) W-2,000' (NE crs Springfield)	None	SW	10 mi.—2,000' W side SW crs 15 mi.—2,100' W side SW crs 20 mi.—2,100' W side SW crs 25 mi.—2,100' W side SW crs	1,600'	43°	3.3	737'	R S A T	500' 500' 1,000' 1,300'	1.5 1.0 3.0 1.0	500' 500' 1,000' 1,300'	1.5 1.5 3.0 1.0	Climb to 2,600' on W crs. *All minimums approved only for acct. with stall speed of 75 MPH or less.
CHANUTE, KANS. Chanute Arpt. 284 kc; ONU; SBRAZ-DTV	N-2,300' (SW crs Kans. City) E-2,200' (N crs Joplin) S-2,200' (NE crs Tulsa) W-2,600' (NE crs Wichita)	None	E	10 mi.—2,100' N side E crs 15 mi.—2,100' N side E crs 20 mi.—2,100' N side E crs 25 mi.—2,100' N side E crs	1,600'	304°	2.5	980'	R S A T	*500' NA 1,000' 1,300'	1.5 3.0 1.0	500' NA 1,000' 1,300'	1.5 3.0 1.0	Climb to 2,600' on W crs. *All minimums approved only for acct. with stall speed of 75 MPH or less.
CHARLESTON, S. C. Charleston Arpt. 329 kc; CHS; SBRAZ-DTV	N-1,200' (Florence Rng) E—Min. en route alt. SW-1,300' (Savannah Rng) W-1,500' (Augusta Rng)	None	W	10 mi.—1,200' S side W crs 15 mi.—1,200' S side W crs 20 mi.—1,500' S side W crs 25 mi.—1,500' S side W crs	600'	110°	2.0	45'	R S A T	600' 500' 1,000' 1,300'	1.5 1.0 3.0 1.0	600' 500' 1,000' 1,300'	1.5 1.5 3.0 1.0	Climb to 1,500' on E crs.
CHARLESTON, W. VA. Kanawha Co. Arpt. 400 kc; CHW; SBMRAZ-DTV	N—Min. en route alt. E-6,000' (N crs Roanoke) S-5,000' (SE crs Huntington) W-2,500' (NE crs Huntington)	On W crs descending to 2,500' within 25 mi.	W	10 mi.—2,500' N side W crs 15 mi.—2,500' N side W crs 20 mi.—2,500' N side W crs 25 mi.—2,500' N side W crs	1,980'	116°	10.7	985'	R S A T	1,000' 1,000' 1,500' 1,500'	2.0 2.0 2.0 1.0	1,000' 1,000' 1,500' 1,500'	2.0 2.0 2.0 1.0	If not contact over range, turn left and climb to 2,500' on W leg. Night oper. NA on NW/SE rwy. Maintain 1,600' on night appr. until lined up with rwy. Climb straight ahead to 1,600' before turning, on all take-offs or unaccomplished landings.
CHARLOTTE, N. C. Douglas Field 212 kc; CLT; SBMLZ-DTV	N-2,500' (SW crs Greensboro) E—Min. en route alt. S—Min. en route alt. W-1,630' (Fort Mill FM) (Final) W-2,800' (NE crs Spartanburg)	None	S	10 mi.—2,100' W side S crs 15 mi.—2,100' W side S crs 20 mi.—2,100' W side S crs 25 mi.—2,100' W side S crs	1,620'	359°	1.7	748'	R S A T	500' NA 1,000' 1,300'	1.5 3.0 1.0	500' NA 1,000' 1,300'	1.5 3.0 1.0	Climb to 2,800' on N crs. NOTE: 1,116' MSL twr located 4.5 mi SE of range and 2.3 mi E of S crs.
Cannon Arpt.	(MAKE LEFT-DOWN TO DOUGLAS FIELD. DOUGLAS FIELD TO CANNON ARPT.)							788'	R S A T	1,000' 1,000' 1,000'	1.0 3.0 1.0	1,000' 1,000' 1,000'	2.0 3.0 2.0	Climb to 4,000' on SE crs.
CHATTANOOGA, TENN. Lovell Field 341 kc; CHA; SBRAZ-DTV	NE-3,000' (W crs Knoxville) NE-1,800' (Daisy FM) (Final) SE-4,000' (Atlanta Range) SW-4,000' (N crs Birmingham) NW-4,000' (Nashville Range)	None	NE	10 mi.—2,500' E side NE crs 15 mi.—2,500' E side NE crs 20 mi.—2,500' E side NE crs 25 mi.—2,500' E side NE crs	1,800'	263°	3.0	678'	R S A T	700' NA 1,000' 1,300'	2.0 3.0 1.0	700' NA 1,000' 1,300'	2.0 3.0 1.0	Climb to 4,000' on SE crs.

Station; frequency; identification; class	Minimum initial approach altitude from the direction and radio fix indicated	Shuttle	Final range course	Procedure turn minimum at distances from radio station	Minimum altitude over range, final appr.	Station to airport		Field elevation	Ceiling and visibility minimums				If visual contact not established over airport at authorized landing minimums, or if landing not accomplished; remarks	
						Mag-netic bearing	Dis-tance (mi.)		Day		Night			
									Ceiling (ft.)	Visi-bility (mi.)	Ceiling (ft.)	Visi-bility (mi.)		
CHERRY POINT, N. C. Cherry Point MCAS 230 kc; NKT; BMR LZ	NE—Min. en route alt. SE—Min. en route alt. SW—Min. en route alt. NW—Min. en route alt. NW—1,500' (New Bern FM)	None	NW	10 mi.—1,500' W side NW crs 15 mi.—1,500' W side NW crs 20 mi.—1,500' W side NW crs 25 mi.—1,500' W side NW crs	1,000'	141°	4.0	29'	R S A T	500' 500' 1,000' 1,300'	1.5 1.0 3.0 1.0	500' 500' 1,000' 1,300'	1.5 1.5 3.0 1.0	Climb to 1,500' on SE crs.
CHEYENNE, WYO. Cheyenne Arpt. 325 kc; CYS; SBRAZ-DTV Procedure No. 1	E—7,500' (NE crs Laramie) E—7,500' (SW crs Scottsbluff) S—7,500' (Denver Range) W—10,500' (NE crs Laramie) W—8,000' (Silver Crown FM)	On E crs to 8,000'	W	10 mi.—8,000' N side W crs** 15 mi.—NA 20 mi.—NA 25 mi.—NA	6,800'	70°	0.9	6,155'	R S A T	500' NA 1,000' 1,300'	1.5 3.0 1.0	500' NA 1,000' 1,300'	1.5 3.0 1.0	Climb to 7,500' on S crs, or alternate procedure (when directed by ATO), climb to 7,500' on N crs. *Procedure turn on S side W crs NA due to high terrain. **Procedure turn must be completed within 10 mi. account high terrain to W.
Procedure No. 2	N—7,500' (NE crs Laramie) E—7,500' (SW crs Scottsbluff) S—7,000' (Hillsdale FM) (Final) E—7,500' (Denver Range) W—10,500' (NE crs Laramie) W—8,000' (Silver Crown FM)	On E crs to 7,000'	E	10 mi.—7,000' N side E crs 15 mi.—7,000' N side E crs 20 mi.—7,000' N side E crs 25 mi.—7,000' N side E crs	7,000' (Over OMK)	255° (From OMK)	6.1		R S A T	500' 500' 1,000' 1,300'	1.5 1.0 3.0 1.0	500' 500' 1,000' 1,300'	1.5 1.0 3.0 1.0	Climb to 7,500' on S crs, or alternate procedure (when directed by ATO), climb to 7,500' on N crs. *OMK must be received on ADF.
CHICAGO, ILL. Chicago Arpt. 360 kc; MIV; SBRAZ-DTV Procedure No. 1	NE—2,300' (N crs S. Bend) SE—2,000' (W crs Goshen) W—2,500' (SE crs Rockford) NW—2,500' (E crs Rockford) NW—1,500' (NE crs Joliet) (Final)	None	NW	10 mi.—2,000' W side NW crs 15 mi.—2,500' W side NW crs 20 mi.—2,500' W side NW crs 25 mi.—2,500' W side NW crs	1,500'	152°	2.2	618'	R S A T	500' 500' 1,000' 1,300'	1.5 1.0 3.0 1.0	500' 500' 1,000' 1,300'	1.5 1.5 3.0 1.0	Climb to 2,000' on N crs Harvey.
Procedure No. 2	NE—2,300' (N crs S. Bend) SE—2,000' (W crs Goshen) SE—1,500' (E crs Harvey) (Final) W—2,500' (SE crs Rockford) NW—2,500' (E crs Rockford)	None	SE	10 mi.—2,000' E side SE crs 15 mi.—2,000' E side SE crs 20 mi.—2,000' E side SE crs 25 mi.—2,000' E side SE crs	1,500' (Over Ashburn LFM)	335° (From Ashburn LFM)	2.5		R S A T	500' 500' 1,000' 1,300'	1.5 1.0 3.0 1.0	500' 500' 1,000' 1,300'	1.5 1.5 3.0 1.0	Climb to 2,300' on NE crs.
Hinsdale Arpt. Stinson Arpt. (La Grange, Ill.)	(MAKE LET-DOWN TO CHICAGO AIRPORT. FLY CONTACT FROM CHICAGO AIRPORT TO HINSDALE AIRPORT.) (MAKE LET-DOWN TO CHICAGO AIRPORT. FLY CONTACT FROM CHICAGO AIRPORT TO STINSON AIRPORT.)													
CHINCOTEAGUE, VA. Chincoteague, NAAS 227 kc; NKT; SBMR LZ	N—1,500' (SE crs Washington) E—1,500' (NE crs Norfolk) S—1,530' (NE crs Norfolk) W—1,500' (SE crs Patuxent Riv.)	None	W	10 mi.—1,500' S side W crs 15 mi.—1,500' S side W crs 20 mi.—1,500' S side W crs 25 mi.—1,500' S side W crs	800'	98°	4.5	38'	R S A T	500' 500' 1,000' 1,300'	1.5 1.0 3.0 1.0	500' 500' 1,000' 1,300'	1.5 1.0 3.0 1.0	Climb to 1,500' on E crs.
CINCINNATI, OHIO Lunken Arpt. 335 kc; CIN; SBRAZ-DTV	NE—2,400' (E crs Patterson) NE—1,600' (Loveland FM) (Final) SE—2,500' (S crs Colunbus) SE—2,100' (ML Orab FM) SW—2,400' (Louisville Range) NW—2,300' (E crs Indianapolis)	None	NE	10 mi.—2,100' N side NE crs 15 mi.—2,000' N side NE crs 20 mi.—2,600' N side NE crs 25 mi.—2,600' N side NE crs	1,600'	227°	5.2	488'	R S A T	900' NA 1,100' 1,400'	1.5 3.0 1.0	900' NA 1,100' 1,400'	1.5 3.0 1.0	Climb to 2,300' on SE crs.
CLARENDON, TEX. Clarendon Arpt. 233 kc; CDT; MR LZ-DTV	NE—4,200' (E crs Amarillo) SE—3,900' (Wichita Falls Range) SW—Min. en route alt. NW—4,700' (E crs Amarillo)	None	NE	10 mi.—4,200' N side NE crs 15 mi.—4,200' N side NE crs 20 mi.—4,200' N side NE crs 25 mi.—4,200' N side NE crs	3,600'	199°	2.0	2,869'	R S A T	500' NA 1,000' 1,300'	1.5 3.0 1.0	500' NA 1,000' 1,300'	1.5 3.0 1.0	Climb to 4,600' on SW crs within 25 mi.
CLEVELAND, OHIO Cleveland Arpt. 344 kc; CLR; SBRAZ-DTV	E—2,600' (NE crs Akron) SE—2,600' (Akron Range) W—2,500' (No. Royalton FM) W—1,900' (NW crs Akron) W—1,400' (Elyria FM) (Final) NW—1,900' (Windsor Range)	None	W	10 mi.—1,900' S side W crs 15 mi.—1,900' S side W crs 20 mi.—1,900' S side W crs 25 mi.—1,900' S side W crs	1,400'	100°	0.7	789'	R S A T	500' 500' 1,000' 1,300'	1.5 1.0 3.0 1.0	500' 500' 1,000' 1,300'	1.5 1.5 3.0 1.0	Climb to 2,600' on E crs.
COCHISE, ARIZ. CAA Int. Field 272 kc; CIE; MR AWZ	E—12,000' (Rodeo Range) E—10,000' (Hittop FM) SE—10,000' (SW crs Rodeo) W—10,000' (SE crs Tucson) N—13,000' (NE crs Tucson)	To 7,000' on SE crs within 20 mi.	SE	10 mi.—6,000' E side SE crs 15 mi.—7,000' E side SE crs 20 mi.—7,000' E side SE crs 25 mi.—9,000' E side SE crs	5,000'	253°	2.2	4,317'	R S A T	700' NA 1,000' 1,500'	2.0 3.0 2.0	700' NA 1,000' 1,500'	2.0 3.0 2.0	If not contact over range, turn right and shuttle to 9,000' on SE crs within 25 mi. 7,500' terrain on S side of W crs within 10 mi.

Station; frequency; identification; class	Minimum initial approach altitude from the direction and radio fix indicated	Shuttle	Final app. range course	Procedure turn minimum at distances from radio station	Minimum altitude over range, final appr.	Station to airport		Field elevation	Ceiling and visibility minimums				If visual contact not established over airport at authorized landing minimums, or if landing not accomplished; remarks
						Magnetic bearing	Distance (mi.)		Day		Night		
									Ceiling (ft.)	Visibility (mi.)	Ceiling (ft.)	Visibility (mi.)	
COEUR D'ALENE, IDAHO. Coeur d'Alene Term. 347 kc; COF; BMRLZ-DTV	N-Min. en route alt. E-9,000' (Mullan Pass Rng) S-Min. en route alt. W-7,000' (Spokane Range)	None	S	10 mi.—6,000' E side S crs* 15 mi.—6,000' E side S crs* 20 mi.—6,000' E side S crs* 25 mi.—6,000' E side S crs*	4,500'	321°	5.2	2,310'	R 1,500' S N.A. A 1,500' T 500'	2.0 3.0 1.0	R 1,500' S N.A. A 1,500' T 500'	3.0 3.0 1.0	Climb to 6,000' on N crs within 25 mi. *Procedure turn not authorized below 6,000'.
Weeks Field (MAKE LET-DOWN TO COEUR D'ALENE AIR TERMINAL. FLY CONTACT FROM COEUR D'ALENE AIR TERMINAL TO WEEKS FIELD.)													
COLORADO SPRINGS, COLO. Peterson Field 224 kc; COS; MRLZ-D	N-8,900' (Denver Range) E-Min. en route alt. S-8,000' (Pueblo Range)* W-Min. en route alt.	None	N	10 mi.—8,700' E side N crs 15 mi.—8,700' E side N crs 20 mi.—8,700' E side N crs 25 mi.—8,700' E side N crs	8,200'	166°	3.9	6,172'	R 800' S N.A. A 1,000' T 1,300'	1.5 3.0 1.0	R 800' S N.A. A 1,000' T 1,300'	2.0 3.0 2.0	Climb to 8,000' on S crs within 25 mi. *Climb to be made to 8,700' before proceeding out N crs to accomplish lowering down thru procedure. Procedure not approved for A.F. act except in emerg.
COLUMBIA, MO. Columbia Arpt. 379 kc; CBI; SBRAZ-DTV	N-2,200' (Kirksville Range) E-2,000' (St. Louis Range) S-2,000' (NW crs Vichy) W-2,200' (NE crs Kansas City)	None	W	10 mi.—1,800' S side W crs 15 mi.—1,800' S side W crs 20 mi.—1,800' S side W crs 25 mi.—1,800' S side W crs	1,300'	89°	3.9	788'	R 500' S 500' A 1,000' T 1,300'	1.0 1.0 3.0 1.0	R 500' S 500' A 1,000' T 1,300'	1.5 1.5 3.0 1.0	Climb to 2,000' on E crs. Procedure authorized only for act. having stall speeds of 75 mph or less.
COLUMBIA, S. C. Capital Arpt. 227 kc; CAE; SBRAZ-DTV	E-1,500' (SW crs Florence) SE-1,500' (NW crs Charleston) W-1,600' (NE crs Augusta) NW-Min. en route alt.	None	E	10 mi.—1,500' N side E cr 15 mi.—1,500' N side E crs 20 mi.—1,500' N side E crs 25 mi.—1,500' N side E crs	1,200'	208°	7.3	244'	R 600' S 500' A 1,000' T 1,300'	1.5 1.0 3.0 1.0	R 600' S 500' A 1,000' T 1,300'	2.0 2.0 3.0 1.0	Climb to 1,600' on W crs.
Columbia Arpt. 223 kc; CAE; SBRAZ-DTV	E-1,500' (SW crs Florence) SE-1,500' (NW crs Charleston) W-1,600' (NE crs Augusta) NW-Min. en route alt.	None	SE	10 mi.—1,500' E side SA crs 15 mi.—1,500' E side SA crs 20 mi.—1,500' E side SA crs 25 mi.—1,500' E side SA crs	1,000'	330°	1.9	192'	R 600' S 500' A 1,000' T 1,300'	1.5 1.0 3.0 1.0	R 600' S 500' A 1,000' T 1,300'	2.0 2.0 3.0 1.0	Climb to 1,500' on NW crs within 25 mi.
Congaree Field (MAKE LET-DOWN TO COLUMBIA ARPT. FLY CONTACT FROM COLUMBIA ARPT. TO CONGAREE FIELD.)													
COLUMBUS, N. MEX. C.A. Int. Fld. 284 kc; CUS; SBMRAZ-DTV	N-Min. en route alt. E-8,500' (El Paso Range) S-Min. en route alt. W-9,000' (Lodeo Range)	None	E	10 mi.—6,500' N side A crs 15 mi.—6,500' N side A crs 20 mi.—6,500' N side A crs 25 mi.—6,500' N side A crs	5,500'	262°	1.9	4,024'	R 1,000' S 1,000' A 1,500' T 1,000'	2.0 2.0 3.0 2.0	R 1,000' S 1,000' A 1,500' T 1,000'	3.0 3.0 4.0 3.0	Climb to 8,000' on W crs within 25 mi.
COLUMBUS, OHIO Port Columbus Arpt. 391 kc; CMH; SBRAZ-DTV Procedure No. 1	NE-2,500' (W crs Cleveland) N-E-2,500' (Mt. Liberty FM) E-2,600' (SA crs Cleveland) S-2,300' (Newark FM) W-2,300' (NW crs Huntington) W-2,300' (N crs Patterson) W-1,820' (Hilliard FM) (Final)	None	W	10 mi.—2,300' S side W crs 15 mi.—2,300' S side W crs 20 mi.—2,300' S side W crs 25 mi.—2,300' S side W crs	1,820'	79°	1.9	817'	R 500' S N.A. A 1,000' T 1,300'	1.5 3.0 1.0	R 500' S N.A. A 1,000' T 1,300'	1.5 3.0 1.0	Climb to 2,300' on E crs within 25 mi.
Procedure No. 2	NE-2,500' (W crs Cleveland) N-E-2,300' (Mt. Liberty FM) E-2,600' (SE crs Cleveland) E-1,800' (Newark FM) (Final) S-2,300' (NW crs Huntington) W-2,300' (N crs Patterson)	None	E	10 mi.—2,000' N side E crs 15 mi.—2,000' N side E crs 20 mi.—2,300' N side E crs 25 mi.—2,300' N side E crs	1,800' (Over Summit Sta. L.F.M.)	264° (From Summit Sta. L.F.M.)	3.0	817'	R 500' S N.A. A 1,000' T 1,300'	1.5 3.0 1.0	R 500' S N.A. A 1,000' T 1,300'	1.5 3.0 1.0	Climb to 2,300' on W crs.
Lockbourne AFB	NE-2,500' (W crs Cleveland) E-2,500' (SE crs Cleveland) S-2,500' (NW crs Huntington) W-2,300' (N crs Patterson)	None	NE	10 mi.—2,500' N side NE crs 15 mi.—2,500' N side NE crs 20 mi.—2,500' N side NE crs 25 mi.—2,500' N side NE crs	2,500'	182°	11.7	774'	R 800' S N.A. A 1,000' T 1,300'	2.0 3.0 2.0	R 800' S N.A. A 1,000' T 1,300'	3.0 3.0 3.0	Climb to 2,500' on S crs.
CONCORD, N. H. Concord Arpt. 251 kc; CON; BMRLZ-DTV	NE-2,500' (Portland Range) SE-2,000' (N crs Boston) SW-5,200' (N crs Westfield) NW-5,000' (Burlington Range)	None	SE	10 mi.—2,000' E side SE crs 15 mi.—2,000' E side SE crs 20 mi.—2,000' E side SE crs 25 mi.—2,000' E side SE crs	1,700'	332°	1.9	345'	R 600' S 500' A 1,000' T 500'	1.5 1.0 3.0 1.0	R 600' S 500' A 1,000' T 500'	1.5 1.0 3.0 1.0	Climb to 5,000' on NW crs.

Station; frequency; identification; class	Minimum initial approach altitude from the direction and radio fix indicated	Shuttle	Final appr. range course	Procedure turn minimum at station	Minimum altitude over range, final appr.	Station to airport		Field elevation	Ceiling and visibility minimums				If visual contact not established over airport at authorized landing minimums, or if landing not accomplished, remarks	
						Mag-netic bear-ing	Dis-tance (mi.)		Day		Night			
									Ceiling (ft.)	Visi-bility (mi.)	Ceiling (ft.)	Visi-bility (mi.)		
CORPUS CHRISTI, TEX. Cliff Maus Field 382 kc; CRP; SBMRLZ-DTV	NE-1,400' (N crs Corpus Christi NAS) SE-1,400' (W crs Corpus Christi NAS) SW-1,400' (S crs Alice) NW-1,700' (S crs Alamo) NW-840' (Odem FM) (Final)	None	NW	10 mi.-1,300' W side NW crs 15 mi.-1,300' W side NW crs 20 mi.-1,300' W side NW crs 25 mi.-1,300' W side NW crs	840'	138°	2.9	42'	R S A T	500' 500' 1,000' 1,300'	1.5 1.0 3.0 1.0	500' 500' 1,000' 1,300'	2.0 2.0 3.0 1.0	Make right turn and climb to 1,400' on SW crs within 25 mi.
Corpus Christi NAS 248 kc; NGP; SBMRLZ	N-2,500' (E crs Corpus Christi) E-Min. en route alt. S-Min. en route alt. W-2,500' (S crs Alice)	None	S	10 mi.-1,500' E side S crs 15 mi.-1,500' E side S crs 20 mi.-1,500' E side S crs 25 mi.-1,500' E side S crs	800'	350°	3.3	19'	R S A T	500' 500' N.A. 300'	1.5 1.0 1.0	500' 500' N.A. 300'	1.5 1.5 1.0	Turn right and climb to 1,500' on E crs.
Corpus Christi NAS Seaplane Base.	N-2,500' (NE crs Corpus Christi) E-Min. en route alt. S-Min. en route alt. W-2,500' (S crs Alice)	None	S	10 mi.-1,500' E side S crs 15 mi.-1,500' E side S crs 20 mi.-1,500' E side S crs 25 mi.-1,500' E side S crs	800'	350°	6.0	S. L.	R S A T	500' 500' N.A. 300'	1.5 1.0 1.0	500' 500' N.A. 300'	1.5 1.5 1.0	Turn right and climb to 1,500' on E crs.
Waldron NAAS	N-2,500' (N crs Corpus Christi) E-Min. en route alt. S-Min. en route alt. W-2,500' (S crs Alice)	None	E	10 mi.-1,500' S side E crs 15 mi.-1,500' S side E crs 20 mi.-1,500' S side E crs 25 mi.-1,500' S side E crs	800'	250°	1.0	25'						Climb to 2,500' on W crs.
CRAIG (SELMA) ALA. Craig AFB 272 kc; SEM; SBMRLZ	NE-1,200' (S crs Birmingham) SE-1,200' (SW crs Maxwell) SW-Min. en route alt. NW-Min. en route alt. NW-1,200' (W crs Maxwell)	None	SE	10 mi.-1,200' E side SE crs 15 mi.-1,200' E side SE crs 20 mi.-1,200' E side SE crs 25 mi.-1,200' E side SE crs	800'	320°	2.5	160'	R S A T	500' 500' 1,000' 1,300'	1.5 1.0 3.0 1.0	500' 500' 1,000' 1,300'	1.5 1.5 3.0 1.0	Climb to 1,500' on NW crs within 25 mi.
CRESTVIEW, FLA. Crestview AFB 320 kc; CEV; SBRAZ-DTV	N-Min. en route alt. E-1,400' (SE crs Dothan) SE-1,400' (Begin Range) W-1,200' (N crs Pensacola)	None	E	10 mi.-1,900' N side E crs 15 mi.-1,900' N side E crs 20 mi.-1,900' N side E crs 25 mi.-1,200' N side E crs	800'	263°	2.6	274'	R S A T	500' 500' 1,000' 1,300'	1.5 1.0 3.0 1.0	500' 500' 1,000' 1,300'	1.5 1.5 3.0 1.0	Climb to 1,200' on W crs.
CROSS CITY, FLA. Cross City AFB 248 kc; CTY; SBMRAZ-DTV	NE-Min. en route alt. SE-1,200' (N crs Tampa) SW-Min. en route alt. NW-1,200' (E crs Tallahassee)	None	SE	10 mi.-1,100' E side SE crs 15 mi.-1,100' E side SE crs 20 mi.-1,100' E side SE crs 25 mi.-1,100' E side SE crs	600'	315°	2.7	42'	R S A T	500' 500' 1,000' 1,300'	1.5 1.0 3.0 1.0	500' 500' 1,000' 1,300'	1.5 1.5 3.0 1.0	Climb to 1,200' on NW crs.
CUSTER, MONT. CAA Int. Field 216 kc; CUT; EMRLZ-DTV	N-5,000' (SE crs Lewistown) E-4,500' (Miles City Range) S-Min. en route alt. W-5,000' (Billings Range)	None	E	10 mi.-4,500' N side E crs 15 mi.-4,500' N side E crs 20 mi.-4,500' N side E crs 25 mi.-4,500' N side E crs	4,400'	230°	2.0	2,808'	R S A T	1,000' 1,000' 1,000' 1,500'	1.0 1.0 3.0 1.0	1,000' 1,000' 1,000' 1,500'	2.0 2.0 3.0 2.0	Climb to 5,000' on SW crs within 15 mi.
CUT BANK, MONT. Cut Bank AFB 263 kc; CTB; SBRAZ-DTV	E-Min. en route alt. SE-6,000' (Great Falls Range) W-12,000' (E crs Kallispell) N-6,500' (Lethbridge Range)	None	SE	10 mi.-5,500' E side SE crs 15 mi.-5,500' E side SE crs 20 mi.-5,500' E side SE crs 25 mi.-5,500' E side SE crs	4,800'	327°	3.1	3,900'	R S A T	600' N.A. 800' 300'	1.5 2.0 1.0	600' N.A. 800' 300'	2.0° 2.0 2.0 1.0	Climb to 6,500' on N crs within 17 mi. Minimum visibility 2 mi. for all act.
DAOGUETT, CALIF. CAA Int. Field 363 kc; DAG; SBRAZ-DTV	N-Min. en route alt. E-9,000' (Needles Range) S-Min. en route alt. W-6,000' (Palmdale Range)	None	W	10 mi.-6,000' N side W crs 15 mi.-6,000' N side W crs 20 mi.-6,000' N side W crs 25 mi.-6,000' N side W crs	3,900'	75°	0.0	1,927'	R S A T	2,000' N.A. 2,000' 2,000'	4.0 4.0 4.0	2,000' N.A. 2,000' 2,000'	4.0 4.0 4.0	If not contact over range, climb to 9,000' on E crs.
DALLAS, TEX. Love Field 341 kc; DAL; SBMRAZ-DTV	N-2,000' (N crs Ft. Worth) E-1,700' (E crs Ft. Worth) E-2,000' (N crs Tyler) S-1,900' (Waco Range) S-1,200' (Duncanville FM) (Final) W-2,100' (S crs Ft. Worth)	None	S	10 mi.-1,700' E side S crs 15 mi.-1,700' E side S crs 20 mi.-1,700' E side S crs 25 mi.-1,700' E side S crs	1,200'	356°	2.2	483'	R S A T	500' 500' 1,000' 1,300'	1.5 1.0 3.0 1.0	500' 500' 1,000' 1,300'	1.5 1.5 3.0 1.0	Climb to 2,000' on E side of crs within 25 mi.
Hensley Field	N-2,000' (N crs Ft. Worth) N-1,700' (E crs Ft. Worth) (Final) E-2,000' (NW crs Tyler) S-1,900' (Waco Range) W-2,100' (S crs Ft. Worth)	None	N	10 mi.-1,700' W side N crs 15 mi.-1,700' W side N crs 20 mi.-1,700' W side N crs 25 mi.-1,700' W side N crs	1,700'	224°	7.6	495'	R S A T	600' N.A. 1,500' 1,500'	2.0 3.0 1.0	600' N.A. 1,500' 1,500'	3.0 3.0 1.5	Proceed on crs 224° climbing to 2,100'. Contact Dallas approach control for instructions.

Station; frequency; identification; class	Minimum initial approach altitude from the direction and radio fix indicated	Shuttle	Final appr. range course	Procedure turn minimum at distances from radio station	Minimum altitude over range, final appr.	Station to airport		Field elevation	Ceiling and visibility minimums				If visual contact not established over airport at authorized landing minimums, or if landing not accomplished, remarks	
						Magnetic bearing	Distance (mi.)		Day		Night			
									Ceiling (ft.)	Visibility (mi.)	Ceiling (ft.)	Visibility (mi.)		
DAYTON, OHIO Dayton, Arpt. 245 kc; DAY; SBMLZ-DTV	N-2,100' (W crs Columbus) S-2,100' (N crs Patterson) E-2,300' (NW crs Cincinnati) W-2,400' (Indianapolis Rng) W-1,600' (Verona, FM) (Final)	None	W	10 mi.-2,100' S side W crs 15 mi.-2,400' S side W crs 20 mi.-2,400' S side W crs 25 mi.-2,400' S side W crs	1,600'	60°	3.2	1,007'	R S A T	500' 500' 1,000' 300'	1.5 1.0 3.0 1.0	500' 500' 1,000' 300'	1.5 1.5 3.0 1.0	Climb to 2,100' on N crs.
DAYTONA BEACH, FLA. Daytona Beach Arpt. 236 kc; DAB; BMLZ-DTV	N-Min. en route alt. E-1,200' (NE crs Orlando) S-1,200' (Orlando Range) W-Min. en route alt.	None	W	10 mi.-1,100' S side W crs 15 mi.-1,200' S side W crs 20 mi.-1,200' S side W crs 25 mi.-1,200' S side W crs	600'	101°	2.1	34'	R S A T	500' 500' 1,000' 300'	1.5 1.0 3.0 1.0	500' 500' 1,000' 300'	1.5 1.5 3.0 1.0	Climb to 1,200' on E crs.
DELTA, UTAH Delta Arpt. 212 kc; DTA; SBRAZ-DTV	NE-11,000' (Fairfield Range) SE-Min. en route alt. SW-9,000' (Milford Range) NW-Min. en route alt.	None	SW	10 mi.-7,000' W side SW crs 15 mi.-7,000' W side SW crs 20 mi.-8,000' W side SW crs 25 mi.-8,000' W side SW crs	5,800'	7°	3.6	4,755'	R S A T	800' NA 1,000' 1,500'	2.0 3.0 1.0	800' NA 1,000' 1,500'	2.0 3.0 2.0	Climb to 11,000' on NE crs.
DENVER, COLO. Stapleton Fld 379 kc; DEN; SBMRAZ-DTV Procedure No. 1	N-7,500' (Cheyenne Range) E-6,300' (Dacono FM) E-6,600' (Akron Range) E-6,300' (Watkins FM) S-8,900' (Colorado Springs Rng) S-7,000' (Franktown FM) (N bound only) W-Min. en route alt. W-10,000' (Golden FM) (E bound only)	On N crs within 25 mi.	N	10 mi.-6,300' E side N crs 15 mi.-6,300' E side N crs 20 mi.-6,300' E side N crs 25 mi.-6,300' E side N crs	5,900'	155°	2.4	5,320'	R S A T	500' 500' 800' 300'	1.5 1.0 2.0 1.0	500' 500' 800' 300'	1.5 1.0 2.0 1.0	Climb to 8,900' on S crs, or alternate procedure (when directed by ATC), climb to 8,500' intercepting an ADF track of 120° mag. outbound from Denver LF range within 25 mi. *6715' MSL hill, 6 mi. NW of Franktown. **All procedure turns on N crs of Denver will be made to E, on account of higher terrain to the W. CAUTION: 5,579' and 5,813' MSL twrs, 6 and 8 miles W of N crs.
Procedure No. 2	N-7,500' (Cheyenne Range) N-6,300' (Dacono or Henderson FM) E-6,600' (Akron Range) E-6,300' (Watkins FM) S-8,900' (Colorado Springs Rng) S-7,000' (Franktown FM) (N bound only) W-Min. en route alt. W-10,000' (Golden FM) (E bound only)	On N crs within 25 mi.	S	10 mi.-7,000' E side S crs 15 mi. N.A. 20 mi. N.A. 25 mi. N.A.	7,000' (Over Aurora FM)	335° (From Aurora FM)	6.5	5,320'	R S A T	500' NA 800' 300'	1.5 2.0 1.0	500' NA 800' 300'	1.5 2.0 1.0	Climb to 6,600' on E crs, or alternate procedure (when directed by ATC), climb to 8,500' intercepting an ADF track of 120° mag. outbound from Denver LF range within 25 mi. *If contact not estab. at Denver range, climb to 8,900' on S crs. **CAUTION: 6,715' MSL hill, 6 mi. NW of Franktown. **All procedure turns must be accomplished within 10 mi. on account of high terrain to the S.
Lowry AFB	N-7,500' (Cheyenne Range) N-6,300' (Dacono FM) E-6,600' (Akron Range) E-6,300' (Watkins FM) S-8,900' (Colorado Springs Range) S-7,000' (Franktown FM) (N bound only) W-Min. en route alt. W-10,000' (Golden FM) (E bound only)	On N crs as directed by ATC	N	10 mi.-6,300' E side N crs 15 mi.-6,300' E side N crs 20 mi.-6,300' E side N crs 25 mi.-6,300' E side N crs	5,900'	166°	5.0	5,412'	R S A T	500' NA 1,500' 300'	2.0 3.0 2.0	500' NA 1,500' 300'	3.0 3.0 3.0	Climb to 8,900' on S crs, or alternate procedure (when directed by ATC), climb to 8,500' intercepting an ADF track of 120° mag. outbound from the Denver LF range within 25 mi. *All procedure turns on N crs will be made to E on account of high terrain to the W.
Buckley NAS	N-2,500' (SW crs LaCrosse) E-2,200' (N crs Burlington) S-2,500' (NW crs Kirksville) W-1,600' (Indianapolis, FM) (Final) W-2,500' (Omaha Range)	None	S	10 mi.-2,100' E side S crs 15 mi.-2,100' E side S crs 20 mi.-2,200' E side S crs 25 mi.-2,200' E side S crs	1,600'	344°	2.2	997'	R S A T	500' 500' 1,000' 300'	1.5 1.0 3.0 1.0	500' 500' 1,000' 300'	1.5 1.0 3.0 1.0	Climb to 2,500' on N crs, or (when directed by ATC), climb to 2,500' on W crs. *If procedure turn is made beyond 10 mi. descent to final approach alt. N.A. until after passing Indiana FM.

(MAKE LET DOWN-TO STAPLETON FIELD, FLY CONTACT FROM STAPLETON FIELD TO BUCKLEY NAS.)

RULES AND REGULATIONS

Station; frequency; identification; class	Minimum initial approach altitude from the direction and radio fix indicated	Shuttle	Final approach course	Procedure turn minimum at distances from radio station	Minimum altitude over range, final appr.	Station to airport		Field elevation	Ceiling and visibility minimums				If visual contact not established over airport at authorized landing minimums, or if landing not accomplished; remarks	
						Mag- netic bear- ing	Dis- tance (mi.)		Day		Night			
									Celling (ft.)	Visi- bility (mi.)	Celling (ft.)	Visi- bility (mi.)		
DETROIT, MICH. Detroit-Wayne Major Arpt. 230 kc; RML; SBRAZ-DTV	E-2,300' (SW ers Windsor) SE-2,300' (SW ers Windsor) W-2,000' (SE ers Lansing) W-1,500' (Willow Run QMK) (Final) N-2,200' (E ers Lansing) N-2,000' (W iron FM)	None	W	10 mi.-1,000' S side W ers 15 mi.-2,100' S side W ers 25 mi.-2,100' S side W ers	1,500'	99°	2.5	634'	R S A T	500' NA 800' 300'	1.5 2.0 1.0	500' NA 800' 300'	1.5 2.0 1.0	Proceed out right side of E ers climbing to 2,500'.
Willow Run Arpt.	E-2,300' (SW ers Windsor) SE-2,300' (SW ers Windsor) W-2,000' (SE ers Lansing) N-2,200' (E ers Lansing) N-2,000' (W iron FM)	None	E	10 mi.-2,300' N side E ers 15 mi.-2,300' N side E ers 25 mi.-2,300' N side E ers	1,800'	275°	6.2	715'	R S A T	500' NA 800' 300'	1.5 2.0 1.0	500' NA 800' 300'	1.5 2.0 1.0	Climb to 2,000' on W ers.
(SEE WINDSOR, ONT.)														
Detroit City Arpt.														
DICKINSON, N. DAK. Dickinson Arpt. 308 kc; DIK; SBRAZ-DTV	N-3,700' (en route alt. E-3,800' (Bismarek Range) W-4,000' (en route alt. S-4,200' (Miles City Range)	None	N	10 mi.-3,700' W side N ers 15 mi.-4,000' W side N ers 20 mi.-4,000' W side N ers 25 mi.-4,000' W side N ers	3,200'	167°	2.1	2,589'	R S A T	500' 500' 1,000' 1,300'	1.5 1.0 3.0 1.0	500' 500' 1,000' 1,300'	2.0 2.0 3.0 1.0	Climb to 4,000' on S ers within 20 mi.
DILLON, MONT. Boyerhead Arpt. 370 kc; DIN; BMR LZ-DTV	NE-10,500' (Whitehall Range) E-11,500' (en route alt. S-11,500' (Dubois Range) W-11,500' (en route alt.)	None	NE	10 mi.-8,000' W side NE ers 15 mi.-9,000' W side NE ers 20 mi.-9,000' W side NE ers 25 mi.-9,000' W side NE ers	7,240'	167°	2.0	5,238'	R S A T	2,000' NA 2,000' 1,000'	3.0 3.0 1.0	2,000' NA 2,000' 1,000'	3.0 3.0 2.0	Turn left and climb to 11,500' on NE ers within 25 mi.
DOTHAN, ALA. Dothan Arpt. 233 kc; DIN; SBRAZ-DTV	NE-1,400' (E ers Crestview) SW-1,400' (E ers Crestview) NW-1,600' (Maxwell Range)	None	SW	10 mi.-1,400' side SW ers 15 mi.-1,400' side SW ers 20 mi.-1,400' side SW ers 25 mi.-1,400' side SW ers	900'	47°	3.7	330'	R S A T	500' 500' 1,000' 1,300'	1.5 1.0 3.0 1.0	500' 500' 1,000' 1,300'	1.5 1.5 3.0 1.0	Climb to 1,500' on NE ers within 25 mi.
(MAKE LET-DOWN TO DOTHAN AIRPORT. FLY CONTACT FROM DOTHAN AIRPORT TO NAPIER FIELD.)														
Napier Field														
DOUGLAS, ARIZ. Dobson-Douglas Arpt. 378 kc; DUG; BMR LZ-DTV	NE-11,000' (SW ers Rodeo) SW-11,000' (en route alt. W-10,000' (W ers Cochise)	SE ers to 9,000'	NW	10 mi.-7,000' N side NW ers 15 mi.-7,000' N side NW ers 20 mi.-9,000' N side NW ers 25 mi.-9,000' N side NW ers	6,250'	120°	3.3	4,159'	R S A T	2,100' NA 2,100' 2,400'	2.5 3.0 1.0	2,100' NA 2,100' 2,400'	3.5 3.5 2.0	If not contact over range, climb to 10,000' on NW ers. No stand by equipment.
DRUMMOND, MONT. CAA Int. Field 296 kc; DRU; SBRAZ-DTV	NE-9,000' (N ers Butte) SW-10,500' (NW ers Butte) W-9,000' (Missoula Range)	None	NE	10 mi.-9,000' W side NE ers 15 mi.-9,000' W side NE ers 20 mi.-9,000' W side NE ers 25 mi.-9,000' W side NE ers	7,700'	185°	1.3	4,300'	R S A T	3,000' NA 3,000' 1,500'	2.0 3.0 2.0	3,000' NA 3,000' 1,500'	3.0 3.0 2.0	Climb to 9,000' on SW ers within 15 mi.
DUBOIS, IDAHO Dubois Arpt. 388 kc; DBS; SBRAZ-DTV	N-11,500' (Dillon Range) E-11,500' (en route alt. S-7,500' (Idaho Falls Range) W-7,500' (en route alt.)	To 7,000' on S ers	S	10 mi.-7,000' E side S ers 15 mi.-7,000' E side S ers 20 mi.-7,000' E side S ers 25 mi.-7,000' E side S ers	6,000'	332°	1.7	5,123'	R S A T	800' NA 1,000' 1,500'	1.0 3.0 1.0	800' NA 1,000' 1,500'	2.0 3.0 2.0	Make immediate left turn and climb to 7,500' on S ers within 25 mi.
DULUTH, MINN. Duluth Arpt. 221 kc; DLH; SBRAZ-DTV	N-11,500' (en route alt. E-11,500' (en route alt. S-2,600' (Minneapolis Range) W-3,100' (Fargo Range)	None	S	10 mi.-2,600' E side S ers 15 mi.-2,600' E side S ers 20 mi.-2,600' E side S ers 25 mi.-2,600' E side S ers	2,100'	13°	3.9	1,430'	R S A T	500' 500' 1,000' 1,300'	1.5 1.5 3.0 1.0	500' 500' 1,000' 1,300'	1.5 1.5 3.0 1.0	Climb to 2,500' on N ers.
EFFINGHAM, ILL. CAA Int. Field 275 kc; EFF; BMR LZ-DTV	N Min. en route alt. E-2,000' (Terre Haute Range) S-2,000' (W ers Evansville) W-2,000' (NW ers Scott with E ers St. Louis)	None	E	10 mi.-1,600' N side E ers 15 mi.-1,600' N side E ers 20 mi.-2,000' N side E ers 25 mi.-2,000' N side E ers	1,400'	251°	0.0	603'	R S A T	800' 1,000' 1,300'	2.0 3.0 2.0	800' 1,000' 1,300'	2.0 3.0 2.0	Climb to 2,000' on W ers.
EGULIN (Valparaiso), ILL. Eglin AFB 209 kc; VPS; BMR LZ-DTV	N-1,500' (SW ers Maxwell) E-1,200' (SW ers Tyndall) S-1,200' (SW ers Tyndall) W-1,300' (NE ers Pensacola)	None	N	10 mi.-1,400' W side N ers 15 mi.-1,400' W side N ers 20 mi.-1,500' W side N ers 25 mi.-1,500' W side N ers	800'	175°	3.7	71'	R S A T	500' NA 1,500' 1,900'	2.0 3.0 2.0	500' NA 1,500' 1,900'	3.0 3.0 3.0	Climb to 1200' on S ers.

Station; frequency; identification; class	Minimum initial approach altitude from the direction and radio fix indicated	Shuttle crs to within	Final appr. range course	Procedure turn minimum at distances from radio range station	Minimum altitude over range, final appr.	Station to airport		Field elevation	Ceiling and visibility minimums				If visual contact not established over airport at authorized landing minimums, or if landing not accomplished, remarks	
						Magnetic bearing	Distance (mi.)		Day		Night			
									Ceiling (ft.)	Visibility (mi.)	Ceiling (ft.)	Visibility (mi.)		
EL CENTRO, CALIF. El Centro NAS 212 kc; ELC; SBMRLZ-DTV	E-3,000' (Yuma Range) SE-Min en route alt. W-9,000' (San Diego Range) NW-9,000' (Indio Range)	On E crs to 1,500' within 25 mi.	E	10 mi.-1,000' N side E crs 15 mi.-1,500' N side E crs 20 mi.-1,500' N side E crs 25 mi.-1,500' N side E crs	560'	313°	3.7	-43'	R S A T	600' NA 1,000' 1,300'	1.5 3.0 1.0	600' NA 1,000' 1,300'	1.5 3.0 1.0	If not contact over range, make 180° right (No.) turn and climb to 1,500' on E crs within 15 mi.
(SEE WEEKSVILLE, N. C.)														
ELIZABETH CITY, N. C.	N-5,300' (SW crs Morgantown) E-6,800' (SE crs Morgantown) S-6,000' (N crs Lynchburg) W-5,700' (SW crs Morgantown)	None	N	10 mi.-4,500' W side N crs 15 mi.-4,500' W side N crs 20 mi.-4,500' W side N crs 25 mi.-4,500' W side N crs	4,500'	174°	2.9	1,988'	R S A T	2,000' 2,000' 2,000' 1,000'	2.0 2.0 3.0 2.0	NA NA NA		Climb to 6,000' on S crs within 25 mi.
ELKO, NEV. Elko Arpt. 391 kc; EKO; SBRAPZ-DTV	NE-12,000' (W crs Lucin) NE-9,000' (Deeth FM) S-Min. en route alt. W-11,000' (Battle Mtn Range) W-7,600' (Carlin FM) (Final)	None	W	10 mi.-8,500' N side W crs 15 mi.-8,500' N side W crs 20 mi.-10,000' N side W crs 25 mi.-10,000' N side W crs	7,600'	176°	0.9	5,136'	R S A T	2,500' NA 2,500' 1,000'	3.0 3.0 2.0	2,500' NA 2,500' 1,000'	3.0 3.0 3.0	If not contact over range, climb to 9,000' on NE crs bet range and Deeth FM making procedure turn on N side of NE crs.
ELLENBURG, WASH. Bowers Field 383 kc; ELN; SBMRAZ-DTV	E-Min. en route alt. E-7,000' (Ephrata Range) S-5,000' (Yakima Range) W-8,000' (Seattle Range)	None	E	10 mi.-5,500' S side E crs 15 mi.-6,000' S side E crs 20 mi.-6,000' S side E crs 25 mi.-6,000' S side E crs	4,000'	270°	2.0	1,766'	R S A T	1,500' NA 1,500' 1,300'	2.0 3.0 1.0	1,500' NA 1,500' 1,300'	2.0 3.0 1.0	Make left turn and climb to 7,000' on E crs, climb to 5,500' within 10 mi.
ELMIRA, N. Y. Chemung Co. Arpt. 388 kc; ELM; SBRAZ-DTV	NE-3,500' (S crs Syracuse) SW-3,200' (N crs Wilkes-Barre) SW-4,500' (W crs Williamsport) NW-3,500' (S crs Rochester)	None	SW	10 mi.-3,400' S side SW crs 15 mi.-3,400' S side SW crs 20 mi.-3,400' S side SW crs 25 mi.-3,400' S side SW crs	2,900'	75°	1.7	991'	R S A T	1,500' NA 2,000' 1,000'	2.0 2.0 3.0 2.0	NA NA NA		Climb to 3,500' on NE crs.
EL PASO, TEX. El Paso-Anderson International Arpt. 242 kc; ELP; SBRAZ-DTV	N-Min. en route alt. N-5,000' (Newman MHW) E-8,000' (Salt Flat Range) E-5,000' (Hueco Mtn FM) (Final) S-Min. en route alt. S-5,000' (Clint MHW) W-8,500' (Columbus Range) W-6,500' (Sow crs ILS)	None	E	10 mi.-6,500' S side E crs 15 mi.-6,500' S side E crs 20 mi.-8,000' S side E crs 25 mi.-8,000' S side E crs	5,000'	257°	4.5	3,936'	R S A T	500' 500' 800' 300'	1.5 1.0 2.0 1.0	500' NA 800' 300'	1.5 2.0 1.0	Make left turn to 125° mag. to intersect S crs; climb to 6,000' on S crs within 25 mi. Maintain 5,000' until 3 mi. W of Hueco Mtn. F.M. CAUTION. High terrain on N side of E crs.
Biggs AFB	(MAKE LET-DOWN TO EL PASO-ANDERSON INTERN'L ARPT. FLY CONTACT FROM EL PASO-ANDERSON INTERN'L ARPT TO BIGGS AFB.)													
EL TORO, CALIF.	(NO PROCEDURE APPROVED.)													
ENGLE, N. MEX. CAA Int. Field 344 kc; ENG; SBRAZ-DTV	N-10,000' (Albuquerque Range) SE-Min. en route alt. S-10,000' (W crs El Paso) W-Min. en route alt.	None	N	10 mi.-8,000' E side N crs 15 mi.-8,000' E side N crs 20 mi.-8,000' E side N crs 25 mi.-8,000' E side N crs	5,800'	176°	2.9	4,853'	R S A T	600' 600' 1,000' 300'	1.5 1.0 3.0 1.0	600' 600' 1,000' 300'	2.0 2.0 3.0 1.0	Climb to 8,000' on S crs within 25 mi.
ENID, OKLA. Enid AFB 209 kc; END; BMRLZ-V	NE-3,000' (S crs Wichita) SE-3,000' (N crs Okla. City) SW-Min. en route alt. NW-3,000' (SW crs Wichita)	None	NE	10 mi.-2,500' N side NE crs 15 mi.-2,500' N side NE crs 20 mi.-2,500' N side NE crs 25 mi.-2,500' N side NE crs	2,000'	214°	3.7	1,290'	R S A T	800' NA 1,000' 300'	1.5 3.0 2.0	800' NA 1,000' 300'	2.0 3.0 3.0	Climb to 2,500' on SW crs within 25 mi.
ENTERPRISE, UTAH CAA Int. Field 341 kc; ENT; SBMRAZ-DTV	NE-9,000' (Milford Range) SE-Min. en route alt. SW-10,000' (Las Vegas Range) NW-Min. en route alt.	None	NE	10 mi.-8,500' W side NE crs 15 mi.-8,500' W side NE crs 20 mi.-8,500' W side NE crs 25 mi.-8,500' W side NE crs	7,200'	20°	3.1	5,204'	R S A T	2,500' NA 2,000' 1,000'	4.0 4.0 2.0	2,000' NA 2,000' 1,000'	4.0 4.0 2.0	If not contact over range, turn left and climb to 9,000' on NE crs. High terrain 3 mi. S and W, also 6 mi E of range.
EPHRATA, WASH. Ephrata Arpt. 269 kc; EPH; BMRLZ-DTV	N-Min. en route alt. E-5,000' (Spokane Range) E-3,500' (Harrington FM) S-Min. en route alt. W-7,000' (Ellensburg Range)	N/Gae	S	10 mi.-2,500' E side S crs 15 mi.-2,500' E side S crs 20 mi.-2,500' E side S crs 25 mi.-2,500' E side S crs	2,000'	336°	3.9	1,258'	R S A T	800' NA 1,000' 300'	2.0 3.0 1.0	NA NA NA		Turn right and climb to 3,500' on E crs within 25 mi.
Moses Lake AFB	(MAKE LET-DOWN TO EPHRATA ARPT. FLY CONTACT FROM EPHRATA ARPT. TO MOSES LAKE AFB.)													

RULES AND REGULATIONS

Station; frequency; identification; class	Minimum initial approach altitude from the direction and radio fix indicated	Shuttle	Final appr. range course	Procedure turn minimum at station	Minimum altitude over range, final appr.	Station to airport		Field elevation	Ceiling and visibility minimums				If visual contact not established over airport at authorized landing minimums, or if landing not accomplished; remarks
						Magnetic bearing	Distance (mi.)		Day		Night		
									Ceiling (ft.)	Visibility (mi.)	Ceiling (ft.)	Visibility (mi.)	
ERIE, PA. Port Erie Arpt. 371 kc; ERI; SBMRZ-DTV	NE-2,500' (SW crs Buffalo) S-2,500' (E crs Youngstown) SW-2,500' (N crs Youngstown) SW-1,500' (No. Springfield FM) (Final) N-2,000' (E crs Clear Creek)	None	SW	10 mi.-2,000' S side SW crs 15 mi.-2,000' S side SW crs 20 mi.-2,000' S side SW crs 25 mi.-2,000' S side SW crs	1,500'	61°	2.0	732'	R S A T	500' 500' 1,000' 1,300'	1.5 1.5 3.0 1.0	Climb to 2,500' on NE crs.	
EUGENE, OREG. Mable Sweet Arpt. 251 kc; EUG; SBRAZ-DTV	N-3,000' (Portland Range) E-Min. en route alt. E-6,500' (Medford Range) S-4,000' (Collage Grove FM) W-Min. en route alt.	None	N	10 mi.-3,000' W side N crs 15 mi.-3,000' W side N crs 20 mi.-3,000' W side N crs 25 mi.-3,000' W side N crs	1,500'	150°	4.5	365'	R S A T	600' 500' 800' 300'	1.5 1.0 2.0 1.0	Turn right and climb to 3,000' on N crs within 25 mi. 1,000' terrain 6 mi. W. of N crs. 6 mi N of range.	
EVANSVILLE, IND. Evansville Arpt. 253 kc; E.V.V.; SBRAZ-DTV	N-1,900' (Terre Haute Range) N-1,300' (Princeton FM) (Final) E-2,000' (Louisville Range) S-2,000' (NW crs Nashville) W-2,000' (S crs Effingham)	None	N	10 mi.-1,900' W side N crs 15 mi.-1,900' W side N crs 20 mi.-1,900' W side N crs 25 mi.-1,900' W side N crs	1,300'	177°	5.7	389'	R S A T	600' 600' 900' 300'	2.0 1.5 2.0 1.0	Climb to 2,000' on S crs.	
EVERETT, WASH. Flaine Field 371 kc; EVE; BMRZ-DTV	N-4,000' (Bellingham Range) N-3,000' (SE crs Patricia Bay) E-Min. en route alt. E-2,000' (NE crs Seattle) S-3,000' (Seattle Range) W-Min. en route alt. W-2,000' (NW crs Seattle)	None	S	10 mi.-1,600' W side S crs 15 mi.-1,600' W side S crs 20 mi.-2,000' W side S crs 25 mi.-3,000' W side S crs	1,400'	325°	3.1	602'	R S A T	500' 300' 1,000' 1,300'	1.5 1.0 3.0 1.0	Climb to 3,000' on N crs within 25 mi. Procedure turns on E side of S leg not authorized due to high terrain.	
FAIRFIELD-SUISUN (Fairfield), CALIF. Fairfield-Suisun AFB 248 kc; S.U.; SBRAZ	NE-2,500' (NW crs Sacramento) S-5,000' (W crs Stockton) SW-4,000' (NW crs Oakland) N-5,000' (Williams Range)	None	NE	10 mi.-2,500' N side NE crs 15 mi.-2,500' N side NE crs 20 mi.-2,500' N side NE crs 25 mi.-2,500' N side NE crs	1,000'	210°	4.5	58'	R S A T	500' N.A. 1,000' 1,300'	1.5 3.0 2.0	Climb to 4,000' on SW crs.	
FALLON, NEV. Fallon Arpt. 280 kc; F.F.N.; SBRAZ-DTV	NE-Min. en route alt. SE-Min. en route alt. SW-Min. en route alt. NW-9,000' (NE crs Reno)	NW crs to 6,500' within 25 mi.	NE	10 mi.-6,000' N side NE crs 15 mi.-7,000' N side NE crs 20 mi.-11,000' N side NE crs 25 mi.-11,000' N side NE crs	3,500'	225°	2.4	3,980'	R S A T	1,000' N.A. 1,000' 1,500'	2.0 3.0 1.0	Climb to 8,500' on SW crs within 25 mi.	
FARGO, N. DAK. Fargo Arpt. 365 kc; F.A.R.; SBRAZ-DTV Procedure No. 1	E-Min. en route alt. E-1,600' (Glyndon FM) (Final) SE-2,800' (Alexandria Rng) SE-2,300' (Barnesville FM) W-2,600' (Jamestown Rng) W-2,200' (Wheatland FM) N-2,300' (Grand Forks Rng)	None	E	10 mi.-2,100' N side E crs 15 mi.-2,100' N side E crs 20 mi.-2,300' N side E crs 25 mi.-2,400' N side E crs	1,600'	203°	0.9	900'	R S A T	500' N.A. 800' 300'	1.5 2.0 1.0	Climb to 2,600' on W crs.	
Procedure No. 2	E-Min. en route alt. E-2,100' (Glyndon FM) SE-2,300' (Barnesville FM) SE-2,800' (Alexandria Rng) W-2,600' (Jamestown Rng) W-1,700' (Wheatland FM) (Final) N-2,300' (Grand Forks Rng)	None	W	10 mi.-2,200' S side W crs 15 mi.-2,200' S side W crs 20 mi.-2,200' S side W crs 25 mi.-2,300' S side W crs	1,700' (Over W. Fargo L.F.M.)	83° (From W. Fargo L.F.M.)	3.8	900'	R S A T	500' N.A. 800' 300'	1.5 2.0 1.0	Climb to 2,600' on E crs.	
FLORENCE, S. C. Florence Arpt. 320 kc; FLO; SBMRZ-DTV	NE-Min. en route alt. SE-Min. en route alt. SW-1,500' (Mothbridge Int) NW-Min. en route alt.	None	SE	10 mi.-1,200' N side SE crs 15 mi.-1,200' N side SE crs 20 mi.-1,200' N side SE crs 25 mi.-1,200' N side SE crs	800'	292°	1.7	146'	R S A T	500' 500' 1,000' 300'	1.5 1.5 3.0 1.0	Climb to 1,500' on NW crs within 25 mi.	
FLOYD BENNETT, N. Y.	(SEE NEW YORK, N. Y.)												
FORBES (Topeka), KANSAS. Forbes AFB 259 kc; TOE; BMRZ	NE-2,400' (NW crs Kans. City) SE-2,400' (SW crs Kans. City) SW-2,200' (NW crs Lebo) NW-2,400' (NE crs Marshall)	None	SW	10 mi.-2,200' N side SW crs 15 mi.-2,200' N side SW crs 20 mi.-2,300' N side SW crs 25 mi.-2,300' N side SW crs	1,700'	32°	3.5	1,078'	R S A T	500' 500' 1,000' 300'	1.5 1.0 3.0 2.0	Climb to 2,400' on NE crs. or alternate procedure (which directed by ATC), climb to 2,400' on SE crs.	

Station; frequency; identification; class	Minimum initial approach altitude from the direction and radio fix indicated	Shuttle	Final appr. range course	Procedure turn minimum at distances from radio range station	Minimum altitude over range, final appr.	Station to airport		Field elevation	Ceiling and visibility minimums				If visual contact not established over airport at authorized landing minimums, or if landing not accomplished; remarks
						Mag. bearing	Distance (mi.)		Day		Night		
									Ceiling (ft.)	Visibility (mi.)	Ceiling (ft.)	Visibility (mi.)	
FORBES (Topeka), KANS.—Continued Phillip Billard Arpt.	NE—2,400' (NW crs Kans. City) SE—2,400' (SW crs Kans. City) SW—2,200' (NW crs Lebo) NW—2,400' (NE crs Marshall)	None	SW	10 mi.—2,200' N side SW crs 15 mi.—2,200' N side SW crs 20 mi.—2,300' N side SW crs 25 mi.—2,300' N side SW crs	1,880'	14°	12.4	879'	R S A T	1.0 NA 1,000' 1,300'	1,000' NA 1,000' 1,300'	1.0 3.0 1.0	If not contact over range, climb to 2,400' on NE crs. Contact must be estab. over range sta. and maintained to arpt. Weather minimums must be equal to or better than 1,000-1.
F.T. BRIDGER, WYO. CAA Int. Field 382 kc; FRR, V. SBRAZ-DTV	N—10,000' (E crs Meiad City) E—10,000' (Rock Springs Rng) S—Min. en route alt. W—12,400' (Ogden Rng)	None	E	10 mi.—8,500' N side E crs* 15 mi.—9,000' N side E crs* 20 mi.—9,000' N side E crs* 25 mi.—9,000' N side E crs*	7,500'	242°	1.8	7,016'	R S A T	1.0 NA 800' 300'	500' NA 800' 300'	2.0 2.0 1.0	Turn N and climb to 10,000' on E crs within 25 mi. *If procedure turn is accomplished beyond 10 mi., alt. on final approach is 8,500'. Minimums are for acct. having stall speeds of 75 mph or less; NA for acct. with higher stall speeds.
(NO ASSOCIATED AIRPORT.)													
FORT JONES, CALIF. FORT MYERS, FLA. Page Field 341 kc; FMY, V. SBRAZ-DTV	NE—Min. en route alt. SE—1,200' (W crs Miami) SW—Min. en route alt. NW—1,300' (Tampa Rng)	None	SW	10 mi.—1,200' S side SW crs 15 mi.—1,200' S side SW crs 20 mi.—1,200' S side SW crs 25 mi.—1,200' S side SW crs	700'	38°	3.7	17'	R S A T	1.5 1.0 3.0 1.0	500' 500' 1,000' 1,300'	2.0 2.0 3.0 1.0	Climb to 1,200' on NE crs.
(MAKE LET-DOWN TO PAGE FIELD. FLY CONTACT FROM PAGE FIELD TO BUCKINGHAM FIELD.)													
Buckingham Field FORT WAYNE, IND. Baer Field 251 kc; FWA, V. SBMRLZ-DTV	NE—2,300' (E crs Goshen) SE—2,200' (Dayton Rng) SW—2,200' (S crs Goshen) NW—2,300' (E crs Goshen)	None	SW	10 mi.—2,200' S side SW crs 15 mi.—2,200' S side SW crs 20 mi.—2,200' S side SW crs 25 mi.—2,200' S side SW crs	1,500'	51°	3.3	801'	R S A T	1.5 1.0 3.0 1.0	500' 500' 1,000' 1,300'	1.5 1.5 3.0 1.0	Climb to 2,300' on NE crs.
FORT WORTH, TEX. Meacham Field 365 kc; FTW, V. SBRAZ-DTV Procedure No. 1	N—2,000' (S crs Okla. City) N—1,400' (Haslet FM) (Final) E—2,300' (N crs Dallas) S—2,000' (NW crs Waco) W—2,500' (NW crs Waco) W—2,100' (Weatherford FM)	None	N	10 mi.—2,000' W side N crs 15 mi.—2,000' W side N crs 20 mi.—2,000' W side N crs 25 mi.—2,000' W side N crs	1,400'	177°	2.3	692'	R S A T	1.5 1.0 3.0 1.0	500' 500' 1,000' 1,300'	1.5 1.5 3.0 1.0	Climb to 2,000' on S crs.
Procedure No. 2 Carswell AFB	N—2,000' (S crs Okla. City) E—2,300' (N crs Dallas) S—2,000' (NW crs Waco) S—1,500' (Joshua FM) (Final) W—2,500' (NW crs Waco)	None	S	10 mi.—2,000' E side S crs 15 mi.—2,000' E side S crs 20 mi.—2,000' E side S crs 25 mi.—2,000' E side S crs	1,500' (Over Ft. Worth L.F.M.)	357° (From Ft. Worth L.F.M.)	2.6	692'	R S A T	1.5 1.0 3.0 1.0	500' 500' 1,000' 1,300'	1.5 1.5 3.0 1.0	Climb to 2,000' on N crs.
FRESNO, CALIF. Chandler Arpt. 344 kc; FNO, V. SBRAZ-DTV Procedure No. 1	NE—Min. en route alt. SE—3,000' (Bakersfield Rng) SE—500' (Howles FM) (Final) SW—Min. en route alt. W—6,000' (NE crs Salinas) W—3,000' (Los Banos FM)	On W or SE crs within 25 mi. 2,000' minimum.	SE	10 mi.—1,500' W side SE crs 15 mi.—1,500' W side SE crs 20 mi.—1,500' W side SE crs 25 mi.—1,500' W side SE crs	800'	23°	0.9	280'	R S A T	2.0 NA 1,000' 1,300'	500' NA 1,000' 1,300'	2.0 3.0 1.0	If not contact over range, climb to 2,000' on W crs within 25 mi. Procedure limited to acct. with stall speeds less than 75 mph.

RULES AND REGULATIONS

Station: frequency: identification: class	Minimum initial approach altitude from the direction and radio fix indicated	Shuttle	Final range course	Procedure turn minimum at distances from radio station	Minimum altitude over range, final appr.	Station to airport		Field elevation	Ceiling and visibility minimums				If visual contact not established over airport at authorized landing minimums, or, if landing not accomplished; remarks	
						Magnetic bearing	Distance (mi.)		Day		Night			
									Ceiling (ft.)	Visibility (mi.)	Ceiling (ft.)	Visibility (mi.)		
FRESNO, CALIF.—Con. (Chandler Arpt.—Con. Procedure No. 2)	NE—Min. en route alt. SE—3,000' (Bakersfield Rng) SE—800' (Howies FM) SW—M in. en route alt. NW—6,000' (NE crs Salinas) NW—3,000' (Los Banos FM)	On W or SE crs's within 25 mi. 2,000' minimum.	W	10 mi.—1,500' S side W crs 15 mi.—1,500' S side W crs 20 mi.—1,500' S side W crs 25 mi.—1,500' S side W crs	800'	22°	0.9		R S A T	500' NA 1,000' 1,300'	2.0 NA 3.0 1.0	500' NA 1,000' 1,300'	2.0 3.0 1.0	If not contact over range, climb to 1,500' on SE crs within 25 mi. Procedure limited to left with stall speeds less than 75 mph.
(MAKE LET-DOWN TO CHANDLER ARPT. FLY CONTACT FROM CHANDLER AIRPORT TO FURLONG FIELD.)														
(NO ASSOCIATED AIRPORT.)														
FRONT ROYAL, VA.														
GAGE, OKLA. Gage Arpt. 296 kc; GAG; SBRAZ-DTV	NE—3,600' (S crs Hutchinson) SE—3,500' (W crs Okla. City) SW—4,500' (E crs Amarillo) NW—Min. en route alt.	None	NE	10 mi.—3,600' N side NE crs 15 mi.—3,600' N side NE crs 20 mi.—3,600' N side NE crs 25 mi.—3,600' N side NE crs	3,100'	224°	2.1	2,223'	R S A T	500' 500' 1,000' 1,300'	1.5 1.0 3.0 1.0	500' 500' 1,000' 1,300'	2.0 2.0 2.0 1.0	Climb to 4,500' on SW crs within 25 mi.
GALVESTON, TEX. Galveston Arpt. 293 kc; GLS; SBMRLZ-DTV	NE—Min. en route alt. SE—Min. en route alt. SW—Min. en route alt. NW—1,300' (Houston Rng) NW—800' (Webster FM) (Final)	None	NW	10 mi.—1,300' W side NW crs 15 mi.—1,300' W side NW crs 20 mi.—1,300' W side NW crs 25 mi.—1,300' W side NW crs	800'	125°	4.2	7'	R S A T	500' 500' 1,000' 1,300'	1.5 1.0 3.0 1.0	500' 500' 1,000' 1,300'	1.5 1.5 3.0 1.0	Climb to 1,300' on SE crs within 25 mi.
GARDEN CITY, KANS. Garden City Arpt. 267 kc; GCK; SBRAZ-DTV	N—Min. en route alt. E—4,000' (Hutchinson Rng) S—4,000' (NW crs Gage) W—5,500' (La Junta Rng)	None	N	10 mi.—4,000' W side N crs 15 mi.—4,000' W side N crs 20 mi.—4,000' W side N crs 25 mi.—4,000' W side N crs	3,500'	168°	3.7	2,842'	R S A T	500' 500' 1,000' 1,300'	1.5 1.0 3.0 1.0	500' 500' 1,000' 1,300'	2.0 2.0 3.0 1.0	Climb to 4,000' on S crs within 25 mi.
Garden City Mun. Arpt.														
GILA BEND, ARIZ. Gila Bend A.F. Aux. 257 kc; GBN; SBMRAZ-DTV	N—5,000' (W crs Phoenix) SE—5,000' (S crs Phoenix) S—Min. en route alt. W—4,000' (Yuma Rng)	None	W	10 mi.—3,000' S side W crs 15 mi.—3,000' S side W crs 20 mi.—4,000' S side W crs 25 mi.—4,000' S side W crs	1,600'	106°	4.0	838'	R S A T	700' NA 1,000' 1,300'	1.0 3.0 1.0	700' NA 1,000' 1,300'	2.0 3.0 1.0	If not contact over range, climb to 5,000' on E crs.
GLENVIEW, ILL. Glenview NAS 269 kc; NBU; SBMLZ-DT	NE—Min. en route alt. SE—2,500' (NE crs Chicago) SW—2,500' (SE crs Rockford) NW—2,000' (E crs Rockford)	None	NW	10 mi.—1,900' N side NW crs 15 mi.—2,000' N side NW crs 20 mi.—2,000' N side NW crs 25 mi.—2,000' N side NW crs	1,400'	140°	3.0	654'	R S A T	500' 500' 1,000' 1,300'	1.5 1.0 3.0 1.0	500' 500' 1,000' 1,300'	1.5 1.5 3.0 1.0	Turn left and climb to 2,000' on NW crs within 25 mi.
(NO PROCEDURE APPROVED.)														
GODMAN (Ft. Knox), KY., Godman AFB 323 kc; FTK; BMR LZ	N—2,500' (W crs Louisville) E—2,500' (S crs Louisville) S—2,500' (NE crs Bowling Green) W—Min. en route alt.	None	N	10 mi.—2,500' W side N crs 15 mi.—2,500' W side N crs 20 mi.—2,500' W side N crs 25 mi.—2,500' W side N crs	1,500'	172°	3.1	763'	R S A T	600' 600' 1,000' 1,300'	1.5 1.0 3.0 1.0	600' 600' 1,000' 1,300'	1.5 1.5 3.0 1.0	Climb to 2,500' on S crs.
GORDONSVILLE, VA. CAA Int. Field 388 kc; GVE; SBMRAZ-DTV	NE—3,000' (SW crs Washington) SE—3,000' (Richmond Rng) SW—6,000' (N crs Lynchburg) SW—2,500' (W crs Richmond) NW—5,000' Min. en route alt.	NE crs to 3,000'	SW	10 mi.—2,500' S side SW crs 15 mi.—2,500' S side SW crs 20 mi.—2,500' S side SW crs 25 mi.—N.A.	2,000'	135°	2.5	438'	R S A T	1,000' NA 1,300' 1,800'	2.0 NA 3.0 1.0	NA NA 1,000' NA		Climb to 3,000' on SE crs. 1,820' terrain 5 mi. NW of range.
GOSHEN, IND. Goshen Arpt. 320 kc; GSH; SBRAZ-DTV	N—2,100' (E crs So. Bend) E—2,300' (NW crs Ft. Wayne) S—Min. en route alt. W—2,100' (S crs So. Bend)	None	W	10 mi.—2,100' S side W crs 15 mi.—2,100' S side W crs 20 mi.—2,100' S side W crs 25 mi.—2,100' S side W crs	1,600'	90°	2.7	823'	R S A T	500' 500' 1,000' 1,300'	1.5 1.0 3.0 1.0	500' 500' 1,000' 1,300'	1.5 1.5 3.0 1.0	Climb to 2,300' on E crs.
GRANDFORKS, N. DAK. Grand Forks Arpt. 388 kc; GFK; BMLZ-DTV	N—2,100' (Pembina Rng) E—Min. en route alt. S—2,100' (Fargo Rng) W—Min. en route alt.	None	S	10 mi.—2,000' E side S crs 15 mi.—2,000' E side S crs 20 mi.—2,000' E side S crs 25 mi.—2,000' E side S crs	1,500'	350°	3.4	856'	R S A T	600' 500' 1,000' 1,300'	1.5 1.5 3.0 1.0	600' 500' 1,000' 1,300'	1.5 1.5 3.0 1.0	Climb to 2,100' on N crs.

Station; frequency; identification; class	Minimum initial approach altitude from the direction and radio fix indicated	Shuttle	Final appr. range course	Procedure turn minimum at distances from radio range station	Minimum altitude over range, final appr.	Station to airport		Field elevation	Ceiling and visibility minimums				If visual contact not established over airport at authorized landing minimums, or, if landing not accomplished, remarks	
						Mag. bearing	Distance (mi.)		Day		Night			
									Ceiling (ft.)	Visibility (mi.)	Ceiling (ft.)	Visibility (mi.)		
GRAND ISLAND, NEBR. Grand Island Arpt. 263 kc; GRP; SBMRLZ-DTV	N—Min. en route alt. E—2,900' (N crs Lincoln) S—Min. en route alt. W—3,500' (S crs No. Platte)	None	N	10 mi.—3,000' W side N crs 15 mi.—3,000' W side N crs 20 mi.—3,200' W side N crs 25 mi.—3,500' W side N crs	2,400'	165°	1.3	1,846'	R S A T	500' N.A. 1,000' 300'	1.5 3.0 1.0	500' N.A. 1,000' 300'	1.5 3.0 1.0	Climb to 3,200' on S crs. within 25 mi. Climb to 2,500' on E crs.
GRAND MARAIS, MICH. Grand Marais Arpt. 341 kc; GMI; BRL	N—Min. en route alt. E—2,500' (SW crs Sault Ste Marie) S—2,500' (NE crs Traverse City) W—2,500' (Houghton Rng)	None	W	10 mi.—2,400' S side W crs 15 mi.—2,500' S side W crs 20 mi.—2,400' S side W crs 25 mi.—2,400' S side W crs	1,700'	111°	3.0	838'	R S A T	500' N.A. 1,000' 300'	1.0 3.0 1.0	500' N.A. 1,000' 300'	1.0 3.0 1.0	Climb to 1,900' on NW crs. Minimums approved for DC-3 and smaller a/c only.
GRAND RAPIDS, MICH. Kent Co. Arpt. 329 kc; GRR; SBMRLZ-DTV	NE—Min. en route alt. SE—Min. en route alt. E—1,500' (Alaska FM) (Final) SW—2,200' (NE crs Chicago) NW—1,900' (Muskegon Rng)	None	SE	10 mi.—2,000' E side SE crs 15 mi.—2,000' E side SE crs 20 mi.—2,000' E side SE crs 25 mi.—2,000' E side SE crs	1,500'	303°	2.0	292'	R S A T	500' N.A. 1,000' 300'	1.0 3.0 1.0	500' N.A. 1,000' 300'	2.0 3.0 1.0	Climb to 5,500' on NE crs within 25 mi.
GREENVILLE, S. C. Greenville Arpt. 281 kc; GRL; SBMRLZ-DTV	N—5,000' (NW crs Spartanburg) E—3,000' (SW crs Spartanburg) S—Min. en route alt. W—1,800' (SW crs Spartanburg) (Final) W—Min. en route alt.	None	S	10 mi.—2,500' W side S crs 15 mi.—2,500' W side S crs 20 mi.—2,500' W side S crs 25 mi.—2,500' W side S crs	1,800'	02°	1.9	1,049'	R S A T	600' 500' 1,000' 300'	1.5 3.0 1.0	600' 500' 1,000' 300'	1.5 3.0 1.0	Make 180° left turn and climb to 2,300' on NE crs. Climb to 3,000' on 55° mag within 15 mi. Turn left, intercept N crs of Greenville range, then proceed S.
Greenville AFB	N—5,000' (NW crs Spartanburg) E—4,000' (SE crs Spartanburg) S—4,000' (W crs Columbia) W—Min. en route alt.	To 4,000' between 15 mi and 15 mi, out on N crs.	N	10 mi.—4,000' E side N crs 15 mi.—4,000' E side N crs 20 mi.—4,000' E side N crs 25 mi.—8,000' E side N crs	2,500'	199°	3.8	959'	R S A T	500' N.A. 1,000' 300'	2.0 3.0 2.0	500' N.A. 1,000' 300'	3.0 3.0 3.0	Climb to 4,000' on S crs.
GREENWOOD, MISS. Greenwood Mun. Arpt. 281 kc; GRW; BMLZ-DTV	N—1,300' (Memphis Rng) E—Min. en route alt. S—1,700' (Jackson Rng) W—Min. en route alt.	None	E	10 mi.—1,500' N side E crs 15 mi.—1,500' N side E crs 20 mi.—1,500' N side E crs 25 mi.—1,500' N side E crs	800'	265°	1.9	129'	R S A T	500' 500' 1,000' 300'	1.5 3.0 1.0	500' 500' 1,000' 300'	1.5 3.0 1.0	Climb to 1,500' on W crs within 25 mi.
Greenwood Arpt.	N—1,300' (Memphis Rng) E—Min. en route alt. S—1,700' (Jackson Rng) W—Min. en route alt.	None	W	10 mi.—1,500' S side W crs 15 mi.—1,500' S side W crs 20 mi.—1,500' S side W crs 25 mi.—1,500' S side W crs	900'	85°	3.9	162'	R S A T	500' 500' 1,000' 300'	1.5 3.0 1.0	500' 500' 1,000' 300'	1.5 3.0 1.0	Climb to 1,500' on E crs within 25 mi.
GREATER (Manchester) N. H., Greater AFB 338 kc; MHU; SBMRAZ	NE—1,700' (N crs Boston) SE—1,600' (W crs Boston) SW—3,500' (W crs Boston) NW—2,300' (W crs Concord)	None	SE	10 mi.—1,600' E side SE crs 15 mi.—1,600' E side SE crs 20 mi.—2,000' E side SE crs 25 mi.—2,000' E side SE crs	1,500'	352°	4.0	233'	R S A T	800' N.A. 1,000' 300'	1.5 3.0 2.0	800' N.A. 1,000' 300'	1.5 3.0 2.0	Climb to 2,300' on NW crs.
HARRISBURG, PA. Harrisburg State Arpt. 242 kc; HAH; SBRAZ-DVT	N—3,500' (E crs Philipsburg) E—2,000' (SW crs Allentown) S—2,500' (NE crs Washington) W—4,000' (S crs Philipsburg) W—1,500' (New Kingstou FM) (Final)	None	W	10 mi.—2,400' S side W crs 15 mi.—3,000' S side W crs 20 mi.—3,500' S side W crs 25 mi.—3,500' S side W crs	1,500'	118°	1.1	344'	R S A T	1,200' 1,200' 1,200' 600'	2.0 2.0 3.0 2.0	1,200' 1,200' 1,200' 600'	2.0 2.0 3.0 2.0	Climb to 2,000' on E crs. Landing to N authorized daylight only with ceiling 1,500' or better.

(MAKE LET-DOWN TO GREAT FALLS ARPT. FLY CONTACT FROM GREAT FALLS AIRPORT TO GREAT FALLS AFB.)

Station; frequency; identification; class	Minimum initial approach altitude from the direction and radio fix indicated	Shuttle	Final approach range course	Procedure turn minimum at distances from radio station	Minimum altitude over range, final appr.	Station to airport		Field elevation	Ceiling and visibility minimums				If visual contact not established over airport at authorized landing minimums, or if landing not accomplished; remarks	
						Mag. bearing	Distance (mi.)		Day		Night			
									Ceiling (ft.)	Visibility (mi.)	Ceiling (ft.)	Visibility (mi.)		
HARRISBURG, PA. — Continued. Olmsted AFB (Middletown)	N-3,500' (E crs Phillipsburg) E-2,000' (SW crs Allentown) S-2,500' (NE crs Washington) W-4,000' (S crs Phillipsburg) W-1,500' (New Kingston F.M.) (final)	None	W	10 mi.—2,600' S side W crs 15 mi.—3,000' S side W crs 20 mi.—3,500' S side W crs 25 mi.—3,500' S side W crs	1,850'	118°	6.4	300'	R S T	1,000' N.A. 1,000' 500'	1.0 3.0 1.0	1,200' N.A. 1,000' 500'	1.0 3.0 2.0	Climb to 2,000' on E crs.
HARTFORD, CONN. Brainard Arpt. 329 kc; HF D; SBMRAZ-DTV	NE-2,000' (E crs Westfield) SE-2,000' (SW crs Providence) SW-2,000' (S crs Westfield) NW-2,500' (S crs Westfield)	None	SE	10 mi.—2,000' E side SE crs 15 mi.—2,000' E side SE crs 20 mi.—2,000' E side SE crs 25 mi.—2,000' E side SE crs	1,420'	323°	2.3	18'	R S T	600' N.A. 1,000' 300'	1.5 3.0 1.0	600' N.A. 1,000' 300'	1.5 3.0 1.0	Turn right and climb to 2,000' on SE crs.
Rentschler Field	NE-2,000' (E crs Westfield) SE-2,000' (SW crs Providence) SW-2,000' (S crs Westfield) NW-2,500' (S crs Westfield)	None	SE	10 mi.—2,000' N side SE crs 15 mi.—2,000' N side SE crs 20 mi.—2,000' N side SE crs 25 mi.—2,000' N side SE crs	1,420'	01°	2.4	45'	R S T	600' N.A. 1,000' 300'	1.5 3.0 1.0	600' N.A. 1,000' 300'	1.5 3.0 1.0	Turn right and climb to 2,000' on SE crs.
(NO PROCEDURE ESTABLISHED BECAUSE OF HEAVY TRAFFIC IN CHICAGO AREA.)														
HARVEY, ILL. Rubinkam Arpt.														
HAYES CENTER, NEBR. CAA Int. Field 400 kc; HSC; SBMRAZ-DTV	N-4,500' (W crs No. Platte) E-4,500' (S crs No. Platte) S-Min. en route alt. W-5,600' (Akron Ring)	None	W	10 mi.—4,200' S side W crs 15 mi.—4,500' S side W crs 20 mi.—4,500' S side W crs 25 mi.—4,500' S side W crs	3,700'	64°	2.2	3,074'	R S T	500' N.A. 1,000' 300'	1.5 3.0 1.0	500' N.A. 1,000' 300'	1.5 3.0 1.0	Climb to 4,500' on E crs. Minimums approved for acft having stall speed of 76 mph or less only. *If procedure turn is accomplished beyond 10 mi., 3,900' is required on final approach.
HELENA, MONT. Helena Arpt. 371 kc; HLN; SBMRAZ-DTV	N-9,500' (S W crs Great Falls) SE-10,000' (NW crs Livingston) SE-9,000' (NW crs Bozeman) SE-6,500' (Winston F.M.) S-10,500' (Whitehall Ring) W-9,000' (N crs Butte) W-8,500' (McDonald Pass F.M.)	To 8,500' on SE crs within 25 mi.	SE	10 mi.—7,500' N side SE crs 15 mi.—8,500' N side SE crs 20 mi.—8,500' N side SE crs 25 mi.—8,500' N side SE crs	5,800'	252°	1.9	3,882'	R S T	1,500' N.A. 1,500' 800'	2.0 3.0 1.0	1,500' N.A. 1,500' 800'	2.0 3.0 1.6	Make right turn climbing to 8,500' on SE crs within 10 mi. *Maintain at least 8,500' until 3 mi. past Winston F.M.
HOBBS, N. MEX. Lee Co. Arpt. 233 kc; HOB; BMLLZ-DTV	N-Min. en route alt. E-Min. en route alt. S-5,000' (Wink Ring) W-6,000' (SE crs Roswell)	None	N	10 mi.—5,000' W side N crs 15 mi.—5,000' W side N crs 20 mi.—5,000' W side N crs 25 mi.—5,000' W side N crs	4,500'	165°	9.0	3,659'	R S T	700' 700' 1,000' (BCOB)	1.0 1.0 3.0	700' 700' 1,000' (BCOB)	2.5 2.5 3.0	Climb to 5,000' on S crs within 25 mi.
Hobbs Arpt.	N-Min. en route alt. E-Min. en route alt. S-5,000' (Wink Ring) W-6,000' (SE crs Roswell)	None	N	10 mi.—5,000' W side N crs 15 mi.—5,000' W side N crs 20 mi.—5,000' W side N crs 25 mi.—5,000' W side N crs	4,500'	168°	2.8	3,707'	R S T	600' 600' 1,000' 300'	1.5 1.0 3.0 1.0	600' 600' 1,000' 300'	2.0 2.0 3.0 1.0	Climb to 5,000' on S crs.
HOMESTEAD, FLA. Homestead Arpt. 296 kc; HS I; SMRLZ-DTV	NE-1,400' (Miami Ring) E-1,400' (SE crs Miami) SW-1,400' (E crs Key West) W-Min. en route alt.	None	W	10 mi.—1,200' S side W crs 15 mi.—1,200' S side W crs 20 mi.—1,200' S side W crs 25 mi.—1,200' S side W crs	800'	87°	6.1	7'	R S T	500' 500' 1,000' 300'	1.5 1.0 3.0 1.0	500' 500' 1,000' 300'	1.5 1.5 3.0 1.0	Climb to 1,400' on E crs.
HOUGHTON, MICH. Houghton Co. Arpt. 272 kc; OMX; BRL-DT	N-Min. en route alt. E-2,500' (Grand Marais Ring) S-Min. en route alt. W-2,500' (SE crs Lakehead)	None	N	10 mi.—2,500' W side N crs 15 mi.—2,500' W side N crs 20 mi.—2,500' W side N crs 25 mi.—2,500' W side N crs	2,000'	197°	3.8	1,091'	R S T	500' 500' 1,000' 300'	1.5 1.5 3.0 1.0	500' 500' 1,000' 300'	1.5 1.5 3.0 1.0	Climb to 2,500' on S crs.
HOULTON, MAINE Houlton Arpt. 272 kc; HUL; BMLLZ-DTV	N-3,000' (E crs Spragueville) E-2,000' (NW crs Bessville) S-2,200' (E crs Milinocket) W-2,500' (S crs Presque Isle)	None	N	10 mi.—2,000' E side N crs 15 mi.—2,000' E side N crs 20 mi.—2,700' E side N crs 25 mi.—2,700' E side N crs	1,500'	105°	3.1	493'	R S T	800' N.A. 1,000' 500'	2.0 2.0 1.0	800' N.A. 1,000' 500'	2.0 2.0 1.0	Climb to 2,200' on S crs.
HOUSTON, TEX. Houston Arpt. 332 kc; HOU; SBRAZ-DTV Procedure No. 1	E-1,600' (Beaumont Ring) SE-1,300' (Galveston Ring) SE-700' (Webster F.M.) (Final) SW-1,500' (SE crs Richmond) SW-1,200' (Arcola F.M.) NW-1,500' (NE crs Richmond)	None	SE	10 mi.—1,100' S side SE crs 15 mi.—1,100' S side SE crs 20 mi.—1,100' S side SE crs 25 mi.—1,100' S side SE crs	700'	309°	2.2	50'	R S T	500' 500' 1,000' 300'	1.5 1.5 3.0 1.0	500' 500' 1,000' 300'	1.5 1.5 3.0 1.0	Climb to 1,600' on NW crs within 25 mi.

Station; frequency; identification; class	Minimum initial approach altitude from the direction and radio fx indicated	Shuttle	Final approach range course	Procedure turn minimum at station	Mfl- minimum altitude over range, final appr.	Station to airport		Field elevation	Ceiling and visibility minimums				If visual contact no established over airport at authorized landing minimums, or if landing not accout plished; remarks	
						Mag- netic bearing	Dis- tance (mi.)		Day	Night	Day	Night		
									Ceiling (ft.)	Visi- bility (mi.)	Day	Night	Day	Night
HOUSTON, TEX.—Con. Houston Arpt.—Con. Procedure No. 2	E-1,600' (Beaumont Rng) SE-1,300' (Galveston Rng) SE-1,100' (Webster FM) SW-1,500' (SW crs Richmond) SW-1,200' (Arcola FM) NW-1,600' (Bryan Rng) NW-1,200' (Houston FM) (Final)	None	NW	10 mi.—1,600' W side NW crs 15 mi.—1,600' W side NW crs 20 mi.—1,600' W side NW crs 25 mi.—1,600' W side NW crs	1,200' (Over Houston FM)	129°	5.5	50'	500'	1.5	R	500'	500'	1.5
ELLINGTON AFB	(MAKE LET-DOWN TO HOUSTON ARPT. FLY CONTACT FROM HOUSTON ARPT TO ELLINGTON AFB.)													
HUNTINGTON, W. VA. Huntington Arpt. 236 kc; HTW; BMRLLZ-DTV	E-2,500' (W crs Charleston) SE-4,000' (S crs Charleston) W—Min. en route alt. NW-2,300' (S crs Columbus)	None	W	10 mi.—2,100' S side W crs 15 mi.—2,100' S side W crs 20 mi.—2,100' S side W crs 25 mi.—2,100' S side W crs	1,600'	75°	2.3	560'	1,000'	2.0	R	NA	NA	2.0
HURON, S. DAK. Huron Arpt. 391 kc; HON; BMRLLZ-DTV	NE-2,900' (Watertown Rng) SE-2,800' (Sioux Falls Rng) SW-2,500' (E crs Pierre) SW-2,000' (E crs Pierre) (Final) NW—Min. en route alt.	None	SW	10 mi.—2,500' S side SW crs 15 mi.—2,600' S side SW crs 20 mi.—3,000' S side SW crs 25 mi.—3,000' S side SW crs	*2,000'	44°	2.7	1,287'	500'	1.5	R	500'	500'	1.5
HUTCHINSON, KANS. Hutchinson Arpt. 227 kc; HUT; SBMRLLZ-DTV	N—Min. en route alt. E-2,700' (S crs Wichita) S-2,800' (SW crs Wichita) W-4,000' (Garden City Rng)	None	S	10 mi.—2,800' E side S crs. 15 mi.—2,800' E side S crs 20 mi.—2,800' E side S crs 25 mi.—2,800' E side S crs	2,300'	350°	3.1	1,542'	500'	1.5	R	500'	500'	1.5
Commercial School		None	N	10 mi.—2,800' W side N crs 15 mi.—2,800' W side N crs 20 mi.—2,800' W side N crs 25 mi.—2,800' W side N crs	2,300'	188°	5.8	1,582'	500'	1.5	R	500'	500'	1.5
IDAHO FALLS, IDAHO Idaho Falls Arpt. 359 kc; IDA; SBMRLLZ-DTV	NE-8,000' (E crs Dubois) SE—Min. en route alt. SW-7,500' (Pocatello Rng) NW—Min. en route alt.	None	NE	10 mi.—6,000' W side NE crs 15 mi.—6,000' W side NE crs 20 mi.—7,500' W side NE crs 25 mi.—7,500' W side NE crs	5,520'	192°	2.6	4,731'	700'	2.0	R	700'	700'	2.5
INDIANAPOLIS, IND. Weir Cook Arpt. 259 kc; IND; SBRAZ-DTV	E-2,400' (NW crs Cincinnati) S-2,200' (W crs Louisville) W-2,000' (Terre Haute Rng) W-1,500' (Clayton FM) (Final) NW-2,100' (NE crs West Lafayette)	None	W	10 mi.—2,000' S side W crs 15 mi.—2,000' S side W crs 20 mi.—2,000' S side W crs 25 mi.—2,000' S side W crs	1,500'	75°	3.2	796'	500'	1.5	R	500'	500'	1.5
Stout Field	E-2,300' (NW crs Cincinnati) S-2,200' (W crs Louisville) W-2,000' (Terre Haute Rng) NW-2,100' (NE crs W. La Fayette)	On E and SW crs	W	10 mi.—2,000' S side W crs 15 mi.—2,000' S side W crs 20 mi.—2,000' S side W crs 25 mi.—2,000' S side W crs	1,500'	75°	6.0	714'	500'	1.5	R	500'	500'	1.5
INDIO, CALIF.	(NO PROCEDURE APPROVED.)													
INYOKERN, CALIF. Inyokern NAF 285 kc; NID; MRLWZ	N—Min. en route alt. E-8,000' (NW crs Silver Lake) S-7,000' (NE crs Palmdale) W—Min. en route alt.	To 7,000' on S crs within 15 mi.	N	6 mi.—5,500' W side N crs 15 mi.—NA 20 mi.—NA 25 mi.—NA	4,000'	169°	4.1	2,218'	1,000'	1.5	R	1,000'	1,000'	2.0
JACKSON, MISS. Hawkins Field 260 kc; JAN; SBRAZ-DTV	N-1,700' (Greenwood Range) E-1,800' (Meridian Range) E-1,700' (Pelahatchee FM) S-1,600' (New Orleans Range) W-1,500' (Monroe Range)	None	N	10 mi.—1,700' W side N crs 15 mi.—1,700' W side N crs 20 mi.—1,700' W side N crs 25 mi.—1,700' W side N crs	1,200'	173°	2.4	348'	500'	1.5	R	500'	500'	2.5
JACKSON, TENN. CAA Int. Field 332 kc; WKF; BMRLLZ-DTV	N—Min. en route alt. E-2,500' (Nashville Range) S-2,000' (W crs Muscle Shoals) W-1,500' (Memphis Range)	None	N	10 mi.—1,800' W side N crs 15 mi.—1,800' W side N crs 20 mi.—1,800' W side N crs 25 mi.—1,800' W side N crs	1,500'	186°	2.6	550'	500'	1.5	R	500'	500'	1.5

RULES AND REGULATIONS

Station; frequency; identification; class	Minimum initial approach altitude from the direction and radio fix indicated	Shuttle	Final appr. range course	Procedure turn minimum at distances from radio station	Minimum altitude over range, final appr.	Station to airport		Field elevation	Ceiling and visibility minimums				If visual contact not established over airport at authorized landing minimums, or if landing not accomplished, remarks	
						Mag. bearing	Distance (mi.)		Day		Night			
									Ceiling (ft.)	Visibility (mi.)	Ceiling (ft.)	Visibility (mi.)		
JACKSONVILLE, FLA. Imeson Arpt. 215 kc; JAX; SBRAZ-DTV	N-1,200' (Savannah Range) E-Min. en route alt. E-600' (Fl. George Is. FM) (Final) S-1,200' (N crs Daytona Beach) W-1,200' (NE crs Cross City)	None	E	10 mi.-1,100' N side E crs 15 mi.-1,100' N side E crs 20 mi.-1,100' N side E crs 25 mi.-1,100' N side E crs	600'	209°	1.7	52'	R S A T	500' 500' 1,000' 300'	1.5 1.0 3.0 1.0	500' 500' 1,000' 300'	1.5 1.5 3.0 1.0	Climb to 1,200' on W crs.
Cecil NAAAS Lee OLF Mayport NAAAS	(MAKE LET-DOWN TO IMESON ARPT. FLY CONTACT FROM IMESON ARPT. TO CECIL NAAAS.) (MAKE LET-DOWN TO IMESON ARPT. FLY CONTACT FROM IMESON ARPT. TO LEE OLF.) (MAKE LET-DOWN TO IMESON ARPT. FLY CONTACT FROM IMESON ARPT. TO MAYPORT NAAAS.)													
Jacksonville NAAAS 215 kc; NIP; MRLZ	N-1,200' (W crs Jacksonville) E-1,200' (S crs Jacksonville) S-Min. en route alt. W-Min. en route alt.	None	W	10 mi.-1,100' S side W crs 15 mi.-1,100' S side W crs 20 mi.-1,100' S side W crs 25 mi.-1,100' S side W crs	600'	89°	3.1	20'	R S A T	500' 500' 1,000' 300'	1.5 1.0 3.0 1.0	500' 500' 1,000' 300'	1.5 1.0 3.0 1.0	Turn right and climb to 1,500' on S crs Jacksonville (NIP) range.
JAMESTOWN, N. DAK. Jamestown Arpt. 344 kc; JMS; SBMAZ-DTV	N-Min. en route alt. E-2,600' (Fargo Range) S-Min. en route alt. W-3,400' (Bismarck Range)	None	E	10 mi.-2,600' N side E crs 15 mi.-2,600' N side E crs 20 mi.-2,600' N side E crs 25 mi.-2,600' N side E crs	2,100'	253°	1.5	1,498'	R S A T	500' NA 800' 300'	1.5 2.0 1.0	500' NA 800' 300'	1.5 2.0 1.0	Climb to 3,400' on W crs.
JOLIET, ILL. Joliet Arpt. 257 kc; JOT; SBRAZ-DTV	NE-1,900' (SW crs Chicago) E-2,300' (N crs Harvey) S-2,000' (E crs Peoria) W-1,900' (N crs Peoria)	None	W	10 mi.-1,900' S side W crs 15 mi.-1,900' S side W crs 20 mi.-1,900' S side W crs 25 mi.-1,900' S side W crs	1,400'	126°	3.7	580'	R S A T	500' NA 1,000' 300'	1.0 3.0 1.0	500' NA 1,000' 300'	2.0 3.0 1.0	Climb to 2,000' on SW crs within 25 mi.
JOPLIN, MO. Joplin Arpt. 400 kc; JLN; BMRLZ-DTV	N-2,500' (SE crs Kansas City) E-1,600' (E crs Chanute) (Final) E-2,500' (SW crs Springfield) S-2,500' (NE crs Tulsa) W-3,500' (S crs Chanute)	None	N	10 mi.-2,000' W side N crs 15 mi.-2,000' W side N crs 20 mi.-2,000' W side N crs 25 mi.-2,000' W side N crs	1,600'	172°	6.2	980'	R S A T	500' 500' 800' 300'	1.5 1.5 2.0 1.0	500' 500' 800' 300'	1.5 1.5 2.0 1.0	Climb to 2,500' on S crs within 25 mi.
KANSAS CITY, MO. Kansas City Arpt. 350 kc; MKC; SBRAZ-DTV	NE-2,300' (Kirkville Rng) NE-2,200' (W crs Columbia) SE-2,600' (E crs Olathe) SW-2,200' (S crs St. Joseph) SW-2,000' (De Soto FM) NW-2,400' (St. Joseph Rng) NW-1,600' (Linkville FM or E crs Topeka) (Final)	None	NW	10 mi.-2,200' E side NW crs 15 mi.-2,200' E side NW crs 20 mi.-2,200' E side NW crs 25 mi.-2,200' E side NW crs	1,600'	148°	2.9	744'	R S A T	700' 500' 1,000' 300'	1.5 1.0 3.0 1.0	700' 500' 1,000' 300'	1.5 1.5 3.0 0.0	Immediately make right turn and climb to 2,200' on SW crs. Take-offs to S and SW when weather is below 1,000-3 will assume a heading of at least 210° mag. as soon as practicable after take-off and maintain heading until reaching 2,500' prior to making left turn. CAUTION: 1. SE crs of range extends over city. 1,430' MSL obstructions located 1.5 mi. SE of arpt. Adhere strictly to pull-up procedure. 2. 954' MSL derricks located 2,900' NW of approach end of Runway 17. 3. 1,650' MSL tower located 2.9 mi. S of arpt. and directly in line with N/S rwy.
Fairfax Field	NE-2,300' (Kirkville Rng) NE-2,200' (W crs Columbia) SE-2,600' (E crs Olathe) SW-2,200' (S crs St. Joseph) NW-2,400' (St. Joseph Rng) NW-1,600' (Linkville FM or E crs Topeka) (Final)	None	NW	10 mi.-2,200' E side NW crs 15 mi.-2,200' E side NW crs 20 mi.-2,200' E side NW crs 25 mi.-2,200' E side NW crs	1,600'	148°	0.8	746'	R S A T	700' NA 1,000' 300'	1.5 3.0 1.0	700' NA 1,000' 300'	1.5 3.0 1.0	Immediately make right turn and climb to 2,200' on SW crs. CAUTION: SE crs of Kansas City range extends over city. 1,430' MSL obstructions located 1.5 mi. SE of arpt. Adhere strictly to pull-up procedure. 954' MSL derricks located 0.51 mi. ESE of approach end of Rwy 35. 1,650' MSL tower located 4.25 mi SSE.

Station; frequency; identification; class	Minimum initial approach altitude from the direction and radio fix indicated	Shuttle	Final appr. range course	Procedure turn minimum at distances from radio station	Minimum altitude over range, final appr.	Station to airport		Field elevation	Ceiling and visibility minimums				If visual contact not established over airport at authorized landing minimums, or if landing not accomplished, remarks	
						Magnetic bearing	Distance (mi.)		Day	Night	Day	Night		
									Ceiling (ft.)	Visibility (mi.)	Ceiling (ft.)	Visibility (mi.)		
KEESLER (Biloxi), MISS., Keesler Field 391 kc; BIX; BMRLZ	NE-1,500' (NW crs Mobile) SE-1,500' (W crs Pensacola) SW-Min. en route alt. NW-Min. en route alt.	None	NE	10 mi.-1,500' N side NE crs 15 mi.-1,500' N side NE crs 20 mi.-1,500' N side NE crs 25 mi.-1,500' N side NE crs	1,000'	210°	2.9	26'	R S A T	500' 500' 1,000' 300'	1.5 1.0 3.0 1.0	500' 500' 1,000' 300'	1.5 1.5 3.0 1.0	Climb to 1,500' on SW crs within 25 mi.
Gulfport Arpt.	(MAKE LET-DOWN TO KEESLER FIELD, FLY CONTACT FROM KEESLER FIELD TO GULFPORT AIRPORT.)													
KEY WEST, FLA., Meacham Field 332 kc; DYW; SBRAZ-DTV	N-Min. en route alt. E-1,400' (SW crs Homestead) E-1,300' (Stock Is. F.M.) S-Min. en route alt. W-Min. en route alt.	None	W	10 mi.-1,300' S side W crs 15 mi.-1,300' S side W crs 20 mi.-1,300' S side W crs 25 mi.-1,300' S side W crs	800'	70°	1.5	4'	R S A T	500' NA 1,000' 300'	2.0 3.0 1.0	NA NA NA NA	2.0 3.0 1.0	Climb to 1,400' on E crs.
Key West NAS	N-Min. en route alt. E-Min. en route alt. S-Min. en route alt. W-Min. en route alt.	None	W	10 mi.-1,300' S side W crs 15 mi.-1,300' S side W crs 20 mi.-1,300' S side W crs 25 mi.-1,300' S side W crs	800'	70°	5.8	4'	R S A T	500' 500' 1,000' 300'	1.5 1.0 3.0 1.0	500' 500' 1,000' 300'	1.5 1.5 3.0 1.0	Climb to 1,400' on E crs.
KIRKSVILLE, MO., Kirksville Arpt. 351 kc; LKX; SBMRLZ-DTV	NE-2,000' (Burlington Range) SE-2,100' (W crs St. Louis) SW-2,300' (Excelsior Spgs. Int.) NW-2,500' (S crs Des Moines)	None	SE	10 mi.-2,100' E side SE crs 15 mi.-2,100' E side SE crs 20 mi.-2,100' E side SE crs 25 mi.-2,100' E side SE crs	1,600'	317°	0.9	970'	R S A T	500' NA 1,000' 300'	1.0 3.0 1.0	500' NA 1,000' 300'	1.5 3.0 1.0	Climb to 2,500' on NW crs within 25 mi. Restricted to DC-3 and smaller act except in emergency.
KLAMATH FALLS, OREG., Klamath Falls Arpt. 242 kc; LMT; SBRAZ-DTV	N-10,000' (S crs Redmond) N-9,000' (E crs Medford) E-Min. en route alt. S-10,000' (N crs Whitmore) S-9,000' (E crs Ft. Jones) W-10,000' (S crs Medford)	None	S	12 mi.-8,000' E side S crs 15 mi.-NA 20 mi.-NA 25 mi.-NA	6,500'	342°	2.7	4,085'	R S A T	1,800' NA 1,800' 1,000'	1.5 2.0 1.0	NA NA 1,800' NA	2.0	Turn left and climb to 9,000' on S crs within 15 mi.
KNOXVILLE, TENN., McGhee-Tyson Arpt. 257 kc; TY S; SBRAZ-DTV	NE-5,000' (Tri-City Range) NE-4,000' (Piedmont F.M.) S-Min. en route alt. S-3,500' (Tullalasee F.M.) W-4,500' (Smithville Range) W-3,000' (Kingsston Int.) N-Min. en route alt.	None	N	10 mi.-3,000' E side N crs 15 mi.-3,000' E side N crs 20 mi.-3,000' E side N crs 25 mi.-3,000' E side N crs	2,000'	192°	2.8	989'	R S A T	500' NA 1,000' 300'	1.5 3.0 1.0	500' NA 1,000' 300'	1.5 3.0 1.0	Turn right and climb to 4,000' on W crs within 25 mi.
LA CROSSE, WIS., La Crosse Arpt. 371 kc; LSE; SBRAZ-DTV	NE-Min. en route alt. SE-2,500' (Lone Rock Range) SW-2,500' (S crs Rochester) NW-2,600' (N crs Rochester)	None	NW	10 mi.-2,500' W side NW crs 15 mi.-2,500' W side NW crs 20 mi.-2,500' W side NW crs 25 mi.-2,500' W side NW crs	1,800'	133°	5.2	653'	R S A T	600' 500' 1,000' 400'	1.5 1.5 3.0 1.0	600' 500' 1,000' 400'	2.0 2.0 3.0 1.5	Climb to 2,500' on SE crs.
LA JUNTA, COLO., La Junta Arpt. 251 kc; LHX; SBMRLZ-DTV	NE-Min. en route alt. SE-Min. en route alt. SW-Min. en route alt. NW-Min. en route alt.	None	NE	10 mi.-5,400' W side NE crs 15 mi.-5,600' W side NE crs 20 mi.-5,600' W side NE crs 25 mi.-5,600' W side NE crs	4,900'	194°	2.6	4,238'	R S A T	600' 500' 1,000' 300'	1.5 1.0 3.0 1.0	600' 500' 1,000' 300'	1.5 1.5 3.0 1.0	Climb to 6,000' on NE crs within 25 mi.
LAKE CHARLES, LA., Lake Charles Arpt. 242 kc; LCH; SBRAZ-DTV	N-1,600' (Shreveport Range) N-1,300' (SW crs Alexandria) E-1,400' (New Orleans Range) E-1,200' (SW crs Baton Rouge) S-Min. en route alt. W-1,300' (Beaumont Range)	None	S	10 mi.-1,200' E side S crs 15 mi.-1,200' E side S crs 20 mi.-1,200' E side S crs 25 mi.-1,200' E side S crs	800'	340°	2.4	17'	R S A T	500' 500' 1,000' 300'	1.5 1.0 3.0 1.0	500' 500' 1,000' 300'	1.5 1.5 3.0 1.0	Climb to 1,300' on N crs within 25 mi.
LAKEHURST, N. J.	(NO PROCEDURE APPROVED.)													
LANGLEY VA., Langley AFB 221 kc; LFI; SBMRLZ-DTV	N-1,500' (SW crs Patuxent Riv.) E-1,500' (NE crs Norfolk) S-1,500' (SW crs Norfolk) W-1,500' (SE crs Richmond)	On N leg	W	10 mi.-1,500' N side W crs 15 mi.-1,500' N side W crs 20 mi.-NA 25 mi.-NA	1,000'	102°	3.5	10'	R S A T	800' NA 1,000' 300'	1.5 3.0 2.0	800' NA 1,000' 300'	2.0 3.0 3.0	Turn left and climb to 1,500' and return to range.

Station; frequency; identification; class	Minimum initial approach altitude from the direction and radio fix indicated	Shuttle	Final range course	Procedure turn minimum at station distances from radio range	Minimum altitude over range, final appr.	Station to airport		Field elevation	Ceiling and visibility minimums				If visual contact not established over airport at authorized landing minimums, or if landing not accomplished, remarks	
						Magnetic bearing	Distance (mi.)		Day		Night			
									Ceiling (ft.)	Visibility (mi.)	Ceiling (ft.)	Visibility (mi.)		
LANSING, MICH. Capital City Arpt. 206 kc; LAN; SBRAZ-DTV	E-2,200' (N crs Romulus) SE-2,200' (W crs Romulus) W-2,200' (N crs Battle Creek) NW-Min. en route alt.	None	E	10 mi.-2,200' N side E crs 15 mi.-2,200' N side E crs 20 mi.-2,200' N side E crs 25 mi.-2,200' N side E crs	1,700'	280°	2.8	858'	R S T	500' 500' 1,000' 1,300'	1.5 1.5 3.0 1.0	500' 500' 1,000' 1,300'	2.0 2.0 3.0 1.0	Climb to 2,200' on W crs.
LARAMIE, WYO. Brees Field 245 kc; LAR; SBRAZ-DTV	NE-10,500' (N crs Cheyenne) SE-11,500' (N crs Denver) SW-Min. en route alt. NW-12,000' (Sinclair Range) NW-10,500' (Two Rivers Int.)	None	NW	10 mi.-8,500' E side NW crs 15 mi.-10,500' E side NW crs 20 mi.-10,500' E side NW crs 25 mi.-10,500' E side NW crs	8,000'	137°	2.2	7,273'	R S T	600' 500' 1,000' 1,300'	1.5 1.0 3.0 1.0	500' 500' 1,000' 1,300'	2.0 1.5 3.0 1.0	Climb to 11,500' on SE crs.
LAREDO, TEX. Laredo Arpt. 206 kc; LRD; SBRAZ-DTV	N-2,000' (San Antonio Range) N-1,800' (SW crs Randolph) SE-1,700' (W crs Brownville) SW-Min. en route alt. NW-Min. en route alt.	None	NW	10 mi.-1,700' W side NW crs 15 mi.-1,700' W side NW crs 20 mi.-1,700' W side NW crs 25 mi.-1,700' W side NW crs	1,200'	137°	3.1	512'	R S T	500' 500' 1,000' 1,300'	1.5 1.0 3.0 1.0	500' 500' 1,000' 1,300'	2.0 2.0 3.0 1.0	Climb to 1,700' on SE crs within 25 mi.
LAS VEGAS, NEV. McCarran Field 208 kc; LAS; SBRAZ-DTV	NE-10,000' (Enterprise Rng) NE-7,000' (Crystal FM) SE-8,000' (N crs Needles) SW-9,500' (Silver Lake Rng) NW-Min. en route alt.	To 7000' on NE crs & SW crs within 20 mi.	SW	10 mi.-5,000' S side SW crs 15 mi.-5,000' S side SW crs 20 mi.-7,000' S side SW crs 25 mi.-10,000' S side SW crs	3,670'	106°	10.0	2,172'	R S T	1,500' NA 1,500' 1,800'	2.0 3.0 2.0	1,500' NA 1,500' 1,800'	2.0 3.0 2.0	If not contact over range, climb to 10,000' on NE crs.
Las Vegas AFB	NE-10,000' (Enterprise Rng) NE-7,000' (Crystal FM) SE-8,000' (N crs Needles) SW-9,500' (Silver Lake Rng) NW-Min. en route alt.	To 7000' on NE crs and SW crs within 20 mi.	SW	10 mi.-5,000' S side SW crs 15 mi.-5,000' S side SW crs 20 mi.-7,000' S side SW crs 25 mi.-10,000' S side SW crs	3,400'	28°	2.8	1,890'	R S T	1,500' NA 1,500' 1,800'	2.0 3.0 2.0	1,500' NA 1,500' 1,800'	2.0 3.0 2.0	Climb to 10,000' on NE crs.
SKY HAVEN ARPT. FLY CONTACT FROM LAS VEGAS AFB TO SKY HAVEN ARPT.														
Las Vegas Arpt.	NE-11,000' (S crs Trinidad) SE-9,500' (W crs Tucumanarl) SW-10,000' (E crs Otto) NW-Min. en route alt.	None	SW	10 mi.-9,000' E side SW crs 15 mi.-9,000' E side SW crs 20 mi.-9,000' E side SW crs 25 mi.-9,000' E side SW crs	7,800'	08°	3.2	6,866'	R S T	900' 900' 1,000' 1,300'	2.0 2.0 3.0 1.0	900' 900' 1,000' 1,300'	2.5 2.5 3.0 2.0	Climb to 11,000' on right side NE crs within 25 mi.
LAWSON (Columbus), GA.	NE-Min. en route alt. SE-(No apch-dnger area) SW-2,000' (N crs Dothan) NW-2,000' (E crs Maxwell)	None	SW	10 mi.-1,700' E side SW crs 15 mi.-1,700' E side SW crs 20 mi.-1,700' E side SW crs 25 mi.-1,700' E side SW crs	1,000'	21°	3.3	252'	R S T	700' 700' 1,000' 1,300'	1.5 1.0 3.0 1.0	700' 700' 1,000' 1,300'	1.5 1.5 3.0 1.0	Climb to 2,000' on NE crs. Make all turns on NE crs on W side of leg-dnger area in E quadrant.
LEBO, KANS. CAA Int. Field 311 kc; LBO; BMLZ-DTV	NE-2,300' (SE crs Forbes) SE-2,300' (N crs Chanute) SW-2,600' (W crs Chanute) NW-2,400' (SW crs Forbes)	None	SE	10 mi.-2,300' E side SE crs 15 mi.-2,300' E side SE crs 20 mi.-2,300' E side SE crs 25 mi.-2,300' E side SE crs	1,760'	315° (Adj. to Arpt.)	0.0	1,160'	R S T	600' NA 1,000' 1,300'	1.0 3.0 1.0	600' NA 1,000' 1,300'	1.5 3.0 1.0	If not contact over range, climb to 2,500' on SW crs. Procedure authorized only for acft having stall speed of 75 mph or less.
LEWISTOWN, MONT. Lewistown Arpt. 353 kc; LWI; SBRAZ-DTV	NE-Min. en route alt. E-6,000' (N crs Billings) SW-Min. en route alt. W-9,000' (Great Falls Rng) W-5,000' (Stanford FM) (Final)	None	W	10 mi.-6,000' S side W crs 15 mi.-6,000' S side W crs 20 mi.-6,000' S side W crs 25 mi.-6,000' S side W crs	5,000'	90°	2.9	4,177'	R S T	800' NA 1,000' 1,300'	2.0 3.0 1.0	800' NA 1,000' 1,300'	2.0 3.0 1.0	Turn right and climb to 6,000' on W crs within 25 mi.
LINCOLN, NEBR. Lincoln Arpt. 385 kc; LNK; SBMRLZ-DTV	N-2,500' (W crs Omaha) E-2,500' (SE crs Omaha) SW-Min. en route alt. W-3,300' (Grand Island Rng)	None	N	10 mi.-2,400' W side N crs 15 mi.-2,500' W side N crs 20 mi.-2,500' W side N crs 25 mi.-2,500' W side N crs	1,900'	170°	2.4	1,191'	R S T	500' 500' 1,000' 1,300'	1.5 1.0 3.0 1.0	500' 500' 1,000' 1,300'	1.5 1.5 3.0 1.0	Climb to 2,400' on S crs within 25 mi., or alternate procedure (when directed by ATC), climb to 3,300' on W crs.
LITTLE ROCK, ARK. Adams Field 353 kc; LIT; SBRAZ-DTV	N-E-1,500' (N crs Stuttgart) SE-1,500' (SW crs Memphis) SE-800' (Kno. FM) (Final) SW-1,700' (SE crs Texarkana) NW-3,800' (Tulsa Range)	None	SE	10 mi.-1,300' E side SE crs 15 mi.-1,300' E side SE crs 20 mi.-1,300' E side SE crs 25 mi.-1,300' E side SE crs	800'	315°	3.8	257'	R S T	500' 500' 1,000' 1,300'	1.5 1.0 3.0 1.0	500' 500' 1,000' 1,300'	1.5 1.5 3.0 1.0	Climb to 3,000' on NW crs within 25 mi. and return to station.
LIVINGSTON, MONT.	(NO PROCEDURE APPROVED)													

Station; frequency; identification; class	Minimum initial approach altitude from the direction and radio fix indicated	Shuttle	Final appr. range course	Procedure turn minimum at distances from radio range station	Minimum altitude over range, final appr.	Station to airport		Field elevation	Ceiling and visibility minimums				If visual contact not established over airport at authorized landing minimums, or if landing not accomplished; remarks
						Mag. bearing	Distance (mi.)		Day	Night	Day	Night	
									Ceiling (ft.)	Visi-bility (mi.)	Ceiling (ft.)	Visi-bility (mi.)	
LONE ROCK, WIS. CAA Int. Field 378 kc; LBJ; BMLZ-DTV	N—Min. en route alt. E—2,800' (Madison Rng) S—Min. en route alt. W—Min. en route alt.	None	W	10 mi.—2,300' S side W crs 15 mi.—2,500' S side W crs 20 mi.—2,500' S side W crs 25 mi.—2,500' S side W crs	2,020'	98°	0.0	717'	R 1,300' S NA A 1,300' T 800'	2.0 3.0 1.0	1,300' NA 1,300' 800'	3.0 3.0 3.0	Climb to 2,800' on E crs. *Stall speed formula not applicable.
LONG BEACH, CALIF. Long Beach Arpt. 233 kc; LGB; SBMRLZ-DTV	NE—3,000' (E crs Los Angeles) NE—1,500' (La Habra FM) SE—4,000' (NW crs San Diego) SE—1,000' (Huntington Beach FM) (Final) SW—Min. en route alt. NW—1,600' (Los Angeles Rng)	None	SE	10 mi.—1,500' W side SE crs 15 mi.—1,500' W side SE crs 20 mi.—2,200' W side SE crs 25 mi.—2,200' W side SE crs	1,000'	298°	3.9	56'	R 600' S 500' A 800' T 300'	2.0 1.0 2.0 1.0	600' 500' 800' 300'	2.0 1.0 2.0 1.0	Make left (So.) turn to 250° until intersecting S crs Los Angeles; proceed S on S crs climbing to 2,000'; maintain 2,000' to San Pedro Int.
(MAKE LET-DOWN TO LONG BEACH ARPT. FLY CONTACT FROM LONG BEACH AIRPORT TO LOS ALAMITOS NAS.)													
Los Alamitos NAS													
LOS ANGELES, CALIF. Los Angeles Arpt. 332 kc; LAX; SBRAZ-DTXV	N—7,000' (Newhall Rng) N—4,000' (Burbank Rng) N—3,000' (Hollywood Hills FM) E—5,000' (Riverside Rng) E—3,000' (La Habra FM) E—1,500' (Downey FM) E—1,000' (Los Angeles OMK) (Final) S—3,000' (SW crs Long Beach) W—Min. en route alt.	None	E	10 mi.—2,000' S side E crs** 15 mi.—NA 20 mi.—NA 25 mi.—NA	1,000'	244°	3.9	101'	R 600' S 500' A 1,000' T 300'	1.5 1.0 3.0 1.0	600' 500' 1,000' 300'	1.5 1.0 3.0 1.0	Climb to 2,000' on W crs. *1,500' must be maintained until past Los Angeles OMK. **Desirous all approaches from Long Beach be made via Downey FM. ***Procedure turn within 10 mi. or no farther E than Downey FMH.
Compton Central Arpt.													
Culver City Arpt.													
Gardena Valley Arpt.													
Hawthorne Arpt.													
Santa Monica Arpt.													
Van Nuys Metropolitan Airport													
(MAKE LET-DOWN TO LOS ANGELES ARPT. FLY CONTACT FROM LOS ANGELES ARPT TO COMPTON CENTRAL AIRPORT.)													
(MAKE LET-DOWN TO LOS ANGELES ARPT. FLY CONTACT FROM LOS ANGELES AIRPORT TO CULVER CITY AIRPORT.)													
(MAKE LET-DOWN TO LOS ANGELES ARPT. FLY CONTACT FROM LOS ANGELES AIRPORT TO GARDENA VALLEY AIRPORT.)													
(MAKE LET-DOWN TO LOS ANGELES ARPT. FLY CONTACT FROM LOS ANGELES AIRPORT TO HAWTHORNE AIRPORT.)													
(MAKE LET-DOWN TO LOS ANGELES AIRPORT. FLY CONTACT FROM LOS ANGELES ARPT. TO SANTA MONICA AIRPORT.)													
(MAKE LET-DOWN TO LOS ANGELES AIRPORT. FLY CONTACT FROM LOS ANGELES AIRPORT TO VAN NUYS METROPOLITAN ARPT.)													
LOUISVILLE, KY. Standford Field 359 kc; LOU; SBMRLZ-DTXV	N—Min. en route alt. E—2,600' (Huntington Rng) E—1,400' (Eastwood FM) (Final) S—2,200' (NE crs Bowling Green) S—2,000' (Shepherdsville FM) W—2,000' (Evansville Rng)	None	E	10 mi.—1,900' S side E crs 15 mi.—2,600' S side E crs 20 mi.—2,600' S side E crs 25 mi.—2,600' S side E crs	1,400'	242°	6.1	480'	R 600' S 500' T 1,300'	1.5 1.5 3.0 1.0	600' 500' 1,000' 300'	2.0 2.0 3.0 1.0	Climb to 2,000' on W crs. 1425' twr on N side of E crs, 12 mi from range.
Bowman Field													
LOVELOCK, NEV. CAA Int. Field													
LUBROCK, TEX. Lubbock Arpt. 234 kc; LBB; BMLZ-DTV	N—5,000' (Amarillo Rng) E—4,500' (Guthrie VHF Rng) S—4,500' (NW crs Big Spring) W—Min. en route alt.	None	W	10 mi.—4,400' S side W crs 15 mi.—4,400' S side W crs 20 mi.—4,700' S side W crs 25 mi.—4,700' S side W crs	4,400'	78°	11.5	3,256'	R 700' S NA A 1,000' T 1,300'	2.0 3.0 1.0	700' NA 1,000' 1,300'	2.0 3.0 1.0	If not contact within 4 mi after passing range, climb to 4,500' on E crs within 25 mi.
Lubbock AFB													
Lubbock AFB	NE—5,000' (Amarillo Rng) SE—Min. en route alt. SW—4,500' (Midland Rng) NW—Min. en route alt.	None	N	10 mi.—4,400' W side N crs 15 mi.—4,400' W side N crs 20 mi.—4,400' W side N crs 25 mi.—4,400' W side N crs	4,100'	173°	3.7	3,332'	R 500' S 500' A 1,000' T 500'	2.0 2.0 3.0 1.0	500' 500' 1,000' 500'	3.0 3.0 3.0 2.0	Climb to 4,500' on S crs within 25 mi.

(NO PROCEDURE APPROVED.)

Station, frequency, identification, class	Minimum initial approach altitude from the direction and radio fix indicated	Shuttle	Final app. range course	Procedure turn minimum at distances from radio station	Minimum altitude over range, final appr.	Station to airport		Field elevation	Ceiling and visibility minimums				If visual contact not established over airport at authorized landing minimums, or if landing not accomplished; remarks
						Mag. bearing	Distance (mi.)		Day		Night		
									Ceiling (ft.)	Visib. (mi.)	Ceiling (ft.)	Visib. (mi.)	
LUCIN, UTAH CAA Int. Field 302 kc; LCU; BMR LZ-DTV	N—Min. en route alt. E—9,000' (Ogden Ring) S—12,000' (E crs Wendover) W—12,000' (Elko Ring)	None	E	10 mi.—8,000' S side E crs 15 mi.—8,500' S side E crs 20 mi.—8,500' S side E crs 25 mi.—8,500' S side E crs	6,900'	166°	2.4	4,414'	R S A T 2,500' N A 2,500' 1,000'	2.0 2.0 2.0	2.0 2.0 2.0	If not contact over range, climb to 9,000' on S crs within 15 mi.	
LYNCHBURG, VA. Preston Glenn Arpt. 206 kc; LYH; SBRAZ-DTV	NE—5,000' (NW crs Richmond) S—2,500' (NE crs Greensboro) W—5,000' (Roanoke Ring) N—5,000' (NE crs Roanoke)	None	S	10 mi.—2,500' E side S crs 15 mi.—2,500' E side S crs 20 mi.—2,500' E side S crs 25 mi.—2,500' E side S crs	1,900'	165°	1.9	942'	R S A T 1,000' N A 1,500' 1,500'	2.0 3.0 1.0	2.0 3.0 1.0	If not contact over range, turn right and climb to 5,000' on NE crs.	
McCHORD (Tacoma), WASH., McChord AFB 272 kc; TCM; BMR LZ	NE—2,500' (SE crs Seattle) SE—Min. en route alt. SW—Min. en route alt. NW—Min. en route alt.	NW crs within 20 mi.	NW	10 mi.—3,500' S side NW crs 15 mi.—3,500' S side NW crs 20 mi.—3,500' S side NW crs 25 mi.—N.A.	1,500'	26°	1.7	285'	R S A T 1,200' N A 1,200' 1,600'	1.0 3.0 2.0	2.0 3.0 2.0	Proceed out NE crs climbing to 2,500' within 25 mi and contact McChord tower for further instructions. GCA should be used whenever practicable.	
McGUIRE (WRIGHTS-TOWN), N. J. McGuire AFB 382 kc; WRI; MRA WZ	NE—1,700' (Freehold Int) SE—1,500' (NE crs Millville) SW—2,000' (S crs Philadelphia) NW—2,000' (NE crs N. Phila.)	To 1,500' on SW crs within 20 mi.	SW	10 mi.—1,500' S side SW crs 15 mi.—1,500' S side SW crs 20 mi.—1,500' S side SW crs 25 mi.—N.A.	1,000'	66°	3.3	120'	R S A T 600' N A 1,000' 1,300'	1.5 3.0 2.0	1.5 3.0 3.0	Turn right and climb to 1,500' on SW crs. CAUTION: Range freq. is only 3 kcs higher than Floyd Bennett range freq. Range is operating at reduced power at 25 watts.	
MACON, GA. Macon Arpt. 299 kc; MCN; SBMRAZ-DTV	NE—Min. en route alt. SE—1,500' (Alma Ring) SW—1,600' (N crs Albany) NW—2,000' (Atlanta Ring)	None	NW	10 mi.—1,600' W side NW crs 15 mi.—1,600' W side NW crs 20 mi.—1,800' W side NW crs 25 mi.—1,800' W side NW crs	1,200'	143°	3.5	354'	R S A T 600' N A 1,000' 1,300'	1.5 3.0 1.0	1.5 3.0 1.0	Climb to 1,500' on SE crs.	
Robins AFB	NE—Min. en route alt. SE—1,500' (Alma Ring) SW—1,600' (N crs Albany) NW—2,000' (Atlanta Ring)	None	NW	10 mi.—1,600' W side NW crs 15 mi.—1,600' W side NW crs 20 mi.—1,800' W side NW crs 25 mi.—1,800' W side NW crs	1,200'	143°	8.6	295'	R S A T 600' N A 1,000' 1,300'	2.0 3.0 2.0	3.0 3.0 3.0	Climb to 1,500' on SE crs.	
MAKE LET-DOWN TO MACON ARPT. FLY CONTACT FROM MACON AIRPORT TO SMART AIRPORT.)													
Smart Arpt.													
MADISON, WIS. Madison Arpt. 400 kc; MSN; BMR LZ-DTV	NE—Min. en route alt. SE—Min. en route alt. SW—2,400' (NW crs Rockford) NW—Min. en route alt.	None	SE	10 mi.—2,000' E side SE crs 15 mi.—2,000' E side SE crs 20 mi.—2,100' E side SE crs 25 mi.—2,100' E side SE crs	1,600'	314°	2.6	859'	R S A T 500' 500' 1,000' 1,300'	1.5 1.5 3.0 1.0	1.5 1.5 3.0 1.0	Climb to 3,200' on NW crs.	
MALAD CITY, IDAHO CAA Int. Field 314 kc; MLD; SBRAZ-DTV	N—11,000' (Pocatello Ring) E—12,000' (N crs Ft. Bridger) S—11,000' (Ogden Ring) W—11,000' (Burley Ring)	None	W	10 mi.—9,000' S side W crs 12 mi.—9,000' S side W crs 20 mi.—9,500' S side W crs 25 mi.—9,500' S side W crs	8,500'	121°	3.5	4,503'	R S A T 4,000' N A 4,000' 4,000'	3.0 3.0 3.0	3.0 3.0 3.0	If not contact over range, turn right and climb to 11,000' on W crs within 18 mi.	
MARSHALL (Ft. Riley), KAN. KANS. Marshalls AFB 219 kc; FBI; SBMRAZ	NE—2,500' (NW crs Forbes) SE—2,500' (SW crs Forbes) SW—2,500' (E crs Smoky Hill) NW—2,500' (N crs Smoky Hill)	None	NE	10 mi.—2,500' N side NE crs 15 mi.—2,500' N side NE crs 20 mi.—2,500' N side NE crs 25 mi.—2,500' N side NE crs	2,000'	196°	4.0	1,062'	R S A T 600' 600' 800' 500'	2.0 2.0 2.0 1.0	3.0 3.0 3.0 2.0	Climb to 2,500' on SW crs.	
MARTINSBURG, W. VA. Martinsburg Arpt. 269 kc; MRB; SBMRLZ-DTV	NE—3,500' (S crs Phillipsburg) E—3,000' (Baltimore Ring) SW—3,000' (Front Royal Ring) W—4,000' (S crs Altoona)	None	SW	10 mi.—2,500' E side SW crs 15 mi.—2,500' E side SW crs 20 mi.—2,500' E side SW crs 25 mi.—2,500' E side SW crs	1,500'	35°	2.9	566'	R S A T 500' N A 1,000' 300'	1.5 3.0 1.0	1.5 3.0 1.0	Climb to 3,500' on NE crs.	
MAXWELL (Montgomery), ALA. Maxwell Field 362 kc; MXF; SBRAZ	NE—Min. en route alt. E—Min. en route alt. SW—2,000' (NW crs Pensacola) W—2,000' (NW crs Craig)	None	W	10 mi.—1,500' N side W crs 15 mi.—1,500' N side W crs 20 mi.—N.A. 25 mi.—N.A.	1,000'	85°	2.0	167'	R S A T 500' N A 1,000' 300'	2.0 3.0 2.0	3.0 3.0 3.0	Climb to 1,500' on E crs within 25 mi.	
Daunally Field	NE—Min. en route alt. E—Min. en route alt. SW—1,500' (NW crs Pensacola) W—1,500' (S crs Birmingham)	None	NE	10 mi.—1,500' W side NE crs 15 mi.—1,500' W side NE crs 20 mi.—1,500' W side NE crs 25 mi.—1,500' W side NE crs	900'	170°	5.6	219'	R S A T 500' 500' 1,000' 300'	1.5 1.0 3.0 1.0	1.5 1.5 3.0 1.0	Climb to 1,500' on SW crs.	

Station, frequency, identification, class	Minimum initial approach altitude from the direction and radio fix indicated	Shuttle	Final appr. range course	Procedure turn minimum at distances from radio station	Minimum altitude over range, final appr.	Station to airport		Field elevation	Ceiling and visibility minimums				If visual contact not established over airport at authorized landing minimums, or if landing not accomplished, remarks	
						Magnetic bearing	Distance (mi.)		Day		Night			
									Ceiling (ft.)	Vis-ibility (mi.)	Ceiling (ft.)	Vis-ibility (mi.)		
MEDFORD, ORE. Medford Arpt. 383 kc; MFB; SBRAZ-DTV	N-6,500' (Engene Rng) E-3,000' (Trail F.M.) (Final) E-Min. en route alt. S-10,000' (Ft. Jones Rng) S-8,000' (W.ers Klamath Falls) W-Min. en route alt.	None	N	10 mi.-6,000' E side N crs* 14 mi.-6,000' E side N crs* 20 mi.-6,500' E side N crs* 25 mi.-6,500' E side N crs*	3,000'	158°	2.4	1,329'	R S A T	1,100' N.A. 1,100' 1,300'	2.5 3.0 1.0	1,100' N.A. 1,100' 1,300'	2.5 3.0 1.0	Make 180° right turn to N crs climbing to 6,500' within 14 mi. *Procedure turns on W side of N crs not authorized due to high terrain.
MELBOURNE, FLA. Melbourne Arpt. 257 kc; MLB; SBRAZ-DTV	N-1,200' (SE crs Orlando) E-Min. en route alt. S-1,200' (N crs W. Palm Beach) W-Min. en route alt.	None	N	10 mi.-1,200' W side N crs 15 mi.-1,200' W side N crs 20 mi.-1,200' W side N crs 25 mi.-1,200' W side N crs	800'	158°	2.3	267'	R S A T	500' 600' 1,000' 1,300'	1.5 1.0 3.0 1.0	500' 600' 1,000' 1,300'	1.5 1.5 3.0 1.0	Climb to 1,200' on S crs.
MEMPHIS, TENN. Memphis Arpt. 371 kc; MEM; SBRAZ-DTV	NE-1,800' (Jackson Range) S-1,300' (Greenwood Rng) S-800' (Nesbitt F.M.) (Final) SW-1,600' (SE crs Little Rock) N-1,800' (Advance Rng)	None	S	10 mi.-1,300' E side S crs 15 mi.-1,300' E side S crs 20 mi.-1,300' E side S crs 25 mi.-1,300' E side S crs	800'	355°	2.1	269'	R S A T	500' 500' 1,000' 1,300'	1.5 1.0 3.0 1.0	500' 500' 1,000' 1,300'	1.5 1.5 3.0 1.0	Climb to 1,800' on N crs.
MERIDIAN, MISS. Key Field 239 kc; MEL; SBRAZ-DTV	NE-2,000' (Birmingham Rng) S-Min. en route alt. W-1,800' (Jackson Rng) N-Min. en route alt.	None	N	10 mi.-1,800' W side N crs 15 mi.-1,800' W side N crs 20 mi.-1,800' W side N crs 25 mi.-1,800' W side N crs	1,000'	154°	2.8	297'	R S A T	500' 500' 1,000' 1,300'	1.5 1.0 3.0 1.0	500' 500' 1,000' 1,300'	1.5 1.5 3.0 1.0	Climb to 2,000' on S crs within 25 mi.
MIAMI, FLA. Miami International Airport 365 kc; MIA; SBRAZ-DTV	E-Min. en route alt. SE-1,400' (E crs Key West) W-1,100' (SE crs Ft. Myers) W-800' (Krome F.M.) (Final) N-1,200' (W. Palm Beach Rng)	None	W	10 mi.-1,100' S side W crs 15 mi.-1,100' S side W crs 20 mi.-1,100' S side W crs 25 mi.-1,100' S side W crs	800'	85°	5.5	9'	R S A T	500' 500' 1,000' 1,300'	1.5 1.0 3.0 1.0	500' 500' 1,000' 1,300'	1.5 1.5 3.0 1.0	Climb to 1,400' on E crs.
MIDLAND, TEX. Midland Air Term. 209 kc; MAF; BMRZ-DTV	NE-4,300' (Big Spring Rng) SE-Min. en route alt. SW-4,500' (SE crs Wink) NW-4,500' (W crs Big Spring)	None	SW	10 mi.-4,100' S side SW crs 15 mi.-4,100' S side SW crs 20 mi.-4,500' S side SW crs 25 mi.-4,500' S side SW crs	3,600'	48°	3.8	2,867'	R S A T	500' 500' 1,000' 1,300'	1.5 1.0 3.0 1.0	500' 500' 1,000' 1,300'	1.5 1.5 3.0 1.0	Climb to 4,000' on SE crs within 25 mi.
Midland Airport														
MILES CITY, MONT. Miles City Arpt. 320 kc; MLC; SBRAZ-DTV	N-Min. en route alt. E-4,300' (Dickinson Rng) S-Min. en route alt. W-4,500' (Custer Rng)	None	W	10 mi.-4,500' S side W crs 15 mi.-4,500' S side W crs 20 mi.-4,500' S side W crs 25 mi.-4,500' S side W crs	3,500'	58°	2.1	2,631'	R S A T	500' 500' 1,000' 1,300'	1.5 1.5 3.0 1.0	500' 500' 1,000' 1,300'	1.5 1.5 3.0 1.0	Climb to 4,300' on E crs within 20 mi.
MILFORD, UTAH Milford Arpt. 320 kc; MLF; BMRZ-DTV	NE-9,000' (Delta Rng) SE-Min. en route alt. SW-Min. en route alt. NW-Min. en route alt.	SW crs to 8,500' within 25 mi.	SW	10 mi.-8,000' W side SW crs 15 mi.-8,000' W side SW crs 20 mi.-8,500' W side SW crs 25 mi.-8,500' W side SW crs	6,100'	33°	1.2	5,061'	R S A T	1,000' N.A. 1,000' 1,300'	4.0 4.0 1.0	1,000' N.A. 1,000' 1,300'	4.0 4.0 1.0	If not contact over range, climb to 9,000' on NE crs within 25 mi. High terrain E and W of airport.
MILLINOCKET, MAINE. Millinocket Arpt. 344 kc; MLL; SBRAZ-DTV	N-3,500' (W crs Houlton) E-2,500' (S crs Houlton) S-2,300' (NW crs Bangor) W-5,000' (NW crs Bangor)	None	E	10 mi.-1,800' N side E crs 15 mi.-2,000' N side E crs 20 mi.-2,000' N side E crs 25 mi.-2,000' N side E crs	1,300'	292°	1.6	404'	R S A T	500' 500' 1,000' 600'	1.0 1.0 3.0 2.0	500' 500' 1,000' 600'	1.0 1.0 3.0 2.0	Climb to 2,300' on S crs. *Authorized only for DC-3 and smaller act.
MILLVILLE, N. J. Millville Arpt. 365 kc; MIV; SBRAZ-DTV	NE-Min. en route alt. SE-Min. en route alt. SW-1,600' (E crs Baltimore) NW-1,500' (W crs Philadelphia)	None	NW	10 mi.-1,500' W side NW crs 15 mi.-1,500' W side NW crs 20 mi.-1,500' W side NW crs 25 mi.-1,500' W side NW crs	800'	141°	4.2	68'	R S A T	500' 500' 1,000' 1,300'	1.5 1.5 3.0 1.0	500' 500' 1,000' 1,300'	1.5 1.5 3.0 1.0	Climb to 1,500' on SE crs within 25 mi.
MILWAUKEE, WIS. Gen. Mitchell Arpt. 242 kc; MKE; SBRAZ-DTV	N-Min. en route alt. E-2,000' (Muskegon Rng) S-2,100' (E crs Rockford) S-1,400' (Franksville F.M.) (Final) W-2,500' (Madison Rng) W-2,300' (Genesee F.M.)	None	S	10 mi.-1,800' E side S crs 15 mi.-1,800' E side S crs 20 mi.-1,800' E side S crs 25 mi.-2,000' E side S crs	1,400'	352°	2.2	676'	R S A T	500' 500' 1,000' 1,300'	1.5 1.0 3.0 1.0	500' 500' 1,000' 1,300'	1.5 1.5 3.0 1.0	Climb to 2,300' on N crs within 25 mi.

(MAKE LEFT-DOWN TO MIDLAND AIR TERMINAL. FLY CONTACT FROM MIDLAND AIR TERMINAL TO MIDLAND AIRPARK.)

Station; frequency; identification; class	Minimum initial approach altitude from the direction and radio fix indicated	Shuttle	Final approach range course	Procedure turn minimum at distances from radio station	Minimum altitude over range, final appr.	Station to airport		Ceiling and visibility minimums				If visual contact not established over airport at authorized landing minimums, or if landing not accomplished; remarks
						Mag. netic bearing	Dis tance (mi.)	Day		Night		
								Ceiling (ft.)	Visi- bility (mi.)	Ceiling (ft.)	Visi- bility (mi.)	
MINNEAPOLIS, MINN. Wold-Chamberlain Field 295 kc; MFS; SBTRAZ-DTV	N-2,600' (Duluth Rng) SE-2,400' (N crs Rochester) SW-1,500' (Hastings F.M) (Final) SW-3,000' (Stoupe Falls Rng) SW-2,300' (Jordan F.M) NW-2,600' (Alexandria Rng) NW-2,500' (Hamel F.M)	None	SE	10 mi.-2,300' N side SE crs 15 mi.-2,400' N side SE crs 20 mi.-2,400' N side SE crs 25 mi.-2,400' N side SE crs	1,500'	298°	3.6	834'	R S A T	500' 500' 800' 300'	1.5 1.0 2.0 1.0	Climb to 2,500' on NW crs within 25 mi.
(MAKE LET-DOWN TO WOLD CHAMBERLAIN FIELD. FLY CONTACT FROM WOLD-CHAMBERLAIN FIELD TO ST. PAUL AIRPORT.)												
St. Paul Arpt.												
MINOT, N. DAK. Port O'Minot Arpt. 280 kc; MOT; BMRLZ-DTV	NE-2,800' (S crs Rivers) SE-2,900' (N crs Bismarck) SW-Min. en route alt. NW-Min. en route alt.	None	SE	10 mi.-2,900' E side SE crs 15 mi.-2,900' E side SE crs 20 mi.-3,400' E side SE crs 25 mi.-3,400' E side SE crs	2,400'	301°	3.1	1,723'	R S A T	500' 500' 1,000' 300'	1.5 1.5 3.0 1.0	Climb to 3,500' on NW crs within 25 mi.
MISSOULA, MONT. Missoula Co. Arpt. 368 kc; MSO; SBMRAPZ-DTV	N-Min. en route alt. SE-9,000' (Drummond Rng) S-Min. en route alt. NW-9,000' (Superior Rng) NW-6,200' (Alberton FM) (Final)	None	NW	10 mi.-8,000' N side NW crs 15 mi.-8,300' N side NW crs 20 mi.-9,000' N side NW crs 25 mi.-9,000' N side NW crs	6,200'	120°	1.5	3,203'	R S A T	3,000' N.A. 3,000' 2,500'	2.0 N.A. 3.0 2.0	Turn right and climb to 9,000' on NW crs shuttling within 10 mi of range.
(MAKE LET-DOWN TO MISSOULA CO. ARPT. FLY CONTACT FROM MISSOULA CO. ARPT. TO HALE FIELD.)												
Hale Field												
MITCHELL (Hempstead) N. Y. Mitchell AFB 227 kc; HEM; SBMRAPZ-DT	NE-2,000' (E crs LaGuardia) E-2,000' (SW crs Islip VILF) E-800' (Babyton F.M) (Final)* SW-2,000' (SE crs Newark) W-2,000' (SW crs LaGuardia)	None	E	10 mi.-2,000' S side E crs 15 mi.-2,000' S side E crs 20 mi.-2,000' S side E crs 25 mi.-2,000' S side E crs	800'	301°	3.2	85'	R S A T	600' N.A. 1,500' 300'	1.5 3.4 1.0	Climb to 800' straight ahead, make right turn at not above 1,000' unit E of range, then climb to 2,000' on E crs. *Maintain 2,000' until W of Babyton F.M.
Roosevelt Field	NE-2,000' (E crs LaGuardia) E-2,000' (SW crs Islip V.A.R) E-800' (Babyton F.M) (Final)* SW-2,000' (SE crs Newark) W-2,000' (SW crs LaGuardia)	None	E	10 mi.-2,000' S side E crs 15 mi.-2,000' S side E crs 20 mi.-2,000' S side E crs 25 mi.-2,000' S side E crs	800'	310°	4.5	90'	R S A T	600' 600' 500' 300'	1.5 1.5 3.0 1.0	Make right turn at not above 1,000' until E of range, then climb to 2,000' on E Crs. *Maintain 2,000' until W of Babyton F.M.
MOBILE, ALA. Bates Field 248 kc; MOB; SBRAZ-DTV	NE-1,400' (NW crs Pensacola) SE-1,300' (SW crs Pensacola) W-1,500' (Keeler Rng) NW-1,400' (NE crs Keeler)	None	NE	10 mi.-1,300' N side NE crs 15 mi.-1,300' N side NE crs 20 mi.-1,300' N side NE crs 25 mi.-1,300' N side NE crs	1,200'	271°	7.5	217'	R S A T	500' 500' 1,000' 300'	2.0 2.0 3.0 1.0	Climb to 1,500' on W crs.
Brookley AFB	NE-1,400' (NW crs Pensacola) SE-1,300' (SW crs Pensacola) W-1,500' (Keeler Rng) NW-1,400' (NE crs Keeler)	None	NW	10 mi.-1,400' W side NW crs 15 mi.-1,400' W side NW crs 20 mi.-1,400' W side NW crs 25 mi.-1,400' W side NW crs	900'	138°	3.2	28'	R S A T	500' 500' 1,000' 500'	3.0 3.0 3.0 1.0	Climb to 1,300' on SE crs.
(NO PROCEDURE APPROVED.)												
MOFFETT (Mountain View), CALIF.	N-Min. en route alt. E-2,000' (N crs Peoria) S-2,000' (NE crs Burlington) W-2,000' (N crs Burlington)	None	W	10 mi.-2,000' S side W crs 15 mi.-2,000' S side W crs 20 mi.-2,000' S side W crs 25 mi.-2,000' S side W crs	1,500'	140°	10.6	590'	R S A T	1,000' 1,000' 1,000' 300'	2.0 2.0 3.0 1.0	If not contact over range, climb to 2,000' on E crs within 25 mi. *Proceed by VFR from Moline range to Moline Arpt. 1,040' MSL, twr directly on course to fld, 3.7 mi SE of Moline range.
MOLINE, ILL. Quad City Arpt. 254 kc; MLL; SBRAZ-DTV	NE-Min. en route alt. E-1,500' (Jackson Rng) SW-Min. en route alt. W-1,500' (Shreveport Rng)	None	SW	10 mi.-1,200' E side SW crs 15 mi.-1,200' E side SW crs 20 mi.-1,200' E side SW crs 25 mi.-1,200' E side SW crs	700'	25°	2.8	79'	R S A T	500' 500' 1,000' 300'	1.5 1.0 3.0 1.0	Climb to 1,400' on NE crs within 25 mi.
MONROE, LA. Solman Field 359 kc; MLC; SBMRLZ-DTV	NE-Min. en route alt. SE-Min. en route alt. SW-3,500' (SE crs Burlington) NW-6,000' (N crs Burlington)	None	NE	10 mi.-4,000' N side NE crs 15 mi.-4,000' N side NE crs 20 mi.-4,000' N side NE crs 25 mi.-4,000' N side NE crs	3,000'	230°	2.7	1,149'	R S A T	1,400' 1,400' 2,000' 800'	2.0 2.0 3.0 2.0	Climb to 4,500' on SW crs within 10 mi.
MONTPLELIER, VT. Barre-Montpelier Arpt. 257 kc; MPV; BMRLZ-DTV	NE-Min. en route alt. SE-Min. en route alt. SW-3,500' (SE crs Burlington) NW-6,000' (N crs Burlington)	None	NE	10 mi.-4,000' N side NE crs 15 mi.-4,000' N side NE crs 20 mi.-4,000' N side NE crs 25 mi.-4,000' N side NE crs	3,000'	230°	2.7	1,149'	R S A T	1,400' 1,400' 2,000' 800'	2.0 2.0 3.0 2.0	Climb to 4,500' on SW crs within 10 mi.

Station: frequency; identification; class	Minimum initial approach altitude from the direction and radio fix indicated	Shuttle	Final app. range course	Procedure turn minimum at distances from radio station	Minimum altitude over range, final appr.	Station to airport		Field elevation	Ceiling and visibility minimums				If visual contact not established over airport at authorized landing minimums, or if landing not accomplished; remarks	
						Mag. bearing	Distance (mi.)		Day		Night			
									Ceiling (ft.)	Vis. (mi.)	Ceiling (ft.)	Vis. (mi.)		
MORGANTOWN, W. VA. N. organtown Arpt. 269 kc; M.G.W.; SBMRLZ-DTV	NE-4,000' (SE crs Pittsburgh) SE-6,000' (W crs Front Royal) SW-4,000' (W crs Elkins) NW-2,600' (N crs Elkins) NW-3,000' (W crs Pittsburgh)	None	NW	10 mi.-2,600' W side NW crs 15 mi.-2,600' W side NW crs 20 mi.-2,600' W side NW crs 25 mi.-2,600' W side NW crs	2,100'	173°	5.6	1,256'	R S A T	700' N.A. 1,000' 1,300'	1.5 3.0 1.0	700' N.A. 1,000' 1,300'	2.0 3.0 1.0	If not contact over range, climb to 4,000' on SW crs within 25 mi. *2,295 terrain 4 mi SE of arpt.
MT. SHASTA, CALIF. MULLEN PASS, MONT MUKOC, CALIF.	(NO ASSOCIATED AIRPORT.) (NO ASSOCIATED AIRPORT.) (SEE PALMDALE, CALIF.)													
MUSKOGON, MICH. Muskegon Co. Arpt. 263 kc; M.K.G.; SBMRLZ-DTV	N-2,600' (SW crs Nashville) SE-2,500' (N crs Birmingham) E-1,800' (S crs Birmingham) W-2,000' (S crs Jackson)	None	SE	10 mi.-1,800' N side SE crs 15 mi.-1,800' N side SE crs 20 mi.-1,800' N side SE crs 25 mi.-1,800' N side SE crs	1,300'	282°	4.6	546'	R S A T	500' 500' 1,000' 1,300'	1.5 1.0 3.0 1.0	500' 500' 1,000' 1,300'	1.5 1.5 3.0 1.0	Climb to 2,000' on W crs.
NASHVILLE, TENN. Berry Field 304 kc; BNA; SBRAZ-DTV	NE-2,500' (NW crs Smithville) NE-1,200' (Mt. Juliet FM) (Final) SE-3,500' (S crs Smithville) SE-2,500' (Walterhill FM) SW-2,500' (Jackson Range) NW-2,000' (SW crs Bowling Green)	None	SE	10 mi.-1,800' E side SE crs 15 mi.-1,800' E side SE crs 20 mi.-1,800' E side SE crs 25 mi.-1,800' E side SE crs	1,300'	317°	2.7	627'	R S A T	500' 500' 1,000' 1,300'	1.5 1.0 3.0 1.0	500' 500' 1,000' 1,300'	2.0 1.5 3.0 1.0	Climb to 2,000' on NW crs. Minimums given are for DC-3 and smaller acft only.
Smyrna AFB NEAH BAY, WASH.	(MAKE LET-DOWN TO MUSCLE SHOALS ARPT. FLY CONTACT FROM MUSCLE SHOALS ARPT. TO COURTLAND ARPT.) (MAKE LET-DOWN TO BERRY FIELD. FLY CONTACT FROM BERRY FIELD TO SMYRNA AFB.) (NO ASSOCIATED AIRPORT.)													
NEEDLES, CALIF. Needles Airport 375 kc; E.F.D.; BMRLZ-DTV	N-8,000' (SE crs Las Vegas) E-10,000' (Prescott Rng) S-6,000' (Blythe Rng) W-9,000' (Daggett Rng)	To 5,000' on S crs within 25 mi.	N	10 mi.-4,000' W side N crs 15 mi.-5,000' W side N crs 20 mi.-5,000' W side N crs 25 mi.-5,000' W side N crs	2,000'	199°	1.9	900'	R S A T	1,000' N.A. 1,000' 1,000'	2.0 3.0 2.0	1,000' N.A. 1,000' 1,000'	3.0 3.0 3.0	Turn left and climb to 7,000' on N crs within 25 mi.
NEWARK, N. J. Newark Arpt. 341 kc; E.W.R.; SBRAZ-DTV	NE-2,000' (NW crs LaGuardia) SE-2,000' (SW crs LaGuardia) SE-800' (Mottchen FM) (Final) SW-1,800' (E crs Allentown) SW-800' (Elizabeth FM) (Final) N-2,700' (NE crs Allentown)	None	SW	10 mi.-1,400' S side SW crs 15 mi.-1,500' S side SW crs 20 mi.-1,500' S side SW crs 25 mi.-1,500' S side SW crs	*800'	58°	1.0	18'	R S A T	500' **500' 1,000' 1,300'	1.5 1.0 3.0 1.0	500' **500' 1,000' 1,300'	1.5 1.0 3.0 1.0	Climb to 1,000' on N.E. crs, make left turn and continue climbing out W crs to 2,700'. *Descend to arpt. may be started after passing Elizabeth FM, if FM not received, final approach alt over range is 800'. **Apply only when Elizabeth FM in use.
NEWHALL, CALIF.	(NO PROCEDURE APPROVED.)													
NEW ORLEANS, LA. Molaison International Airport 328 kc; MSY; SBRAZ-DTV Procedure No. 1	NE-1,500' (Kessler Rng) SE-800' (Lake Shore FM) (Final) W-1,300' (Grand Isle H) W-1,400' (SW crs Baton Rouge) N-1,600' (Jackson Rng) N-1,400' (Madisonville FM)	None	NE	10 mi.-1,400' N side NE crs 15 mi.-1,400' N side NE crs 20 mi.-1,400' N side NE crs 25 mi.-1,400' N side NE crs	800'	271°	3.2	3'	R S A T	600' 600' 1,000' 1,300'	1.5 1.0 3.0 1.0	600' 600' 1,000' 1,300'	1.5 1.5 3.0 1.0	Climb to 1,400' on W crs within 25 mi.

Station; frequency; identification; class	Minimum initial approach altitude from the direction and radio fix indicated	Shuttle	Final appr. range course	Procedure turn minimum at distances from radio station	Minimum altitude over range, final appr.	Station to airport		Field elevation	Ceiling and visibility minimums				If visual contact not established over airport at authorized landing minimums, or if landing not accomplished; remarks
						Magnetic bearing	Distance (mi.)		Day		Night		
									Ceiling (ft.)	Visibility (mi.)	Ceiling (ft.)	Visibility (mi.)	
NEW ORLEANS, LA.— Continued. Moliant International Airport—Continued. Procedure No. 2	NE-1,500' (Keesler Ring) NE-1,300' (Lake Shore FM) SE-1,300' (Grand Isle II) W-1,400' (SW crs Baton Rouge) W-900' (La Place FM) (Final) N-1,600' (Jackson Ring) N-1,400' (Madisonville FM)	None	W	10 ml.—1,400' S side W crs 15 ml.—1,400' S side W crs 20 ml.—1,400' S side W crs 25 ml.—1,400' S side W crs	900' (Over ILS Outer Marker)	91° (From ILS Outer Marker)	3.9	3'	R S A T	500' 500' 1,000' 1,300'	1.5 1.0 3.0 1.0	Climb to 1,500' on NE crs within 25 ml.	
New Orleans Arpt.	NE-1,500' (Keesler Ring) NE-1,300' (Lake Shore FM) SE-1,300' (Grand Isle II) W-1,400' (SW crs Baton Rouge) N-1,600' (Jackson Ring) N-1,400' (Madisonville FM)	None	W	10 ml.—1,400' S side W crs 15 ml.—1,400' S side W crs 20 ml.—1,400' S side W crs 25 ml.—1,400' S side W crs	900' (Over Lake Shore FM)	63° (From Lake Shore FM)	3.2	8'	R S A T	500' 500' 1,000' 1,300'	1.5 1.5 3.0 1.0	Climb to 1,500' on NE crs within 25 ml. *If Lake Shore FM not received, descent below 940' not authorized.	
New Orleans NAS	NE-1,500' (Keesler Ring) NE-1,300' (Lake Shore FM) SE-1,300' (Grand Isle II) W-1,400' (SW crs Baton Rouge) N-1,600' (Jackson Ring) N-1,400' (Madisonville FM)	None	W	10 ml.—1,400' S side W crs 15 ml.—1,400' S side W crs 20 ml.—1,400' S side W crs 25 ml.—1,400' S side W crs	900'	63°	8.1	7'	R S A T	500' 500' 800' 300'	1.5 1.0 2.0 1.0	If not contact over Lake Shore FM, climb to 1,500' on NE course within 25 ml.	
NEW YORK, N. Y. LaGuardia Field 209 Kc. J/GA. SBRAZ-DTXY Procedure No. 1	NE-1,600' (NE crs Newark) NE-1,000' (Port Chester FM) (Final) NE-800' (New Rochelle FM) (Final) E-1,600' (NE crs Mitchell) SW-2,300' (SE crs Newark) NW-1,700' (S crs Foughkeepsie)	None	NE	10 ml.—1,500' N side NE crs 15 ml.—1,500' N side NE crs 20 ml.—1,500' N side NE crs 25 ml.—1,500' N side NE crs	*1,000'	223°	3.2	20'	R S A T	600' 500' 1,000' 1,300'	1.5 1.0 3.0 1.0	Climb to 2,300' on SW crs. *Descent to cross range at 800' may be started only if New Rochelle FM is received.	
Procedure No. 2	NE-1,500' (NE crs Newark) E-1,500' (NE crs Mitchell) SW-2,300' (SE crs Newark) SW-1,500' (SE crs Newark) (Final) SW-1,200' (Flatbush FM) (Final) NW-1,700' (S crs Foughkeepsie)	None	SW	10 ml.—1,500' S side SW crs 15 ml.—1,500' S side SW crs 20 ml.—1,500' S side SW crs 25 ml.—1,500' S side SW crs	1,200' (Over ILS Outer Marker)	43° (From ILS Outer Marker)	4.5	20'	R S A T	600' 500' 1,000' 1,300'	1.5 1.0 3.0 1.0	Climb to 1,500' on NE crs. *Procedure turn distances are from ILS outer marker (Maspeth). CAUTION: Empire State Bldg., 1390' MSL-4 ml. NW of ILS outer marker.	
Flushing Arpt.													
New York International Airport 248 Kc. IDL; SMRA	NE-1,500' (W crs Mitchell) E-1,200' (SW crs Mitchell) SW-1,500' (SE crs Lakehurst) SW-700' (SE crs Newark) (Final) W-1,500' (SW crs LaGuardia)	None	SW	10 ml.—1,200' E side SW crs 15 ml.—1,200' E side SW crs 20 ml.—1,200' E side SW crs 25 ml.—1,200' E side SW crs	700'	40°	2.9	12'	R S A T	500' 500' 1,000' 1,300'	1.5 1.0 3.0 1.0	Turn right to a heading of 130° intersecting the SW crs of Mitchell, climb to 1,500' on SW crs Mitchell, or alternate procedure (when directed by ATC), climb to 1,200' on SW crs Idlewild within 25 ml.	
Floyd Bennett NAS 379Kc; FBT; SMLZ-DT Procedure No. 1	NE-2,000' (W crs Mitchell) E-1,500' (SW crs Mitchell) SW-1,500' (SE crs Phila.) W-2,000' (Newark Ring) (Final) W-800' (Newark Ring) (Final)	None	W	10 ml.—1,500' S side W crs 15 ml.—2,000' S side W crs 20 ml.—2,000' S side W crs 25 ml.—2,000' S side W crs	*800'	122°	1.9	16'	R S A T	500' NA 1,000' 1,300'	1.5 3.0 1.0	Climb to 1,500' on E leg. *Descent below 1,200' not authorized until after passing SW crs LaGuardia.	
Procedure No. 2	NE-2,000' (W crs Mitchell) E-1,500' (SW crs Mitchell) SW-1,500' (SE crs Phila.) W-2,000' (Newark Ring)	None	E	10 ml.—1,200' N side E crs 15 ml.—1,200' N side E crs 20 ml.—1,200' N side E crs 25 ml.—1,200' N side E crs	600' (Over Rockaway FM)	302° (From Rockaway FM)	2.3	16'	R S A T	500' 500' 1,000' 1,300'	1.5 1.0 3.0 1.0	Turn left and climb to 1,500 on SW crs.	
NORFOLK, VA. Norfolk Arpt. 239 Kc. ORF; SBMRLLZ-DTV	NE-1,300' (E crs Langley) SE—Min. en route alt. SW—Min. en route alt. SW-900' (S crs Langley) (Final) NW-1,500' (W crs Langley)	None	SW	10 ml.—1,400' S side SW crs 15 ml.—1,400' S side SW crs 20 ml.—1,400' S side SW crs 25 ml.—1,400' S side SW crs	900'	44°	3.3	25'	R S A T	500' 500' 1,000' 1,300'	1.5 1.0 3.0 1.0	Climb to 1,300' on NE crs.	

(MAKE LET-DOWN TO LA GUARDIA FIELD. FLY CONTACT FROM LA GUARDIA FIELD TO FLUSHING AIRPORT.)

Station; frequency; identification, class	Minimum initial approach altitude from the direction and radio fix indicated	Shuttle	Final appr. range course	Procedure turn minimum at station	Mfm. altitude over range, final appr.	Station to airport		Ceiling and visibility minimums				If visual contact not established over airport at authorized landing minimums, or if landing not accomplished; remarks		
						Mag. bearing	Distance (mi.)	Day		Night				
								Ceiling (ft.)	Visibility (mi.)	Ceiling (ft.)	Visibility (mi.)			
NORFOLK, VA—Con. Norfolk NAS (East) 356 kc; NGU; SBMRLZ	N-1,400' (E crs Langley) E—Min. en route alt. S—Min. en route alt. W-1,400' (SE crs Richmond)	None	E	10 mi.—1,400' S side E crs 15 mi.—1,400' S side E crs 20 mi.—1,400' S side E crs 25 mi.—1,400' S side E crs	700'	276°	2.9	15'	R S A T	500' 500' 1,000' 1,500'	1.5 1.5 3.0 1.0	500' 500' 1,000' 1,500'	1.5 1.5 3.0 1.0	Make climbing left turn to 1,400' on E crs.

Norfolk NAS-Chambers Field
(MAKE LET-DOWN TO NORFOLK NAS (EAST). FLY CONTACT FROM NORFOLK NAS (EAST) TO CHAMBERS FIELD.)

NORTH PLATTE, NEBR. No. Platte Arpt. 236 kc; LBF; SBRAZ-DTV	N—Min. en route alt. E-4,200' (Grand Is. Rng) S-4,200' (E crs Hayes Ctr) W-6,000' (SE crs Scottsbluff) W-4,300' (N crs Hayes Ctr)	None	S	10 mi.—4,200' W side S crs 15 mi.—4,200' W side S crs 20 mi.—4,200' W side S crs 25 mi.—4,200' W side S crs	3,700'	352°	2.2	2,770'	R S A T	500' NA 1,000' 1,300'	1.5 3.0 1.0	500' NA 1,000' 1,300'	1.5 3.0 1.0	Climb to 4,500' on N crs within 25 mi.
OAKLAND, CALIF. Oakland Arpt. 362 kc; OAK; SBRAZ-DTV	NE-5,000' (Sacramento Rng) NE-3,000' (Bay Point, FM) SE-3,000' (N E crs Salinas) SE-3,500' (Evergreen, FM) SE-500' (Newark, FM) (Final) SW-3,000' (San Francisco Rng) NW-3,000' (SW crs Fairfield-Suisun)	To 1,500' on SE crs within 15 mi. To 3,000' on NW crs within 20 mi. (Altitudes to W)	SE	10 mi.—1,500' W side SE crs 15 mi.—1,500' W side SE crs 20 mi.—3,500' W side SE crs 25 mi.—3,500' W side SE crs	500'	199°	0.2	5'	R S A T	600' 500' 1,000' 300'	1.5 1.0 3.0 1.0	600' 500' 1,000' 300'	1.5 1.0 3.0 1.0	If not contact over range, climb to 3,600' on NW crs within 25 mi. CAUTION: 3,840' MSL terrain, 5 mi SE of NE crs, 17 mi. out, and 2,187' MSL, 7 mi. NE of SE crs, 18 mi. out. 1,657' MSL tank 0.5 mi. NE of SE crs, 3 mi. out.

Alameda NAS
(MAKE LET-DOWN TO OAKLAND RANGE. FLY CONTACT FROM OAKLAND RANGE TO ALAMEDA NAS.)

Hayward Arpt.														
OGDEN, UTAH Ogden Arpt. 283 kc; OGD; SBRAZ-DTV Procedure No. 1	N-11,000' (Malad City Rng) N-10,000' (Corrine, FM) E-12,000' (Ft. Bridger Rng) S-12,000' (Fairfield Rng) S-11,000' (Riverton, FM) S-6,500' (Salt Lake City Rng) S-5,250' (Layton, FM) (Final) W-11,000' (Lucin Rng)	N crs 10,000' minimum (procedure turn W)	S	10 mi.—7,500' W side S crs 15 mi.—7,500' W side S crs 20 mi.—7,500' W side S crs 25 mi.—10,000' W side S crs	5,250'	107°	3.4	4,455'	R S A T	800' NA 1,000' 1,400'	2.0 3.0 1.0	800' NA 1,000' 1,400'	3.0 3.0 1.0	If not contact over range, climb to 9,000' on W crs. Sliding scale not applicable except that landings are approved when the visibility is 1 mi. or more provided that (1) ceiling is unlimited, (2) the restriction to visibility is due to haze or smoke and, (3) the top of the smoke level is below 7,500' SL.

Procedure No. 2

Hill AFB	N-11,000' (Malad City Rng) N-5,450' (Corrine, FM) (Final) E-12,000' (Ft. Bridger Rng) S-12,000' (Fairfield Rng) S-11,000' (Riverton, FM) W-11,000' (Lucin Rng)	None	N	10 mi.—11,000' W side N crs 15 mi.—11,000' W side N crs 20 mi.—11,000' W side N crs 25 mi.—11,000' W side N crs	5,450'	107°	3.4	4,455'	R S A T	1,000' NA 1,000' 1,400'	2.0 3.0 1.0	1,000' NA 1,000' 1,400'	3.0 3.0 1.0	If not contact over range, climb to 9,000' on W crs. All approaches must start from Corrine FM at 11,000'.
----------	---	------	---	--	--------	------	-----	--------	------------------	----------------------------------	-------------------	----------------------------------	-------------------	--

OKLAHOMA CITY, OKLA.
Will Rogers Field
350 kc; OKC;
SBRAZ-DTV
Procedure No. 1

OKLAHOMA CITY, OKLA. Will Rogers Field 350 kc; OKC; SBRAZ-DTV Procedure No. 1	N-3,000' (NW crs Tulsa) E-2,700' (SW crs Tulsa) S-2,500' (N crs Ft. Worth) W-2,500' (SE crs Gage) W-2,000' (Mustang, FM) (Final)	None	W	10 mi.—2,500' S side W crs 15 mi.—2,500' S side W crs 20 mi.—2,500' S side W crs 25 mi.—2,500' S side W crs	2,000'	75°	1.6	1,283'	R S A T	500' 500' 1,000' 1,300'	1.5 1.0 3.0 1.0	500' 500' 1,000' 1,300'	1.5 1.5 3.0 1.0	Climb to 2,700' on E crs, within 25 mi.
---	--	------	---	--	--------	-----	-----	--------	------------------	----------------------------------	--------------------------	----------------------------------	--------------------------	---

RULES AND REGULATIONS

Station; frequency; identification; class	Minimum, initial approach altitude from the direction and radio fix indicated	Shuttle	Final appr. range course	Procedure turn minimum at distances from radio range station	Minimum altitude over final appr.	Station to airport		Field elevation	Ceiling and visibility minimums				If visual contact not established over airport, authorized landing minimums, or if landing not accomplished, remarks	
						Mag- netic bearing	Dis- tance (mi.)		Day		Night			
									Ceiling (ft.)	Visi- bility (mi.)	Ceiling (ft.)	Visi- bility (mi.)		
O KLAHOMA CITY, OKLA.—Continued. Will Rogers Field—Continued. Procedure No. 2	N—3,000' (NW crs Tulsa) E—2,700' (SW crs Tulsa) S—2,200' (Newalla FM) (Final) W—2,500' (N crs Ft. Worth) W—2,500' (SE crs Gage)	None	E	10 mi.—2,700' N side E crs 15 mi.—2,700' N side E crs 20 mi.—2,700' N side E crs 25 mi.—2,700' N side E crs	2,200' (Over Okla. City LFM)	258° (From Okla. City LFM)	3.2		R S A T	500' 500' 1,000' 300'	1.5 1.0 3.0 1.0	500' 500' 1,000' 300'	1.5 1.5 3.0 1.0	Climb to 2,500' on W leg within 25 mi.
Country Club Arpt. Tinker AFB Tulakes Arpt.	(MAKE LET-DOWN TO WILL ROGERS FIELD. FLY CONTACT FROM WILL ROGERS FIELD TO COUNTRY CLUB AIRPORT.) (MAKE LET-DOWN TO WILL ROGERS FIELD. FLY CONTACT FROM WILL ROGERS FIELD TO TINKER AFB.) (MAKE LET-DOWN TO WILL ROGERS FIELD. FLY CONTACT FROM WILL ROGERS FIELD TO TULAKES AIRPORT.)													
OLATHE, KANS. Olathe NAS. 371 kc; NU U; BMLRLZ	N—2,300' (SW crs Kans. City) E—2,800' (SE crs Kans. City) S—Min. en route alt. W—2,500' (SW crs Kans. City)	None	S	10 mi.—2,100' E side S crs 15 mi.—2,100' E side S crs 20 mi.—2,100' E side S crs 25 mi.—2,100' E side S crs	1,600'	352°	2.9	1,085'	R S A T	500' 500' 1,000' 300'	1.5 1.0 3.0 1.0	500' 500' 1,000' 300'	1.5 1.5 3.0 1.0	Climb to 2,300' on E crs.
Gardner Arpt.	(MAKE LET-DOWN TO OLATHE NAS. FLY CONTACT FROM OLATHE NAS TO GARDNER AIRPORT.)													
OMAHA, NEBR. Omaha Arpt. 320 kc; OMA; SBRAZ-DTV	N—2,500' (Sioux City Eng) N—1,800' (Cathoun FM) (Final) E—2,500' (Des Moines Rng) SE—2,500' (St. Joseph Rng) W—2,700' (N crs Lincoln)	None	N	10 mi.—2,300' W side N crs 15 mi.—2,300' W side N crs 20 mi.—2,300' W side N crs 25 mi.—2,300' W side N crs	1,800'	146°	0.8	982'	R S A T	500' NA 1,000' 300'	1.5 3.0 1.0	500' NA 1,000' 300'	2.0 3.0 1.0	Climb to 2,500' on SE crs. Upon reaching 2,500', proceed to E crs Omaha on heading of 45°, or alternate procedure (when directed by ATC), climb to 2,500' on SE crs.
Offutt AFB	(MAKE LET-DOWN TO OMAHA AIRPORT TO OFFUTT AFB.)													
ORLANDO, FLA. Orlando Arpt. 371 kc; ORL; SBMRLZ-DTV	NE—1,500' (N crs Melbourne) NE—700' (Oviedo FM) (Final) SE—1,500' (Melbourne Rng) SW—Min. en route alt. NW—Min. en route alt.	None	NE	10 mi.—1,200' N side NE crs 15 mi.—1,200' N side NE crs 20 mi.—1,200' N side NE crs 25 mi.—1,200' N side NE crs	700'	220°	3.4	115'	R S A T	500' 500' 800' 300'	1.5 1.0 2.0 1.0	500' 500' 800' 300'	1.5 1.0 2.0 1.0	Climb to 1,500' on SW crs, or alternate procedure (when directed by ATC), turn right and climb to 1,500' on NW crs. 238' MSL tank, 0.8 mi W of arpt; 250' MSL stack, 3 mi SW of arpt on SW crs of range.
Cannon Mills Arpt. Hoequist Arpt. Orlando Arpt. No. 2	(MAKE LET-DOWN TO ORLANDO ARPT. FLY CONTACT FROM ORLANDO ARPT TO CANNON MILLS ARPT.) (MAKE LET-DOWN TO ORLANDO ARPT. FLY CONTACT FROM ORLANDO ARPT TO HOEQUIST ARPT.) (MAKE LET-DOWN TO ORLANDO ARPT. FLY CONTACT FROM ORLANDO ARPT TO ORLANDO ARPT NO. 2)													
OTTO, N. MEX. CAA Int. Field 280 kc; OTQ; BMRLZ-DTV	N—10,000' (Santa Fe MH) E—8,500' (SE crs Las Vegas) S—Min. en route alt. W—11,000' (Albuquerque Rng)	None	S	10 mi.—8,000' E side S crs 15 mi.—8,000' E side S crs 20 mi.—8,000' E side S crs 25 mi.—8,000' E side S crs	7,220'	74°	0.2	6,226'	R S A T	1,000' NA 1,500' 500'	1.5 3.0 1.0	1,000' NA 1,500'	2.0 4.0 2.0	If not contact over range, climb to 9,500' on E crs.
PALACIOS, TEX. Palacios Arpt. 350 kc; PSX; BMLZ-DTV	NE—1,500' (Houston Rng) SE—Min. en route alt. SW—1,400' (Corpus Christi Rng) NW—Min. en route alt.	None	NW	10 mi.—1,200' W side NW crs 15 mi.—1,200' W side NW crs 20 mi.—1,200' W side NW crs 25 mi.—1,200' W side NW crs	700'	118°	1.6	13'	R S A T	500' NA 800' 300'	1.5 2.0 1.0	NA NA NA		Climb to 1,200' on SE crs within 25 mi.
PALMDALE, CALIF. Los Angeles Co. Arpt. 317 kc; PMLD; SBMRLZ-DTV	NE—8,000' (N crs Daggett) SE 12,000' (N crs Riverside) SW—9,000' (SE crs Newhall) NW—10,000' (S crs Bakersfield)	To 6,000' on NE crs within 16 mi.	NE	10 mi.—4,000' N side NE crs 15 mi.—4,000' N side NE crs 20 mi.—5,000' N side NE crs 25 mi.—5,000' N side NE crs	3,540'	214°	2.5	2,549'	R S A T	1,000' NA 1,000' 300'	2.0 2.0 1.0	1,000' NA 1,000' 300'	2.0 1.0 1.0	If not contact over range, make 180° right turn (N) and climb to 6,000' on NE crs making procedure turn within 15 mi. High terrain 5 mi. SW of arpt. *Danger Area 16 mi. NE of range.

Station; frequency; identification; class	Minimum initial approach altitude from the direction and radio fix indicated	Shuttle	Final app. range course	Procedure turn minimum at distances from radio station	Minimum altitude over range, final app.	Station to airport		Field elevation	Ceiling and visibility minimums				If visual contact not established over airport at authorized landing minimums or if landing not accomplished; remarks
						Mag- netic bearing (mi.)	Dis- tance (mi.)		Day		Night		
									Celling (ft.)	Vis- ibility (mi.)	Celling (ft.)	Vis- ibility (mi.)	
PALMDALE, CALIF.— Continued. Muroc AFB	(MAKE LET-DOWN TO LOS ANGELES CO. ARPT. FLY CONTACT FROM LOS ANGELES CO. ARPT. TO MUROC AFB.)							2,265'	700' 700' 1,000' 1,300'	2.0 2.0 3.0 1.0	700' 700' 1,000' 1,300'	2.0 2.0 3.0 1.0	
PATUXENT RIVER, MD. Patuxent River NAS 215 kc; NHHK; SMRLZ	NW-1,500' (SE crs Washington) SE-1,500' (W crs Chincoteague) SW-1,500' (SE crs Brandywine) NW-1,500' (SE crs Washington)	None	SW	10 mi.—1,500' S side SW crs 15 mi.—1,500' S side SW crs 20 mi.—1,500' S side SW crs 25 mi.—1,500' S side SW crs	1,000'	57°	4.4	38'	500' 500' 1,000' 1,300'	1.5 1.0 3.0 1.0	500' 500' 1,000' 1,400'	1.5 1.0 3.0 1.0	Climb to 1,500' on NE crs.
NAS Seaplane Base	(PROCEDURE BEING REVISED.)												
PEMBINA, N. DAK. CAA Int. Field 280 kc; PMB; SBMRZ-DTV	N-2,000' (Winnipeg Rng) E—Min. en route alt. S-2,100' (Grand Forks Rng) W—Min. en route alt.	None	S	10 mi.—1,900' E side S crs 15 mi.—1,900' E side S crs 20 mi.—1,900' E side S crs 25 mi.—1,900' E side S crs	1,400'	360°	1.6	790'	600' 600' 1,000' 1,300'	1.5 1.5 3.0 1.0	600' 600' 1,000' 1,300'	1.5 1.5 3.0 1.0	Climb to 1,900' on N crs.
PENDLETON, OREG. Pendleton Arpt. 341 kc; PDI; SBRAZ-DTV	E—Min. en route alt. E-2,500' (SW crs Walla Walla) (Final) SE-10,000' (Baker Rng) SE-6,000' (LeGrande FM) SE-4,000' (Cabbage Hill FM) W-4,000' (The Dalles Rng) NW-6,000' (Yakima Rng) NW-4,000' (SE crs Yakima)	None	E	10 mi.—3,000' N side E crs 15 mi.—5,000' N side E crs 20 mi.—NA 25 mi.—NA	2,500'	247°	1.9	1,493'	600' NA 1,000' 1,300'	1.5 3.0 1.0 1.0	600' NA 1,000' 1,300'	1.05 3.0 1.0 1.0	Climb to 4,000' on W crs.
PENSACOLA, FLA. Pensacola Arpt. 326 kc; PNS; SBRAZ-DTV	NE-1,300' (Crestview Rng) S—Min. en route alt. SW—Min. en route alt. N-1,300' (W crs Crestview)	None	S	10 mi.—1,100' E side S crs 15 mi.—1,100' E side S crs 20 mi.—1,100' E side S crs 25 mi.—1,100' E side S crs	700'	240°	2.1	121'	500' 500' 1,000' 1,300'	1.5 1.0 3.0 1.0	500' 500' 1,000' 1,300'	1.5 1.5 3.0 1.0	Climb to 1,300' on N crs with in 20 mi.
Corry NAAS	NE-1,300' (Crestview Rng) S—Min. en route alt. SW—Min. en route alt. N-1,300' (W crs Crestview)	None	NE	10 mi.—1,200' N side NE crs 15 mi.—1,200' N side NE crs 20 mi.—1,200' N side NE crs 25 mi.—1,300' N side NE crs	800'	244°	6.4	32'	800' 800' 1,000' 1,300'	1.5 1.0 3.0 1.0	800' 800' 1,000' 1,300'	1.5 1.0 3.0 1.0	If not contact within 4.5 mi. after passing range, climb to 1,500' on SW crs.
Pensacola NAS-Seaplane Base	NE-1,300' (Crestview Rng) S—Min. en route alt. SW—Min. en route alt. N-1,300' (W crs Crestview)	None	N	10 mi.—1,100' W side N crs 15 mi.—NA 20 mi.—NA 25 mi.—NA	800'	160° (To Contact Point) After contact is established fly heading of 221° to SPB	1.7	S. L.	500' 500' 300'	1.5 1.0 1.0	500' 500' 300'	1.0 1.0 1.0	If visual contact not estab. within 1.7 naut. mi. after passing range, climb to 1,300' on SE crs. CAUTION: Do not turn to heading of 221° to SPB until 1.7 naut. mi. from low cone and visual contact estab.
Sauflay NAAS	(MAKE LET-DOWN TO PENSACOLA AIRPORT. FLY CONTACT FROM PENSACOLA AIRPORT TO SAUFLEY NAAS.)												
PEORIA, ILL. Peoria Arpt. 356 kc; PIA; SBMRZ-DTV	N-2,000' (NE crs Burlington) E-2,000' (SW crs Joliet) S-2,000' (Springfield Rng) W-2,000' (S crs Moline)	None	N	10 mi.—2,000' W side N crs 15 mi.—2,000' W side N crs 20 mi.—2,000' W side N crs 25 mi.—2,000' W side N crs	1,500'	178°	2.2	659'	500' NA 1,000' 1,300'	1.5 3.0 1.0 1.0	500' NA 1,000' 1,300'	2.0 3.0 1.0 1.0	Climb to 2,000' on S crs.
PERRIN (Sherman), TEXAS Perrin AFB 335 kc; PN-X; MRLW	NE-3,000' (NW crs Texarkana) SE-3,000' (E crs Ft Worth) SW-3,000' (N crs Dallas) NW-3,000' (N crs Ft. Worth)	NE	NE	10 mi.—2,100' N side NE crs 15 mi.—2,100' N side NE crs 20 mi.—2,100' N side NE crs 25 mi.—2,100' N side NE crs	1,500'	215° (on field)	0.0	753'	800' NA 1,000' 1,300'	1.5 2.0 2.0 2.0	800' NA 1,000' 1,300'	2.0 2.0 3.0 3.0	If not contact over range, climb to 3,000' on SE crs. Note: Range available 0700-1900 Mon. thru Fri. and on 30 min. call thru Carswell Aways. or Perrin tower.
PHILADELPHIA, PA. International Arpt. 266 kc; PHI; SBMRZ-DTV	NE-1,800' (SE crs N. Phila.) S-1,500' (E crs Millville) W-1,800' (NE crs Washington) W-900' (Boothwyn FM) (Final) N-2,000' (SW crs Willow Grove)	None	W	10 mi.—1,500' S side W crs 15 mi.—1,500' S side W crs 20 mi.—1,800' S side W crs 25 mi.—1,800' S side W crs	900'	97°	3.0	10'	500' 500' 1,000' 1,300'	1.5 1.0 3.0 1.0	500' 500' 1,000' 1,300'	1.5 1.0 3.0 1.0	Climb to 1,800' on NE crs.

RULES AND REGULATIONS

Station; frequency; identification; class	Minimum initial approach altitude from the direction and radio fix indicated	Shuttle	Final range course	Procedure turn minimum at distances from radio station	Minimum altitude over range, final appr.	Station to airport		Field elevation	Ceiling and visibility minimums				If visual contact not established over airport, at authorized landing minimums, or if landing not accomplished; remarks
						Magnetic bearing	Distance (mi.)		Day		Night		
									Ceiling (ft.)	Visibility (mi.)	Ceiling (ft.)	Visibility (mi.)	
PHILADELPHIA, PA. Continued. No. Philadelphia Arpt. 371 kc; PHF; MLWZ-DT Procedure No. 1	NE-1,500' (E crs Allentown) SE-2,000' (NE crs Phila.) SW-1,800' (N crs Phila.) SW-1,600' (Holmesburg FM) NW-2,000' (N crs Philadelphia)	None	NE	10 mi.-1,500' N side NE crs 15 mi.-1,500' N side NE crs 20 mi.-1,500' N side NE crs 25 mi.-1,500' N side NE crs	800'	238°	2.9	120'	R S A T	500' 500' 800' 300'	1.5 1.5 2.0 1.0	Turn right within 10 mi. climb to 1,500' on NE crs, or alternate procedure (when directed by ATC), climb to 2,000' on NW crs.	
Procedure No. 2	NE-1,500' (E crs Allentown) SE-2,000' (NE crs Philadelphia) SW-1,800' (N crs Philadelphia) NW-2,000' (N crs Philadelphia)	None	SW	10 mi.-1,800' S side SW crs 15 mi.-1,800' S side SW crs 20 mi.-1,800' S side SW crs 25 mi.-1,800' S side SW crs	1,300' (Over Holmesburg FM)	58° (From Holmesburg FM)	2.8	120'	R S A T	500' N.A. 800' 300'	1.5 2.0 1.0	Climb to 1,500' on NE crs, or alternate procedure (when directed by ATC), climb to 2,000' on NW crs.	
PHILIPSBURG, PA. Philipsburg Arpt. 224 kc; PSB; SBRAZ-DTV	E-4,000' (S crs Williamsport) S-4,500' (E crs Altoona) W-4,000' (Youngstown Rng) NW-Min. en route alt.	None	NW	10 mi.-3,500' W side NW crs 15 mi.-3,500' W side NW crs 20 mi.-3,500' W side NW crs 25 mi.-3,500' W side NW crs	3,000'	169°	5.0	1,033'	R S A T	600' N.A. 1,000' 500'	2.0 3.0 1.0	Climb to 4,500' on S crs within 25 mi. 2,540' MSL tower, 3.5 mi. ENE of arpt.	
Albert Arpt.	E-4,000' (S crs Williamsport) S-4,500' (E crs Altoona) W-4,000' (Youngstown Rng) NW-Min. en route alt.	None	E	10 mi.-3,500' N side E crs 15 mi.-3,500' N side E crs 20 mi.-3,500' N side E crs 25 mi.-3,500' N side E crs	3,000'	283°	6.3	1,750'	R S A T	600' N.A. 1,000' 500'	2.0 2.0 1.0	Climb to 4,000' on W crs.	
PHOENIX, ARIZ. Sky Harbor Arpt. 326 kc; PHX; SBMRAZ-DTV	N-10,000' (S crs Prescott) N-5,000' (NE crs Phoenix V.A.R.) E-Min. en route alt. E-2,100' (Mesa FM) (Final) S-6,000' (E crs Gila Bend) W-6,000' (N crs Gila Bend) W-2,600' (Perryville FM)	None	E	10 mi.-2,600' S side E crs 15 mi.-2,600' S side E crs 20 mi.-4,100' S side E crs 25 mi.-4,100' S side E crs	2,100'	261°	1.9	1,120'	R S A T	600' N.A. 1,000' 1,300'	1.5 3.0 1.0	Climb to 6,000' on W crs, 2,000' hills 3 mi. S of arpt.	
PIERRE, S. DAK. Pierre Arpt. 347 kc; PIR; SBRAZ-DTV	N-3,200' (Bismarck Rng) E-3,300' (SW crs Huron) S-Min. en route alt. W-4,400' (Rapid City Rng) W-3,500' (Philip H)	None	E	10 mi.-2,900' N side E crs 15 mi.-3,100' N side E crs 20 mi.-3,100' N side E crs 25 mi.-3,100' N side E crs	2,400'	249°	3.5	1,742'	R S A T	500' 500' 1,000' 1,300'	2.0 2.0 3.0 1.0	Climb to 3,500' on W crs within 25 mi. *If procedure turn made beyond 10 mi., the final approach alt is 2,600'.	
PITTSBURGH, PA. Allegheny Co. Arpt. 254 kc; PIT; SBRAZ-DTV	E-4,500' (N crs Altoona) SE-4,500' (S crs Altoona) SE-2,500' (Mt. Pleasant FM) W-2,600' (SE crs Cleveland) W-1,900' (Cecil FM) (Final) NW-2,500' (S crs Youngstown)	None	W	10 mi.-2,500' S side W crs 15 mi.-2,500' S side W crs 20 mi.-2,500' S side W crs 25 mi.-2,500' S side W crs	1,900'	85°	2.5	1,252'	R S A T	500' 500' 1,000' 1,300'	1.5 1.0 3.0 1.0	Climb to 4,000' on E crs, or alternate procedure (when directed by ATC), climb to 4,000' on SE crs.	
POCATELLO, IDAHO Phillips Field 267 kc; PIH; BMR LZ-DTV	N-Min. en route alt. E-Min. en route alt. S-11,000' (Mald City Rng) W-7,000' (N crs Burley)	None	W	10 mi.-6,500' N side W crs 15 mi.-6,500' N side W crs 20 mi.-6,500' N side W crs 25 mi.-6,500' N side W crs	5,240'	326°	0.5	4,446'	R S A T	800' N.A. 1,000' 1,300'	1.5 3.0 1.0	If not contact over range, turn left and climb to 7,000' on W crs within 25 mi. NOTE: Procedure turn N.A. on S side of W crs due to high terrain.	
POPE (Ft. Bragg), N. C. Ft. Bragg Arpt. 338 kc; FTB; SBMRAZ	NE-1,900' (S crs Raleigh) SE-1,900' (S crs Raleigh) SW-Min. en route alt.	None	S	10 mi.-1,500' E side S crs 15 mi.-1,500' E side S crs 20 mi.-1,500' E side S crs 25 mi.-1,500' E side S crs	1,000'	355°	2.3	220'	R S A T	600' 600' 1,000' 500'	3.0 3.0 3.0 2.0	Climb to 1,500' on N crs, 500' MSL twr, 0.5 SW of range.	
PORTLAND, MAINE Portland Arpt. 215 kc; PWM; BMR LZ-DTV	NE-1,800' (Augusta Rng) SE-1,500' (E crs Grenier) SW-2,000' (E crs Grenier) NW-Min. en route alt.	None	NW	10 mi.-1,500' W side NW crs 15 mi.-2,000' W side NW crs 20 mi.-2,000' W side NW crs 25 mi.-2,500' W side NW crs	1,000'	149°	2.2	60'	R S A T	600' 500' 1,000' 300'	1.5 1.0 3.0 1.0	Climb to 1,500' on SE crs.	
PORTLAND, OREG. Portland Arpt. 332 kc; PDX; SBRAZ-DTV	N-5,000' (Toledo Rng) N-1,500' (Woodland FM) (Final) E-7,000' (The Dalles Rng) E-6,000' (Stevenson FM) E-4,000' (Washougal FM) S-3,000' (Eugene Rng) W-Min. en route alt.	None	N	10 mi.-2,000' W side N crs 15 mi.-2,000' W side N crs 20 mi.-3,000' W side N crs 25 mi.-4,000' W side N crs	1,500'	168°	3.1	22'	R S A T	600' N.A. 1,000' 300'	1.5 3.0 1.0	Climb to 3,000' on S leg, or to 2,000' within 10 mi of range.	
POUGHKEEPSIE, N. Y. Dutchess Co. Arpt. 236 kc; POU; SBRAZ-DTV	N-5,000' (Albany Rng) E-3,000' (NE crs LaGuardia) S-3,000' (NW crs LaGuardia) W-3,500' (NW crs LaGuardia)	S crs to 3,000' within 10 mi.	S	10 mi.-2,600' E side S crs. 15 mi.-2,600' E side S crs. 20 mi.-2,600' E side S crs. 25 mi.-2,600' E side S crs.	2,100'	6°	5.2	168'	R S A T	600' 600' 800' 300'	1.5 1.5 2.0 1.0	Climb to 2,500' on N crs within 25 mi. *Stall speed formula not applicable.	

Station; frequency; identification; class	Minimum initial altitude from the direction and radio fix indicated	Shuttle	Final approach range course	Procedure turn minimum at distances from radio station	Minimum altitude over range, final appr.	Station to airport		Field elevation	Ceiling and visibility minimums				If visual contact not established over airport at authorized landing minimums or if landing not accomplished; remarks	
						Mag- netic bear- ing	Dis- tance (mi.)		Day		Night			
									Ceiling (ft.)	Visi- bility (mi.)	Ceiling (ft.)	Visi- bility (mi.)		
PDESCOTT, ARIZ. Prescott Arpt. 347 kc; PFC; SBRAZ-DTV	E-10,000' (Winslow Rng) SE-10,000' (Phoenix Rng) W-10,000' (Needles Rng) NW-Min. en route alt.	None	NW	10 mi.-7,000' E side NW crs. 15 mi.-8,000' E side NW crs. 20 mi.-8,000' E side NW crs. 25 mi.-8,000' E side NW crs.	6,500'	142°	5.5	5,042'	R S A T	1,500' N.A. 1,500' 1,000'	2.0 3.0 2.0	2.0 3.0 2.0	If not contact within 2 mi. after passing range, turn left and climb to 8,000' on NW crs within 25 mi. Climb to 2,700' on S crs.	
PRESQUE ISLE, MAINE Presque Isle AFB 388 kc; P-QH; 5BRAZ-DT	NE-2,700' (SE crs Mont Joli) NE-2,000' (Limestone FM) E-3,000' (NW crs Blissville) S-2,500' (W crs Houlton) W-Min. en route alt.	None	NE	10 mi.-2,000' N side NE crs. 15 mi.-2,000' N side NE crs. 20 mi.-2,000' N side NE crs. 25 mi.-2,000' N side NE crs.	1,500'	189°	3.4	531'	R S A T	500' 500' 1,000' 500'	1.5 1.0 3.0 1.0	2.0 3.0 1.0		
SPR Range														
PROVIDENCE, R. I. Greene Arpt. 347 kc; PVD; SBMRLZ-DTV	N-1,500' (SW crs Boston) E-1,500' (E crs Quonset Pt.) SW-1,500' (SE crs Hartford) W-1,500' (SW crs Boston)	None	SW	10 mi.-1,500' W side SW crs 15 mi.-1,500' W side SW crs 20 mi.-1,500' W side SW crs 25 mi.-1,500' W side SW crs	900'	47°	3.3	56'	R S A T	500' 500' 1,000' 300'	1.5 1.0 3.0 1.0	1.5 1.5 3.0 1.0	Climb to 1,500' on N crs.	
PUEBLO, COLO. Pueblo Arpt. 302 kc; PUB; SBRAZ-DTV	N-8,000' (Colo. Sprgs. Rng) N-7,000' (Fountain FM) (S-bound only) E-6,000' (La Jirrita Rng) S-7,500' (Trinidad Rng) W-Min. en route alt.	None	S	10 mi.-6,000' E side S crs 15 mi.-7,500' E side S crs 20 mi.-7,500' E side S crs 25 mi.-7,500' E side S crs	**5,800'	340°	2.0	4,853'	R S A T	500' N.A. 1,000' 400'	1.5 3.0 1.0	2.0 3.0 1.0	Turn right and climb to 6,000' on E crs within 25 mi., or alternate procedure (when directed by ATC), climb to 8,000' on N crs. *If contact is not estab. at 6,000' prior to reaching range, reverse course and climb to 6,000' on E crs prior to returning to station. **If procedure turn is accomplished beyond 10 mi., the alt on final approach is 6,100'.	
(NO PROCEDURE AUTHORIZED.)														
Pueblo Arpt. (new)														
PULASKI, VA. Loving Field 272 kc; PSK; SBMRLZ-DTV	N-Min. en route alt. E-6,000' (Roanoke Rng) S-Min. en route alt. W-7,000' (Tri-City Rng)	None	E	10 mi.-5,000' N side E crs 15 mi.-5,000' N side E crs 20 mi.-5,000' N side E crs 25 mi.-5,500' N side E crs	3,700'	247°	2.1	2,200'	R S A T	1,500' N.A. 2,000' 1,000'	2.0 3.0 2.0	2.0 3.0 2.0	Climb to 7,000' on SW crs.	
(NO PROCEDURE APPROVED.)														
QUANTICO, VA. Quantico MCAS														
QUONSET POINT, R. I. Quonset Point NAS 356 kc; NCCO; SBMRLZ	E-Min. en route alt. SE-Min. en route alt. W-1,500' (SW crs Providence) NW-1,500' (Providence Rng)	None	SE	10 mi.-1,500' E side SE crs 15 mi.-1,500' E side SE crs 20 mi.-1,500' E side SE crs 25 mi.-1,500' E side SE crs	800'	338°	2.2	14'	R S A T	600' 500' 1,000' 300'	1.5 1.0 3.0 1.0	1.5 1.0 3.0 1.0	Climb to 1,500' on NW crs.	
RALEIGH, N. C. Raleigh-Durham Arpt. 350 kc; RDU; SBRAZ-DTV	NE-1,500' (SE crs Blackstone) SE-Min. en route alt. SE-1,800' (NE crs Pope) S-1,900' (NE crs Florence) NW-2,000' (NE crs Greensboro)	None	SE	10 mi.-1,800' N side SE crs 15 mi.-1,800' N side SE crs 20 mi.-1,800' N side SE crs 25 mi.-1,800' N side SE crs	1,300'	299°	3.8	435'	R S A T	500' 500' 1,000' 1,300'	1.5 1.0 3.0 1.0	1.5 1.5 3.0 1.0	Climb to 2,000' on NW crs within 25 mi.	
(MAKE LET-DOWN TO RALEIGH-DURHAM ARPT. FLY CONTACT FROM RALEIGH-DURHAM ARPT. TO RALEIGH ARPT.)														
Raleigh Arpt.														
RANDOLPH (San Antonio), TEX. Randolph Field 359 kc; RND; BMLRZ	NE-Min. en route alt. SE-Min. en route alt. SW-2,100' (S crs Alamo) NW-2,500' (N crs Alamo)	On SE to 2,000' within 8 mi.	SE	8 mi.-2,000' E side SE crs 15 mi.-N.A. 20 mi.-N.A. 25 mi.-N.A.	1,500'	322°	2.0	761'	R S A T	500' N.A. 1,000' 1,000'	2.0 3.0 3.0 Minimums	3.0 3.0	If not contact within 3 mi. after passing range, make climbing right turn to 2,500' and proceed out NE crs.	
RAPID CITY, S. DAK. Rapid City AFB 221 kc; RAP; SBRAZ-DTV	N-Min. en route alt. E-4,000' (Pierre Rng) S-5,500' (NE crs Scottsbluff) W-9,000' (SE crs Sheridan)	None	S	10 mi.-5,500' E side S crs 15 mi.-5,500' E side S crs 20 mi.-5,500' E side S crs 25 mi.-5,500' E side S crs	5,000'	345°	5.5	3,242'	R S A T	600' N.A. 1,000' 1,300'	2.0 3.0 2.0	3.0 3.0 2.0	Climb to 6,000' on N crs within 25 mi.	

Station; frequency; identification; class	Minimum initial approach altitude from the direction and radio fix indicated	Shuttle	Final appr. range course	Procedure turn minimum at distances from radio station	Minimum altitude over range, final appr.	Station to airport		Field elevation	Ceiling and visibility minimums				If visual contact not established over airport at authorized landing minimums, or if landing not accomplished, remarks	
						Mag- netic bear- ing	Dis- tance (mi.)		Day		Night			
									Ceiling (ft.)	Visi- bility (mi.)	Ceiling (ft.)	Visi- bility (mi.)		
RED BLUFF, CALIF. Bluff Field 338 kc; RHO; SBRAZ-DTV	N-11,000' (Ft. Jones Rng) N-3,000' (Redding FM) E-3,000' (en route alt.) S-3,000' (Williams Rng) W-Min. en route alt.	None	S	10 mi.-2,000' E side S crs 15 mi.-2,000' E side S crs 20 mi.-2,000' E side S crs 25 mi.-2,000' E side S crs	1,200'	323°	2.5	354'	R S A T	600' 600' 800' 300'	1.5 1.0 2.0 1.0	600' 600' 800' 300'	1.5 1.0 2.0 1.0	Make 180° right turn and climb to 2,000' on S crs within 25 mi.
REDMOND, OREG. Roberts Field 308 kc; RDM; SBRAZ-DTV	N-7,000' (The Daffies Rng) SE-Min. en route alt. S-10,000' (Klamath Falls Rng) NW-Min. en route alt.	On N crs to 7,000'	NW	12 mi.-6,000' N side NW crs 15 mi.-N.A. 20 mi.-N.A. 25 mi.-N.A.	4,600'	101°	4.3	3,077'	R S A T	700' N.A. 1,000' 1,300'	1.5 3.0 1.0	700' N.A. 1,000' 1,300'	1.5 3.0 1.0	Make right turn and climb to 10,000' on S crs within 20 mi. CAUTION: 6,400' terrain; 5 mi S of NW crs, 20 mi from range.
RENO, NEV. United Airlines Arpt. 254 kc; RNO; SBRAZ-DTV	NE-11,000' (Lovecock Rng) SE-9,500' (Wadsworth FM) S-Min. en route alt. SW-12,000' (Donner Summit Rng) N-Min. en route alt.	NE crs to 10,000' within 25 mi. on N crs to 8,300' within 15 mi.	N	10 mi.-8,500' E side N crs 15 mi.-8,500' E side N crs 20 mi.-8,500' E side N crs 25 mi.-9,000'	7,000'	161°	3.0	4,404'	R S A T	2,500' N.A. 2,500' 1,000'	3.0 3.0 3.0	2,500' N.A. 2,500' 1,000'	3.0 3.0 3.0	Make timed, left turn and climb to 9,500' on N crs within 20 mi.
RENO ARPT. (MAKE LET-DOWN TO UNITED AIRLINES ARPT. FLY CONTACT FROM UNITED AIRLINES AIRPORT TO RENO AIRPORT.)														
RICHMOND, TEX. (NO ASSOCIATED AIRPORT.)														
RICHMOND, VA. Byrd Field 260 kc; RIC; SBRAZ-DTV	N-1,500' (SW crs Washington) SE-1,500' (W crs Langley) SW-1,500' (SE crs Blackstone) SW-700' (Chester FM) (Final) NW-3,000' (NE crs Lynchburg)	None	SW	10 mi.-1,500' E side SW crs 15 mi.-1,500' E side SW crs 20 mi.-1,500' E side SW crs 25 mi.-1,500' E side SW crs	700'	20°	2.0	167'	R S A T	500' 500' 1,000' 1,300'	1.5 1.0 3.0 1.0	500' 500' 1,000' 1,300'	1.5 1.0 3.0 1.0	Climb to 1,500' on N crs.
RIVERSIDE, CALIF. March Field 388 kc; RIV; SBMRAZ-DTV	N-12,000' (W crs Daggett) N-5,000' (Fontana FM) E-13,000' (S crs Daggett) E-10,000' (Bannino FM) S-Min. en route alt. W-5,000' (Los Angeles Rng)	None	W	10 mi.-4,000' N side W crs 15 mi.-5,000' N side W crs 20 mi.-5,000' N side W crs 25 mi.-5,000' N side W crs	4,000'	128°	2.9	1,536'	R S A T	2,000' N.A. 2,000' 1,000'	1.5 3.0 1.0	2,000' N.A. 2,000' 1,000'	2.0 3.0 2.0	Make right turn and climb to 5,000' on W crs.
ARLINGTON ARPT. (MAKE LET-DOWN TO MARCH FIELD. FLY CONTACT FROM MARCH FIELD TO ARLINGTON ARPT.)														
ROANOKE, VA. Woodrum Field 371 kc; ROA; SBRAZ-DTV	N-Min. en route alt. NE-6,200' (N crs Lynchburg) S-5,600' (NE crs Greensboro) S-3,150' (Red Hill FM) (Final) W-6,000' (SE crs Pulaski)	None	S	10 mi.-4,600' E side S crs 15 mi.-4,600' E side S crs 20 mi.-4,600' E side S crs 25 mi.-4,600' E side S crs	*4,600'	349°	1.8	1,174'	R S A T	2,000' 2,000' 1,000' 1,000'	2.0 2.0 3.0 2.0	2,000' 2,000' 1,000' 1,000'	2.0 2.0 3.0 2.0	If not contact over range, climb to 5,700' on N crs within 25 mi. of range, maintaining at least 500 F/M climb-or alternate procedure (when directed by ATC), if unable to maintain 500 F/M climb, shuttle between range and a point 6 mi S to the min. en route alt. *Descent to pass over range at 3,160' authorized after passing Red Hill FM; if Red Hill FM not rec'd, alt. over range is 4,600' N crs. Take off to N and landing to S NA at night.
ROCHESTER, MINN. Rochester Arpt. 238 kc; RST; SBMRLZ-DTV	N-2,400' (SE crs Minneapolis) E-2,600' (NW crs LaCrosse) S-2,500' (SW crs LaCrosse) S-1,000' (Stewartville FM) (Final) W-Min. en route alt.	None	S	10 mi.-2,400' E side S crs 15 mi.-2,300' E side S crs 20 mi.-2,500' E side S crs 25 mi.-2,500' E side S crs	1,900'	350°	2.6	1,041'	R S A T	600' 500' 1,000' 1,300'	1.5 1.5 3.0 1.0	600' 500' 1,000' 1,300'	2.0 1.5 3.0 1.5	Climb to 2,400' on N crs. 1,304' MSL, tank, 3.4 mi NW of range.
ROCHESTER, N. Y. Rochester Arpt. 246 kc; ROC; BMRLLZ-DTV	N-2,000' (S crs Stirling) E-2,300' (W crs Syracuse) S-2,500' (NW crs Elmira) W-2,000' (NE crs Buffalo)	None	E	10 mi.-2,300' N side E crs 15 mi.-2,300' N side E crs 20 mi.-2,300' N side E crs 25 mi.-2,300' N side E crs	1,500'	298°	2.2	560'	R S A T	600' 600' 1,000' 1,300'	1.5 1.5 3.0 1.0	600' 600' 1,000' 1,300'	2.0 2.0 3.0 1.0	Climb to 2,000' on W crs, 1,120' MSL, twr, 4 mi S of E crs, 11 mi from range.

Station; frequency; identification; class	Minimum initial approach altitude from the direction and radio fix indicated	Shuttle	Final app. range course	Procedure turn minimum at distances from radio station	Minimum altitude over range, final app.	Station to airport		Field elevation	Ceiling and visibility minimums				If visual contact not established over airport at authorized landing minimums or if landing not accomplished, remarks
						Mag- netic bear- ing	Dis- tance (mi.)		Day		Night		
									Ceiling (ft.)	Visi- bility (mi.)	Ceiling (ft.)	Visi- bility (mi.)	
ROCKFORD, ILL. Machenev Arpt. 338 kc; RFD; SBRAZ-DTV	E-2,500' (NW crs Chicago) SE-2,100' (W crs Chicago) W-2,200' (S crs Lone Rock) NW-2,300' (SW crs Madison)	None	W	10 mi.-2,000' S side W crs 15 mi.-2,200' S side W crs 20 mi.-2,200' S side W crs 25 mi.-2,200' S side W crs	1,540'	45°	1.7	732'	600' NA 1,000' 1,300'	1.5 3.0 1.0	600' NA 1,000' 1,300'	2.0 3.0 1.0	Climb to 2,500' on E crs. *Smaller than DC-3.
ROCKSPRINGS, WYO. Rock Springs Arpt. 200 kc; RKS; SBRAZ-DTV	N-Min. en route alt. E-10,000' (Sineclair Rng) E-8,700' (Point of Rocks FM) (Final) S-Min. en route alt. W-10,000' (Ft. Bridger Rng)	None	E	10 mi.-9,200' N side E crs 15 mi.-9,200' N side E crs 20 mi.-9,200' N side E crs 25 mi.-9,200' N side E crs	8,700'	246°	2.8	6,752'	500' 500' 1,000' 1,300'	1.5 1.0 3.0 1.0	500' 500' 1,000' 1,300'	2.0 2.0 3.0 1.0	Climb to 10,000' on W crs within 25 mi.
RODEO, N. MEX. CAA Int. Field 254 kc; BOD; BMRLZ-DTV	NE-Min. en route alt. E-9,000' (Columbus Rng) SW-11,000' (NE crs Douglas) W-12,000' (Cochise Rng) W-11,000' (Hilltop FM)	On NE crs to 9,500' within 25 mi.	NE	10 mi.-8,000' W side NE crs 15 mi.-8,000' W side NE crs 20 mi.-8,000' W side NE crs 25 mi.-8,000' W side NE crs	6,640'	13°	0.0	4,137'	2,500' NA 3,000' 2,000'	2.0 3.0 1.0	2,500' NA 3,000' 2,000'	2.0 3.0 2.0	If not contact over range, make immediate right turn climbing to 8,000' on NE crs within 25 mi. CAUTION: 6,922' terrain 5.5 mi SE of range.
ROME, GA. Rochester Field 388 kc; RMG; MRLWZ	N-3,900' (Chattanooga Rng) E-2,800' (Cartersville Int.) S-Min. en route alt. W-Min. en route alt.	None	S	10 mi.-2,500' E side S crs 15 mi.-2,500' E side S crs 20 mi.-2,500' E side S crs 25 mi.-2,500' E side S crs	1,650'	3°	3.0	644'	1,000' 700' 1,500' 1,300'	1.5 1.0 2.0 1.0	1,000' 700' 1,500' 1,300'	2.0 1.0 2.0 1.0	Climb to 3,900' on N crs within 25 mi.
SACRAMENTO, CALIF. Sacramento Arpt. 256 kc; SAC; SBMRLZ-DTV	NE-9,500' (E crs Williams) NE-1,500' (McClellan MHW) SE-3,000' (Fresno Rng) SE-1,200' (N crs Stockton) SW-6,000' (Oakland Rng) SW-1,100' (Bay Point FM) SW-6,000' (Clarksburg FM) (Final) NW-3,000' (Williams Rng)	None	SW	10 mi.-1,100' E side SW crs 15 mi.-1,100' E side SW crs 20 mi.-1,100' E side SW crs 25 mi.-1,100' E side SW crs	600'	22°	1.7	21'	600' 800' 800' 300'	1.5 1.0 2.0 1.0	600' 800' 800' 300'	1.5 1.0 2.0 1.0	Climb to 2,500' on NE crs within 20 mi. Act may descend to 7,000' after passing Blue Canyon FM to execute standard instrument approach at Sacramento.
McClellan AFB Mather AFB	(MAKE LET-DOWN TO SACRAMENTO ARPT. FLY CONTACT FROM SACRAMENTO ARPT TO MCCLELLAN AFB.) (MAKE LET-DOWN TO SACRAMENTO ARPT. FLY CONTACT FROM SACRAMENTO ARPT TO MATHER AFB.)												
T. JOSEPH, MO. Rosecrans Field 341 kc; STJ; SBMRLZ-DTV	N-Min. en route alt. E-2,400' (NE crs Kans City) S-2,400' (SW crs Kans City) W-2,200' (N crs Topeka VHF)	None	S	10 mi.-2,100' W side S crs* 15 mi.-2,100' W side S crs 20 mi.-2,100' W side S crs 25 mi.-2,100' W side S crs	1,600'	359°	3.7	821	700' 500' 800' 300'	1.5 1.0 2.0 1.0	700' 500' 800' 300'	1.5 1.5 2.0 1.0	Climb to 2,400' on N crs within 25 mi., or alternate procedure (when directed by ATC), climb to 2,500' on NW crs Kans. City. *Procedure turn W so as to permit simultaneous approaches at St. Joseph & Kansas City. CAUTION: 400' bluffs, W, NW, and E of field.
ST. LOUIS, MO. Lambert Field 269 kc; STL; SBRAZ-DTV	N-1,700' (SW crs Springfield) E-1,700' (NW crs Scott) E-1,300' (Spanish Lake FM) (Final) S-2,000' (SW crs Scott) W-2,000' (Columbia Rng) W-1,700' (St. Peters FM)	None	E	10 mi.-1,600' N side E crs 15 mi.-1,800' N side E crs 20 mi.-1,800' N side E crs 25 mi.-1,800' N side E crs	1,300'	256°	2.2	552'	500' 500' 1,000' 1,300'	1.5 1.0 3.0 1.0	500' 500' 1,000' 1,300'	1.5 1.0 3.0 1.0	Climb to 2,000' on W crs, or alternate procedure (when directed by ATC), climb to 2,000' on S crs of St. Louis.
ST. PAUL, MINN.	(SEE MINNEAPOLIS, MINN.)												
SALINAS, CALIF. Salinas Arpt. 260 kc; SNS; BMRLZ-DTV	NE-Must be on top. Top not to exceed 3,500' SE-Must be on top. Top not to exceed 3,500' SW-Must be on top. Top not to exceed 3,500' NW-Must be on top. Top not to exceed 3,500'	None	NW	10 mi.-2,000' W side NW crs 15 mi.-On top 20 mi.-On top 25 mi.-On top	780'	300°	2.4	86'	700' NA 1,000' 1,300'	2.0 3.0 1.0	700' NA 1,000' 1,300'	2.0 3.0 1.0	If not contact over range, climb to on top on SE crs.

Station; frequency; identification; class	Minimum initial approach altitude from the direction and radio fix indicated	Shuttle	Final appr. range course	Procedure turn minimum at distances from radio range station	Minimum altitude over range, final appr.	Station to airport		Field elevation	Ceiling and visibility minimums				If visual contact not established over airport at authorized landing minimums, or if landing not accomplished, remarks	
						Mag. bearing	Distance (mi.)		Day		Night			
									Ceiling (ft.)	Visibility (mi.)	Ceiling (ft.)	Visibility (mi.)		
SALT FLAT, TEX. CAA Int. Field 335 kc; SFL; BMRLLZ-DTV	N- Min. en route alt. E-10,000' (Wink Rng) S- Min. en route alt. W-8,000' (El Paso Rng)	None	N	10 mi.-5,000' W side N crs 15 mi.-5,000' W side N crs 20 mi.-7,000' W side N crs 25 mi.-7,000' W side N crs	4,500'	162°	2.7	3,710'	R S A T	500' 500' 1,000' 1,300'	1.5 1.5 3.0 1.0	500' 500' 1,000' 1,300'	2.0 2.0 4.0 2.0	Make right climbing turn to 8,000' on W crs within 25 mi.
SALT LAKE CITY, UTAH Salt Lake City Arpt. No. 1 227 kc; SLC; SBRAZ-DTXV	N-11,000' (Mead City Rng) N-10,000' (Corrine FM) N-63,000' (Ogden Rng) N-4,900' (Layton FM) (Final) E-15,500' (S crs F. Bridger) S-12,000' (E crs Fairfield) W-11,000' (Riverton FM) W-11,000' (Wendover Rng) W-11,000' (Timpale FM)	None	N	10 mi.-7,500' W side N crs 15 mi.-7,500' W side N crs 20 mi.-7,500' W side N crs 25 mi.-10,000' W side N crs	4,900'	163°	2.9	4,222'	R S A T	800' 800' 800' 400'	2.0 2.0 2.0 1.0	800' 800' 800' 400'	2.0 2.0 2.0 1.0	Make right turn and climb to 11,000' on W crs. NOTE: High terrain 8 mi E of N & S courses and W side of S crs. also S of W crs, 12 mi from range.
(MAKE LET-DOWN TO SALT LAKE CITY NO. 1 TO UTAH CENTRAL AIRPORT.)														
Utah Central Arpt.														
SAN ANGELO, TEX. Mathis Arpt. 227 kc; SUT; BMRLLZ-DTV	N-3,500' (E crs Big Spring) E-3,000' (S crs Abilene) S-3,500' (NW crs San Antonio) W-3,500' (SE crs Big Spring)	None	E	10 mi.-3,000' N side E crs. 15 mi.-3,000' N side E crs. 20 mi.-3,000' N side E crs. 25 mi.-3,000' N side E crs.	2,500'	240°	6.5	1,915'	R S A T	500' 500' 1,000' 1,300'	1.5 1.0 3.0 1.0	500' 500' 1,000' 1,300'	1.5 1.5 3.0 1.0	Climb to 3,500' on W crs.
Goodfellow Field														
SAN ANTONIO, TEX. San Antonio Arpt. 344 kc; SAT; SMRLLZ-DT	N-3,500' (E crs Big Spring) E-3,000' (S crs Abilene) S-3,500' (NW crs San Antonio) W-3,500' (SE crs Big Spring)	None	S	10 mi.-3,100' E side S crs. 15 mi.-3,500' E side S crs. 20 mi.-3,500' E side S crs. 25 mi.-3,500' E side S crs.	2,600'	329°	2.5	1,877'	R S A T	600' NA 1,000' 1,500'	2.0 3.0 2.0 3.0	600' NA 1,000' 1,500'	3.0 3.0 3.0 3.0	Climb to 3,500' on N crs.
Kelly AFB 254 kc; SNX; SBRAZ-DTV	N-2,500' (SW crs Austin) E-1,500' (Yates H) (final) E-2,500' (NE crs Randolph) S-2,200' (SE crs San Antonio) W-2,700' (NW crs San Antonio) W-2,200' (NE crs San Antonio)	None	N	10 mi.-2,500' W side N crs 15 mi.-2,500' W side N crs 20 mi.-2,500' W side N crs 25 mi.-2,500' W side N crs	*1,500'	174°	2.6	800'	R S A T	500' 500' 1,000' 1,300'	1.5 1.0 3.0 1.0	500' 500' 1,000' 1,300'	1.5 1.5 3.0 1.0	Climb to 2,500' on S crs within 25 mi. *If Yates H not received, alt over range on final approach is 1,720'.
Brooks AFB														
SAN DIEGO, CALIF. Lindbergh Field, 224 kc; SAN; SBRAZ-DTV	N-4,000' (SE crs Long Beach) N-2,500' (Oceanside FM) N-1,200' (La Jolla FM) (final) E-9,000' (El Centro Rng) E-8,000' (Mt. Laguna H) E-2,600' (La Mesa FM) SE- Min. en route alt. SE-2,900' (Coronado FM) W- Min. en route alt.	None	N	10 mi.-1,900' W side N crs 15 mi.-1,800' W side N crs 20 mi.-1,800' W side N crs 25 mi.-1,800' W side N crs	*1,500'	139°	2.3	14'	R S A T	700' NA 1,000' 1,300'	2.0 3.0 1.0 1.0	700' NA 1,000' 1,300'	2.0 3.0 1.0 1.0	Climb to 3,000' on SE crs within 15 mi. (Mexican Border). *Descent to 1,200' to pass over range at 1,200' may be started after passing La Jolla FM; if La Jolla FM not received, final approach alt over range is 1,500'. CAUTION: High terrain 9 mi. E of N Course.
Ream NAAS														
SAN FRANCISCO, CALIF. San Francisco Arpt. 227 kc; SFO; SBMRLLZ-DTV	NE-5,000' (Sacramento Rng) NE-5,000' (Bay Point FM) SE-6,000' (W crs Fresno) SE-6,000' (Evergreen FM) SE-500' (Belmont FM) (Final) SW- Min. en route alt. SW-3,000' (Half Moon Bay FM) NW- Min. en route alt. NW-3,000' (SW crs Fairfield-Suisun).	None	SE	10 mi.-1,500' E side SE crs 15 mi.-1,500' E side SE crs 20 mi.-4,000' E side SE crs 25 mi.-4,000' E side SE crs	500'	291°	3.0	10'	R S A T	600' 500' 1,000' 1,300'	2.0 1.0 3.0 1.0	600' 500' 1,000' 1,300'	2.0 1.0 3.0 1.0	If not contact over range, climb to 3,000' on NW course within 25 mi. *Descent to 3,000' may be started after passing Bay Point FM; if Bay Point FM not received, maintain 5,000'. **Descent to cross Belmont FM at 1,700' may be started after passing Evergreen FM; if Evergreen FM not received, altitude over Belmont FM is 6,000'.

Station; frequency; identification; class	Minimum initial approach altitude from the direction and radio fix indicated	Shuttle	Final appr. range course	Procedure turn minimum at distances from radio station	Minimum altitude over range, final appr.	Station to airport		Field elevation	Ceiling and visibility minimums				If visual contact not established over airport at authorized landing minimums or if landing not accomplished; remarks	
						Mag- netic bearing	Dis- tance (mi.)		Day		Night			
									Ceiling (ft.)	Vis- ibility (mi.)	Ceiling (ft.)	Vis- ibility (mi.)		
(MAKE LET-DOWN TO SAN FRANCISCO ARPT. FLY CONTACT FROM SAN FRANCISCO ARPT. TO BELMONT ARPT.)														
(MAKE LET-DOWN TO SAN FRANCISCO ARPT. FLY CONTACT FROM SAN FRANCISCO ARPT. TO SAN MATEO ARPT.)														
SAN FRANCISCO, CALIF.—Con. Belmont Arpt.					1,500'	170°	4.2	598'	R S A T	500' 500' 1,000' 1,300'	1.5 1.0 3.0 2.0	500' 500' 1,000' 1,300'	1.5 1.5 3.0 3.0	Climb to 3,000' on S course. Caution: high terrain W side N course.
San Mateo Arpt.					700'	74°	2.2	14'	R S A T	700' NA 1,000' 1,300'	2.0 NA 3.0 1.0	700' NA 1,000' 1,300'	2.0 3.0 1.0	If not contact over range, turn right and climb to 3,500' on S course. Note: Initial approach must be on top, not to exceed 3,500'. CAUTION: 4,299' hills 6 mi. NW course, 10 mi. from range.
SAN MARCOS, TEX. San Marcos AFB 266 kc; SRO; MRLWZ	N—3,000' (SW crs Austin) E—3,000' (SE crs Austin) S—3,000' (NE crs Randolph) W—3,000' (SW crs Austin)	None	N	10 mi.—2,000' E side N crs 15 mi.—2,000' E side N crs 20 mi.—2,500' E side N crs 25 mi.—2,500' E side N crs	1,500'	170°	4.2	598'	R S A T	500' 500' 1,000' 1,300'	1.5 1.0 3.0 2.0	500' 500' 1,000' 1,300'	1.5 1.5 3.0 3.0	Climb to 3,000' on S course. Caution: high terrain W side N course.
SANTA BARBARA, CALIF. Santa Barbara Arpt. 356 kc; SBA; SBMRLZ-DTV	N—On top not over 3,500' E—On top not over 3,500' S—On top not over 3,500' W—On top not over 3,500'	None	W	10 mi.—1,500' S side W crs 15 mi.—1,500' S side W crs 20 mi.—On top 25 mi.—On top	700'	74°	2.2	14'	R S A T	700' NA 1,000' 1,300'	2.0 NA 3.0 1.0	700' NA 1,000' 1,300'	2.0 3.0 1.0	If not contact over range, turn right and climb to 3,500' on S course. Note: Initial approach must be on top, not to exceed 3,500'. CAUTION: 4,299' hills 6 mi. NW course, 10 mi. from range.
SAULT STE MARIE, MICH. Sault Ste Marie Arpt. 356 kc; SSM; SBMRAZ-DTV	N—Min. en route alt. SE—Min. en route alt. S—2,000' (SE crs Grand Marais) W—2,500' (Grand Marais Rng)	None	SE	10 mi.—1,800' E side SE crs 15 mi.—1,800' E side SE crs 20 mi.—1,800' E side SE crs 25 mi.—1,800' E side SE crs	1,300'	316°	2.2	708'	R S A T	500' 500' 1,000' 1,300'	1.5 1.0 3.0 1.0	500' 500' 1,000' 1,300'	1.5 1.0 3.0 1.0	Climb to 2,500' on W course.
(MAKE LET-DOWN TO SAULT STE. MARIE RING. FLY CONTACT FROM RING. TO SAULT STE. MARIE-KINROSS ARPT.)														
SAVANNAH, GA. Hunter Field 263 kc; SAV; SBMRLZ-DTV	NE—1,300' (Charleston Rng) SE—Min. en route alt. SW—Min. en route alt. NW—1,300' (NE crs Alma)	None	SW	10 mi.—1,100' S side SW crs 15 mi.—1,100' S side SW crs 20 mi.—1,100' S side SW crs 25 mi.—1,100' S side SW crs	600'	51°	2.2	40'	R S A T	500' 500' 1,000' 1,300'	1.5 1.0 3.0 1.0	500' 500' 1,000' 1,300'	1.5 1.5 3.0 1.0	Climb to 1,300' on NE course.
Chatham AFB	NE—1,300' (Charleston Rng) SE—Min. en route alt. SW—Min. en route alt. NW—1,300' (NE crs Alma)	None	SE	10 mi.—1,100' W side SE crs 15 mi.—1,100' W side SE crs 20 mi.—NA W side SE crs 25 mi.—NA W side SE crs	1,000'	348°	7.9	50'	R S A T	700' NA 1,500' 1,300'	2.0 3.0 2.0	700' NA 1,500' 1,300'	2.0 3.0 3.0	Climb to 1,300' on NW course.
SCOTT (Belleville), ILL., Scott AFB 263 kc; BLV; SBMRAZ-DTV	NE—2,000' (NW crs Evansville) SE—Min. en route alt. SW—2,000' (S crs St. Louis) NW—2,000' (E crs St. Louis)	None	SW	10 mi.—1,800' S side SW crs 15 mi.—2,000' S side SW crs 20 mi.—2,000' S side SW crs 25 mi.—2,000' S side SW crs	1,200'	49°	2.2	447'	R S A T	600' NA 1,000' 1,300'	1.5 3.0 2.0	600' NA 1,000' 1,300'	2.0 3.0 3.0	Climb to 2,000' on NE leg.
SCOTTSBLUFF, NEBR. Scottsbluff Arpt. 341 kc; SCL; SBMRLZ-DTV	NE—5,500' (S crs Rapid City) SE—5,500' (W crs No. Platte) SW—5,500' (E crs Cheyenne) NW—Min. en route alt.	None	SE	10 mi.—5,500' E side SE crs 15 mi.—5,500' E side SE crs 20 mi.—5,500' E side SE crs 25 mi.—5,500' E side SE crs	5,000'	301°	3.1	3,945'	R S A T	500' NA 1,000' 1,300'	1.5 3.0 1.0	500' NA 1,000' 1,300'	1.5 3.0 1.0	Climb to 6,000' on NW course within 25 mi.
SEATTLE, WASH. Boeing Field 280 kc; SEA; SBRAZ-DTV	NE—Min. en route alt. E—3,000' (E crs Everett) SE—3,000' (Ellensburg Rng) E—7,000' (Easton FM) E—5,000' (Hobart FM) S—5,000' (Toledo Rng) S—4,000' (SA crs McChord) S—1,500' (Lakeview FM) NW—5,000' (S crs Patricia Bay) NW—2,000' (W crs Everett)	None	S	10 mi.—2,000' E side S crs 15 mi.—2,000' E side S crs 20 mi.—NA 25 mi.—NA	*1,200'	292°	2.8	15'	R S A T	900' NA 1,000' 1,300'	2.5 3.0 1.0	900' NA 1,000' 1,300'	2.5 3.0 1.0	Climb to 1,500' on NW leg within 15 mi. Descent to cross range at 1,200' may be started after passing OMK (Ident.—SE, 9 mi. S of range); if OMK not received, final approach alt. over range is 1,500'.

RULES AND REGULATIONS

Station; frequency; identification; class	Minimum initial approach altitude from the direction and radio fix indicated	Shuttle	Final appr. range course	Procedure turn minimum at distances from radio station	Minimum altitude over range, final appr.	Station to airport		Field elevation	Ceiling and visibility minimums				If visual contact not established over airport at authorized landing minimums, or if landing not accomplished, remarks
						Mag-netic bear-ing	Dis-tance (mi.)		Day		Night		
									Celling (ft.)	Visi-bility (mi.)	Celling (ft.)	Visi-bility (mi.)	
SEATTLE, WASH.—Continued Seattle-Tacoma Arpt.	NE—Min. en route alt. NE—3,000' (E crs Everett) E—8,000' (Ellensburg Rng) E—7,000' (Easton FM) E—5,000' (Hobart FM) S—5,000' (Toledo Rng) S—4,000' (SA crs McChord) S—1,500' (Lakewood FM) NW—5,000' (S crs Patricia Bay) NW—2,000' (W crs Everett)	None	NW	10 mi.—1,500' W side NW crs 15 mi.—1,500' W side NW crs 20 mi.—NA 25 mi.—NA	1,500'	195°	4.0	405'	R S A T	600' NA 1,000' 300'	1.5 3.0 3.0 1.0	Climb to 1,500' on S crs within 15 mi of range.	
SEFRIDGE (Mt. Clemens) MICH. Sefridge AFB 288 kc; SSC; SBRAZ	NE—2,500' (NW crs Sarnight) SE—2,500' (NE crs Windsor) SE—2,500' (NE crs Windsor) NE—2,500' (NW crs Windsor)	None	N	6.5 mi.—1,800' W side N crs 15 mi.—2,500' W side N crs 20 mi.—2,500' W side N crs 25 mi.—2,500' W side N crs	1,500'	183°	5.6	583'	R S A T	800' NA 1,000' 300'	2.0 3.0 3.0	Climb to 2,500' on S leg.	
SHAW (Sumter), S. C. Shaw AFB 375 kc; SSC; MRLWZ	NE—1,500' (NW crs Florence) SE—1,300' (N crs Charleston) SW—1,500' (SE crs Columbia) NW—1,900' (Spartanburg Rng)	SW crs within 15 mi. (All turns to E)	SW	10 mi.—1,300' E side SW crs 15 mi.—1,300' E side SW crs 20 mi.—1,300' E side SW crs 25 mi.—1,300' E side SW crs	1,300'	35°	4.4	236'	R S A T	600' NA 1,500' A F Minimums	2.0 3.0 3.0	Climb to 1,500' on NE crs and request further instructions.	
SHERIDAN, WYO. Sheridan Co. Arpt. 239 kc; SHR; SBRAZ-DTV	NE—Min. en route alt. SE—7,000' (N crs Casper) SE—5,500' (U cross FM) SE—5,000' (Sheridan FM) (Final) SW—Min. en route alt. NW—8,000' (Billings Rng)	None	SE	10 mi.—6,000' E side SE crs 15 mi.—6,000' E side SE crs 20 mi.—6,000' E side SE crs 25 mi.—6,000' E side SE crs	*5,500'	298°	1.6	4,021'	R E A T	#900' NA 1,000' 500'	3.0 3.0 2.0	Climb to 8,000' on NW crs within 25 mi., or alternate procedure (when directed by ATC), climb to 6,500' on N crs within 25 mi. *If both visual and aural signals are rec'd over Sheridan FM, m.p. alt. over range is 5,000'. #Ceiling 100' lower and visibility ½ mi. less not applicable for act. with stall speeds of 75 MPH or less as authorized in Flt. Info. Manual. CAUTION: High terrain to SE and SW.	
SHREVEPORT, LA. Shreveport Arpt. 230 kc; SHV; SBRAZ-DTV	E—1,500' (Monroe Rng) S—1,500' (Lake Charles Rng.) W—1,600' (NE crs Tyler) NW—1,700' (W crs Texarkana) NW—800' (Dixie FM) (Final)	None	NW	10 mi.—1,700' W side NW crs 15 mi.—1,700' W side NW crs 20 mi.—1,700' W side NW crs 25 mi.—1,700' W side NW crs	800'	152°	1.8	179'	R S A T	500' 500' 1,000' 1,300'	1.5 1.0 3.0 1.0	Climb to 1,500' on S crs.	
SILVER LAKE, CALIF. CAA Int. Field 299 kc; SIL; SBMRAZ-DTV	NE—0,500' (Las Vegas Rng) SE—0,000' (E crs Daggett) SW—6,000' (Daggett Rng) NW—Min. en route alt.	None	NW	10 mi.—5,000' E side NW crs 15 mi.—7,500' E side NW crs 20 mi.—7,500' E side NW crs 25 mi.—7,500' E side NW crs	4,000'	132°	1.9	919'	R S A T	3,000' 3,000' 3,000' 2,000'	3.0 3.0 3.0 3.0	If not contact over range, climb to 9,000' on SE crs. CAUTION: High terrain immediately W of NW crs.	
SINCLAIR, WYO. Rawlins Arpt. 368 kc; SIR; SBRAZ-DTV	N—Min. en route alt. E—12,000' (NW crs Laramie) S—Min. en route alt. W—10,000' (Rock Spgs Rng)	None	E	10 mi.—8,600' N side E crs 15 mi.—NA 20 mi.—NA 25 mi.—NA	8,300'	255°	5.1	6,789'	R S A T	1,500' 1,500' 1,500' 500'	3.0 3.0 3.0 2.0	If not contact over range, climb to 10,000' on W crs. *Procedure turn must be accomplished within 10 mi.—high terrain to E.	
CAA Int. Field	N—Min. en route alt. E—12,000' (NW crs Laramie) S—Min. en route alt. W—10,000' (Rock Spgs Rng)	None	E	10 mi.—8,600' N side E crs 15 mi.—NA 20 mi.—NA 25 mi.—NA	8,100'	71°	1.7	6,561'	R S A T	1,500' 1,500' 1,500' 500'	3.0 3.0 3.0 2.0	If not contact over range, climb to 10,000' on W crs. *Procedure turn must be accomplished within 10 mi.—high terrain to E.	
STOUCS CITY, IOWA Stoucs City Arpt. 335 kc; SUK; SMBRLZ-DIV	N—2,700' (Stoucs Falls Rng) E—Min. en route alt. S—2,500' (Ouach Rng) S—1,900' (Sloan FM) (Final) W—Min. en route alt.	None	S	10 mi.—2,400' E side S crs 15 mi.—2,400' E side S crs 20 mi.—2,400' E side S crs 25 mi.—2,400' E side S crs	1,900'	337°	1.9	1,097'	R S A T	600' NA 800' 300'	1.5 2.0 1.0	Climb to 2,700' on N crs, or alternate procedure (when directed by ATC), climb to 3,000' on W crs.	

Station; frequency; identification; class	Minimum initial approach altitude from the direction and radio fix indicated	Shuttle	Final approach range course	Procedure turn minimum at distances from radio station	Minimum altitude over range, final appr.	Station to airport		Field elevation	Ceiling and visibility minimums				If visual contact not established over airport at authorized landing minimums or if landing not accomplished; remarks	
						Mag. netic bearing	Distance (mi.)		Day		Night			
									Ceiling (ft.)	Visibility (mi.)	Ceiling (ft.)	Visibility (mi.)		
STOUX FALLS, S. DAK. Stoux Falls Arpt. 245 kc; SUI; SBRAZ-DTV	NE-3,000' (Minnesota Rng) SE-2,700' (Stoux City Rng) SW-2,800' (Stoux City Rng) NW-2,800' (Huron Rng)	None	NW	10 mi.-2,700' W side NW crs 15 mi.-2,800' W side NW crs 20 mi.-2,800' W side NW crs 25 mi.-2,800' W side NW crs	2,200'	93°	2.2	1,423'	R S A T	500' N 800' 300'	1.5 2.0 1.0	500' N 800' 300'	1.5 2.0 1.0	Climb to 3,000' on NE crs within 25 mi.
SMITHVILLE, TENN. CAA Int. Field 347 kc; SMV; SBMRAZ-DTV	N-3,000' (NE crs Nashville) E-4,500' (NE crs Chattanooga) S-4,000' (NW crs Chattanooga) NW-3,500' (NE crs Nashville)	None	N	10 mi.-2,500' W side N crs 15 mi.-2,500' W side N crs 20 mi.-2,500' W side N crs 25 mi.-2,500' W side N crs	2,000'	177°	1.4	1,073'	R S A T	800' N 1,000' 500'	2.0 3.0 1.0	800' N 1,000' 500'	2.0 3.0 1.0	Climb to 4,000' on S crs.
SMOKY HILL (Sallina), KANS. Smoky Hill AFB; 347 kc; SLN; BMLZ	N-Min. en route alt. E-3,000' (SW crs Marshall) S-3,000' (E crs Hutchinson) W-Min. en route alt.	None	N	10 mi.-3,000' W side N crs 15 mi.-3,000' W side N crs 20 mi.-3,000' W side N crs 25 mi.-3,000' W side N crs	2,200'	170°	5.1	1,289'	R S A T	500' N 1,000' 300'	1.5 3.0 1.0	500' N 1,000' 300'	1.5 3.0 1.0	Climb to 3,000' on S crs within 25 mi.
(MAKE LET-DOWN TO SMOKY HILL AFB. FLY CONTACT FROM SMOKY HILL AFB TO SALINA ARPT.)														
SOUTH BEND, IND. Bendix Arpt. 215 kc; SBN; SBMRAZ-DTV	N-2,000' (NE crs Chicago) E-2,000' (N crs Goshen) S-2,000' (W crs Goshen) W-2,000' (SE crs Glenview) W-1,500' (New Carlisle FM) (Final)	None	W	10 mi.-2,000' N side W crs 15 mi.-2,000' N side W crs 20 mi.-2,000' N side W crs 25 mi.-2,000' N side W crs	1,500'	75°	3.3	776'	R S A T	500' 500' 1,000' 1,300'	1.5 1.0 3.0 1.0	500' 500' 1,000' 1,300'	1.5 1.5 3.0 1.0	Climb to 2,000' on E crs.
SPARTANBURG, S. C. Spartanburg Arpt. 248 kc; SPA; SBRAZ-DTV	NE-2,800' (Mooresville Int) SE-2,200' (NW crs Columbia) SE-2,000' (W crs Columbia) SW-2,500' (S crs Greenville) NW-Min. en route alt. NW-5,000' (N crs Greenville)	None	SW	10 mi.-2,000' S side SW crs 15 mi.-N.A. 20 mi.-N.A. 25 mi.-N.A.	1,500'	65°	1.5	816'	R S A T	500' 500' 1,000' 1,300'	1.5 1.0 3.0 1.0	500' 500' 1,000' 1,300'	1.5 1.5 3.0 1.0	Climb to 2,800' on NE crs.
SPOKANE, WASH. Geiger Field 365 kc; GEG; SBRAZ-DTV	N-Min. en route alt. E-7,000' (Coeur D'Alene Rng) S-5,800' (Walla Walla Rng) W-5,000' (Ephrata Rng)	None	E	10 mi.-4,700' N side E crs 15 mi.-4,700' N side E crs 20 mi.-6,000' N side E crs 25 mi.-6,000' N side E crs	3,372'	232°	10.0	2,372'	R S A T	1,000' N.A. 1,000' 1,300'	1.0 3.0 1.0	1,000' N.A. 1,000' 1,300'	1.0 3.0 1.0	If not contact over range, climb to 5,000' on W crs.
Calkins Arpt. Spokane AFB	(MAKE LET-DOWN TO GEIGER FIELD. FLY CONTACT FROM GEIGER FIELD TO CALKINS ARPT.)													
SPRINGFIELD, ILL. Capital Arpt. 230 kc; SPT; SBMRAZ-DTV Southwest Arpt.	N-2,700' (Presque Isle Rng) E-3,000' (SE crs Presque Isle) S-2,700' (W crs Houtton) W-Min. en route alt.	None	S	10 mi.-2,700' E side S crs 15 mi.-2,700' E side S crs 20 mi.-2,700' E side S crs 25 mi.-2,700' E side S crs	2,000'	9°	3.6	534'	R S A T	500' 500' 1,000' 500'	1.5 1.0 3.0 1.0	500' 500' 1,000' 500'	1.5 1.5 3.0 1.0	Climb to 2,700' on N crs.
SPRINGFIELD, ILL. Capital Arpt. 230 kc; SPT; SBMRAZ-DTV Southwest Arpt.	NE-2,000' (E crs Peoria) SE-2,000' (W crs Effingham) SW-1,900' (N crs St. Louis) NW-1,800' (N crs St. Louis)	None	SW	10 mi.-1,800' S side SW crs 15 mi.-1,800' S side SW crs 20 mi.-1,800' S side SW crs 25 mi.-1,800' S side SW crs	1,300'	30°	5.3	585'	R S A T	500' 500' 1,000' 300'	1.5 1.0 3.0 1.0	500' 500' 1,000' 300'	1.5 1.5 3.0 1.0	Climb to 2,000' on NE crs.
SPRINGFIELD, MO. Springfield Arpt. 254 kc; SGF; SBRAZ-DTV	NE-2,000' (E crs Peoria) SE-2,000' (N crs Effingham) SW-1,900' (N crs St. Louis) NW-1,800' (N crs St. Louis)	None	NW	10 mi.-1,800' S side NW crs 15 mi.-1,800' S side NW crs 20 mi.-1,800' S side NW crs 25 mi.-1,800' S side NW crs	1,300'	113°	2.3	606'	R S A T	800' 600' 1,000' 400'	1.5 1.0 3.0 1.0	800' 600' 1,000' 400'	1.5 1.0 3.0 1.0	Climb to 2,000' on SE crs.
SQUANTUM, MASS. Squantum NAS 233 kc; NZW; MRLZ	NE-2,000' (Vichy Rng) SE-Min. en route alt. SW-2,400' (S crs Joplin) NW-2,500' (N crs Joplin)	None	NW	10 mi.-2,400' W side NW crs 15 mi.-2,400' W side NW crs 20 mi.-2,400' W side NW crs 25 mi.-2,400' W side NW crs	1,900'	134°	4.3	1,267'	R S A T	500' 500' 800' 300'	1.5 1.0 2.0 1.0	500' 500' 800' 300'	1.5 1.5 3.0 1.0	Climb to 3,000' on SE crs within 25 mi.
SQUANTUM, MASS. Squantum NAS 233 kc; NZW; MRLZ	NE-2,000' (E crs Boston) SE-Min. en route alt. SE-2,000' (Brant Rock FM) SW-3,000' (Providence Rng) NW-2,000' (W crs Boston)	None	SE	10 mi.-1,500' E side SE crs 15 mi.-1,500' E side SE crs 20 mi.-1,500' E side SE crs 25 mi.-1,500' E side SE crs	1,000'	321°	3.7	10'	R S A T	500' 500' 1,000' 300'	1.5 1.0 3.0 1.0	500' 500' 1,000' 300'	1.5 1.5 3.0 1.0	Turn left and climb to 2,000' on SE crs within 25 mi.

Station; frequency; identification; class	Minimum initial approach altitude from the direction and radio fix indicated	Shuttle	Final appr. range course	Procedure turn minimum at distances from radio station	Minimum altitude over range, final appr.	Station to airport		Field elevation	Ceiling and visibility minimums				If visual contact not established over airport at authorized landing, minimums or if landing not accomplished; remarks	
						Mag-netic bear-ing	Dis-tance (mi.)		Day		Night			
									Ceiling (ft.)	Visi-bility (mi.)	Ceiling (ft.)	Visi-bility (mi.)		
STOCKTON, CALIF. Stockton Arpt. 212 kc; SCK; BMRZ-DTV	N-3,000' (SE crs Sacramento) E-2,500' (SE crs Sacramento) S-3,000' (W crs Fresno) W-5,000' (Oakland Rng) W-3,000' (S crs Fairfield-Suisun)	None	S	10 mi.-1,500' E side S crs 15 mi.-1,500' E side S crs 20 mi.-1,500' E side S crs 25 mi.-1,500' E side S crs	800'	285°	3.2	28'	R S A T 600' NA 1,000' 1,300'	1.5 3.0 1.0	600' NA 1,000' 1,300'	1.5 3.0 1.0	Climb to 2,000' on N crs within 25 mi.	
STUTTGART, ARK. Stuttgart Arpt. 269 kc; SGT; MRLWZ	N-1,500' (NE crs Little Rock) E-1,500' (SW crs Memphis) S-1,500' (SE crs Little Rock) W-1,500' (Little Rock Rng)	None	N	10 mi.-1,500' W side N crs 15 mi.-1,500' W side N crs 20 mi.-1,500' W side N crs 25 mi.-1,500' W side N crs	1,300'	173°	4.5	223'	R S A T 500' 500' 1,000' 1,300'	1.5 1.5 3.0 1.0	500' 500' 1,000' 1,300'	1.5 1.5 3.0 1.0	Climb to 1,500' on S crs within 25 mi.	
(NO INSTRUMENT LET-DOWNS AUTHORIZED.)														
SUPERIOR, MONT.														
SYRACUSE, N. Y. Syracuse Arpt. 350 kc; SYU; SBRAZ-DTV	N-2,000' (NW crs Utica) E-1,900' (SW crs Utica) S-3,500' (SW crs Utica) W-2,300' (E crs Rochester)	None	N	10 mi.-1,000' W side N crs 15 mi.-1,000' W side N crs 20 mi.-1,000' W side N crs 25 mi.-1,000' W side N crs	1,200'	178°	2.2	396'	R S A T 700' NA 1,000' 1,400'	2.0 3.0 1.0	700' NA 1,000' 1,500'	2.0 3.0 1.0	Climb to 3,500' on S crs.	
Hancock Arpt.	N-2,000' (NW crs Utica) E-1,900' (SW crs Utica) S-3,500' (SW crs Utica) W-2,300' (E crs Rochester)	None	W	10 mi.-2,000' S side W crs 15 mi.-2,000' S side W crs 20 mi.-2,000' S side W crs 25 mi.-2,000' S side W crs	1,500'	95°	7.4	419'	R S A T 500' 500' 1,000' 1,300'				Climb to 2,700' on E crs.	
TALLAHASSEE, FLA. Dade Mabry Field 379 kc; TLH; SBRAZ-DTV	N-1,400' (NW crs Cross City) S-1,400' (SW crs Cross City) W-1,400' (E crs Cross City)	None	NW	10 mi.-1,300' S side NW crs 15 mi.-1,300' S side NW crs 20 mi.-1,400' S side NW crs 25 mi.-1,400' S side NW crs	700'	85°	2.7	70'	R S A T 500' 500' 1,000' 1,300'	1.5 1.0 3.0 1.0	500' 500' 1,000' 1,300'	1.5 1.5 3.0 1.0	Climb to 1,400' on E crs.	
TAMPA, FLA. International Arpt. 388 kc; TPA; SBRAZ-DTV	NE-1,500' (Orlando Rng) S-1,500' (Indianapolis Rng) SW-1,500' (SE crs Cross City)	None	S	10 mi.-1,200' E side S crs 15 mi.-1,200' E side S crs 20 mi.-1,200' E side S crs 25 mi.-1,200' E side S crs	700'	339°	5.7	26'	R S A T 500' 500' 800' 300'	1.5 1.0 2.0 1.0	500' 500' 800' 300'	1.5 1.0 2.0 1.0	Climb to 1,300' on N crs, or alternate procedure (when directed by ATC), climb to 1,500' on NE crs.	
MacDill AFB	NE-1,500' (Orlando Rng) S-1,500' (Indianapolis Rng) SW-1,500' (SE crs Cross City)	None	NE	10 mi.-1,500' S side NE crs 15 mi.-1,500' S side NE crs 20 mi.-1,500' S side NE crs 25 mi.-1,500' S side NE crs	700'	210°	2.3	13'	R S A T 500' NA 1,000' 1,300'	1.5 3.0 2.0	500' NA 1,000' 1,300'	1.5 3.0 3.0	Climb to 1,500' on SW crs, or alternate procedure (when directed by ATC), climb to 1,300' on S crs.	
Knight Arpt.	NE-1,500' (Orlando Rng) S-1,500' (Indianapolis Rng) SW-1,500' (SE crs Cross City)	None	SW	10 mi.-1,300' S side SW crs 15 mi.-1,300' S side SW crs 20 mi.-1,300' S side SW crs 25 mi.-1,300' S side SW crs	700'	55°	2.7	8'	R S A T 500' 500' 1,000' 300'	1.5 1.0 3.0 1.0	500' 500' 1,000' 300'	1.5 1.5 3.0 1.0	Climb to 1,500' on NE crs. Approach control operates from International Arpt. on a 24 hr. basis.	
TERRE HAUTE, IND. Hulman Field 248 kc; HUF; BMRZ-DTV	N-1,900' (SW crs W. Lafayette) E-2,000' (Indianapolis Rng) S-1,900' (Evansville Rng) W-2,000' (Effingham Rng)	None	W	10 mi.-1,800' S side W crs 15 mi.-1,800' S side W crs 20 mi.-1,800' S side W crs 25 mi.-1,800' S side W crs	1,300'	69°	5.8	685'	R S A T 500' NA 800' 300'	1.5 2.0 1.0	500' NA 800' 300'	2.0 2.0 1.0	Climb to 2,000' on E crs.	
Cox Arpt.	NE-1,900' (SW crs W. Lafayette) E-2,000' (Indianapolis Rng) S-1,900' (Evansville Rng) W-2,000' (Effingham Rng)	None	W	10 mi.-1,800' S side W crs 15 mi.-1,800' S side W crs 20 mi.-1,800' S side W crs 25 mi.-1,800' S side W crs	1,300'	182°	0.0	485'	R S A T 500' 500' 1,000' 300'				Climb to 2,000' on W crs.	
TEXARKANA, ARK. Texarkana Arpt. 329 kc; TXK; SBRAZ-DTV	NE-1,500' (SW crs Little Rock) SE-1,500' (SW crs El Dorado VHF) W-1,800' (Sulphur Springs H) NW-1,500' (en route Alt.)	None	NW	10 mi.-1,400' W side NW crs 15 mi.-1,400' W side NW crs 20 mi.-1,400' W side NW crs 25 mi.-1,400' W side NW crs	900'	115°	2.1	389'	R S A T 500' 500' 1,000' 300'	1.5 1.0 3.0 1.0	500' 500' 1,000' 300'	2.0 3.0 1.0	Climb to 1,500' on SE crs within 25 mi.	

Station: frequency; identification; class	Minimum initial approach altitude from the direction and radio fix indicated	Shuttle	Final appr. range course	Procedure turn minimum at distances from radio station	Minimum altitude over range, final appr.	Station to airport		Field elevation	Ceiling and visibility minimums				If visual contact not established over airport at authorized landing minimums or if landing not accomplished; remarks	
						Mag-netic bearing	Dis-tance (mi.)		Day		Night			
									Ceiling (ft.)	Vis-ibility (mi.)	Ceiling (ft.)	Vis-ibility (mi.)		
THE DALLES, OREG. The Dalles Arpt. 230 kc; TDL; SBRAZ-DTV	NE-8,000' (Yakima Rng) E-4,000' (Pendleton Rng) S-7,000' (Redmond Rng) W-7,000' (Portland Rng)	None	E	10 mi.-4,000' *S side E crs 15 mi.-4,000' *S side E crs 20 mi.-4,000' *S side E crs 25 mi.-4,000' *S side E crs	2,740'	251°	2.8	243'	R S A T	2,500' N.A. 2,500' 1,500'	3.0 3.0 1.0	#2,500' N.A. #2,500' N.A.	3.0 3.0	Make immediate 180° left turn and climb to 4,000' on E crs within 15 mi. of range. *Procedure turn on N side of E crs not authorized due to high terrain. #Night operations applicable to aircraft with stall speeds of 75 mph or less only.
(SEE OKLAHOMA CITY, OKLA.)														
TINKER (Oklahoma City), OKLA. Tinker AFB														
TOLEDO, OHIO Toledo Arpt. 239 kc; TOL; SBMRAZ-DTV	N-2,100' (SW crs Windsor) E-2,000' (SE crs Detroit) S-2,100' (Findlay MH) W-1,400' (Bowling Green FM) (final) W-2,000' (NE crs Ft. Wayne)	None	S	10 mi.-1,900' E side S crs 15 mi.-1,900' E side S crs 20 mi.-1,900' E side S crs 25 mi.-1,900' E side S crs	1,400'	17°	2.8	623'	R S A T	500' N.A. 800' 300'	1.5 2.0 1.0	500' N.A. 800' 300'	1.5 2.0 1.0	Climb to 2,100' on N crs.
TOLEDO, WASH. CAA Int. Field 239 kc; TDO; BMRALZ-DTV	N-5,000' (Seattle Rng) E-Min. en route alt. S-5,000' (Portland Rng) W-Min. en route alt.	None	N	12 mi.-3,500' W side N crs 15 mi.-N.A. 20 mi.-N.A. 25 mi.-N.A.	1,880'	235°	2.9	371'	R S A T	1,500' N.A. 1,500' 1,300'	2.0 3.0 1.0	1,500' N.A. 1,500' 1,300'	2.0 3.0 1.0	Turn right and climb to 3,500' on N crs within 12 mi. then continue to climb to 5,000'.
TONOPAH, NEV. Tonopah AFB 221 kc; TPH; SRAWZ	N-Min. en route alt. SE-Min. en route alt. S-Min. en route alt. NW-Min. en route alt.	None	N	10 mi.-9,500' W side N crs 15 mi.-9,500' W side N crs 20 mi.-10,500' W side N crs 25 mi.-10,500' W side N crs	8,000'	168°	2.6	5,428'	R S A T	2,500' N.A. 2,500' 1,000'	2.0 3.0 1.0	2,500' N.A. 2,500' 1,000'	3.0 3.0 2.0	Climb to 10,000' on S crs within 25 mi.
(SEE FORBES (Topeka) KANS.)														
TOPEKA, KANS. Phillip Billard Arpt.														
TRAVERSE CITY, MICH. Traverse City Arpt. 365 kc; TVC; SBMRAZ-DTV	NE-2,500' (Sault Ste Marie Rng) SE-2,500' (Saginaw MH) SW-Min. en route alt. NW-Min. en route alt.	None	SE	10 mi.-2,100' E side SE crs 15 mi.-2,400' E side SE crs 20 mi.-2,400' E side SE crs 25 mi.-2,500' E side SE crs	1,600'	319°	2.2	623'	R S A T	500' N.A. 1,000' 300'	1.5 3.0 1.0	500' N.A. 1,000' 300'	1.5 3.0 1.0	Climb to 2,300' on NW crs within 25 mi.
TRI-CITY (Bristol), TENN. Tri-City Arpt. 221 kc; TRI; SBMRAZ-DTV	NE-7,000' (Pulaski Rng) SE-6,500' (Chilhowie FM) SW-Min. en route alt. NW-5,000' (Knoxville Rng) NW-Min. en route alt.	On SW crs to 4,000' within 12 mi.	NE	10 mi.-4,000' N side NE crs 15 mi.-7,000' N side NE crs 20 mi.-7,000' N side NE crs 25 mi.-7,000' N side NE crs	2,800'	252°	3.2	1,523'	R S A T	700' 700' 700' 1,000' 300'	1.5 1.0 1.0 3.0 1.0	700' 700' 700' 1,000' 300'	1.5 1.5 3.0 3.0 1.0	Climb to 5,000' on SW crs.
TRINIDAD, COLO. Trinidad Arpt. 329 kc; TAD; SBMRAZ-DTV	N-7,500' (Pueblo Rng) NE-Min. en route alt. S-11,000' (NE crs Las Vegas) SW-Min. en route alt.	None	N	10 mi.-7,200' E side N crs 15 mi.-7,500' E side N crs 20 mi.-7,500' E side N crs 25 mi.-7,500' E side N crs	*6,700'	170°	3.0	5,761'	R S A T	600' N.A. 1,000' 400'	1.5 3.0 1.0	N.A. N.A. N.A. N.A.		Make immediate 180° left turn and climb to 7,500' on N crs. *If procedure turn is made beyond 10 mi. alt over range on final approach is 7,200'. CAUTION: Abrupt rise in terrain 8 mi SSW of arpt, 9,586' terrain, 12 mi SSW of arpt.
TUCSON, ARIZ. Davis-Monthan AFB 338 kc; TUS; SBRAZ-DTV	NE-Min. en route alt. SE-10,000' (W crs Cochise) SW-Min. en route alt. NW-10,000' (E crs Gila Bend)	None	SW	10 mi.-7,200' S side SW crs 15 mi.-N.A. 20 mi.-N.A. 25 mi.-N.A.	3,800'	307°	3.1	2,626'	R S A T	900' N.A. 1,000' 500'	1.0 3.0 1.0	900' N.A. 1,000' 500'	2.0 3.0 1.0	Make left turn and climb to 10,000' on SW crs within 25 mi. CAUTION: 3,700' peak 6 mi NW of SW crs, 12 mi from range.
Tucson Arpt.														

(MAKE LET-DOWN TO DAVIS-MONTHAN AFB. FLY CONTACT FROM DAVIS-MONTHAN AFB TO TUCSON ARPT.)

RULES AND REGULATIONS

Station; frequency; identification; class	Minimum initial approach altitude from the direction and radio fix indicated	Shuttle	Final appr. range course	Procedure turn minimum at station	Minimum altitude over range, final appr.	Station to airport		Field elevation	Ceiling and visibility minimums				If visual contact not established over airport at authorized landing minimums, or if landing not accomplished, remarks	
						Mag- netic bear- ing	Dis- tance (mi.)		Day		Night			
									Celling (ft.)	Visi- bility (mi.)	Celling (ft.)	Visi- bility (mi.)		
TUCUMCARI, N. MEX. Tucumcari Arpt. 212 kc; TCC; SBMRZ-DTV	N—Min. en route alt. E—5,200' (Amarillo Rng) S—Min. en route alt. W—7,000' (SE crs Las Vegas)	None	W	10 mi.—6,000' S side W crs 15 mi.—6,500' S side W crs 20 mi.—6,500' S side W crs 25 mi.—6,500' S side W crs	5,520'	76°	2.2	4,063'	R S A T	600' NA 1,300'	2.0 3.0 1.0	600' NA 1,300'	2.0 3.0 1.0	Climb to 5,200' on E crs. 5,020' terrain 4.5 mi SW of range.
TULSA, OKLA. Tulsa Arpt. 245 kc; TUL; SBRAZ-DTV	NE—2,200' (S crs Joplin) NF—1,500' (Verdigris River FM) (Final) SE—3,800' (Little Rock Rng) SW—2,200' (Alma H fac.) SW—2,200' (E crs Okla. City) NW—2,200' (Red Fork FM) NW—2,200' (S crs Wichita) NW—2,000' (Skiahook FM)	None	NE	10 mi.—2,000' N side NE crs 15 mi.—2,000' N side NE crs 20 mi.—2,000' N side NE crs 25 mi.—2,000' N side NE crs	1,500'	225°	1.0	674'	R S A T	500' 500' 1,000' 1,300'	1.5 1.5 3.0 1.0	500' 500' 1,000' 1,300'	1.5 1.5 3.0 1.0	Climb to 2,200' on SW crs before crossing Red Fork F.M. Operated by Aertec.
TYLER, TEX. Pound; Field 320 kc; TYR; BMRZ-DTV	NE—1,600' (W crs Shreveport) SE—Min. en route alt. SW—Min. en route alt. NW—1,600' (E crs Dallas)	None	NW	10 mi.—1,600' S side NW crs 15 mi.—1,600' S side NW crs 20 mi.—1,600' S side NW crs 25 mi.—1,600' S side NW crs	1,100'	124°	1.6	544'	R S A T	500' NA 1,300'	1.5 3.0 1.0	500' NA 1,300'	1.5 3.0 1.0	Climb to 1,600' on SE crs with- in 25 mi.
TYNDALL (Panama City), FLA. Tyndall AFB 203 kc; PAM; BMRZ	NE—1,400' (NW crs Tallahassee) SE—Min. en route alt. SW—Min. en route alt. NW—1,200' (E crs Eglin)	None	SE	10 mi.—1,100' E side SE crs 15 mi.—1,100' E side SE crs 20 mi.—1,100' E side SE crs 25 mi.—1,100' E side SE crs	600'	310°	3.0	16'	R S A T	500' 500' 1,000' 1,300'	1.5 1.5 3.0 1.0	500' 500' 1,000' 1,300'	1.5 1.5 3.0 1.0	Climb to 1,300 on NW crs.
UTIOA, N. Y. Utica Arpt. 359 kc; UCA; BMRZ-DTV	NE—Min. en route alt. SE—Min. en route alt. SW—4,000' (S crs Syracuse) NW—3,000' (N crs Syracuse)	None	NW	10 mi.—3,000' W side NW crs 15 mi.—3,000' W side NW crs 20 mi.—3,000' W side NW crs 25 mi.—3,000' W side NW crs	2,000'	151°	3.0	625'	R S A T	600' 600' 1,000' 1,300'	1.5 1.5 3.0 1.0	600' 600' 1,000' 1,300'	1.5 1.5 3.0 1.0	Climb to 3,000' on SE crs with- in 25 miles.
Griffis AFB	NE—Min. en route alt. SE—Min. en route alt. SW—4,000' (S crs Syracuse) NW—3,000' (N crs Syracuse)	None	SE	10 mi.—2,700' E side SE crs 15 mi.—3,000' E side SE crs 20 mi.—3,000' E side SE crs 25 mi.—3,000' E side SE crs	2,000'	318°	2.8	487'	R S A T	600' 600' 1,000' 1,300'	1.5 1.5 3.0 1.0	600' 600' 1,000' 1,300'	1.5 1.5 3.0 1.0	Climb to 3,000' on NW crs.
VICHY, MO. CAA Int. Field 344 kc; VIH; BMRZ-DTV	NE—2,200' (W crs St. Louis) SE—3,000' (W crs Advance) SW—2,600' (Springfield Rng) NW—2,500' (S crs Columbia)	None	SE	10 mi.—2,300' N side SE crs 15 mi.—2,300' N side SE crs 20 mi.—2,300' N side SE crs 25 mi.—2,300' N side SE crs	1,800'	310°	2.7	1,148'	R S A T	500' 500' 800' 300'	1.5 1.0 2.0 1.0	500' 500' 800' 300'	1.5 1.5 2.0 1.0	Climb to 2,500' on NW crs.
WACO, TEX. Waco Arpt. 385 kc; ACT; SBRAZ-DTV	N—1,900' (Dallas Rng) SE—1,900' (Bryan Rng) S—2,000' (Austin Rng) NW—1,700' (S crs Ft. Worth)	None	S	10 mi.—1,600' E side S crs 15 mi.—1,600' E side S crs 20 mi.—1,600' E side S crs 25 mi.—1,600' E side S crs	1,400'	9°	2.6	513'	R S A T	500' 500' 1,000' 1,300'	1.5 1.0 3.0 1.0	500' 500' 1,000' 1,300'	1.5 1.5 3.0 1.0	Climb to 1,900' on N crs. with- in 25 mi.
Connally AFB	N—1,900' (Dallas Rng) SE—1,900' (Bryan Rng) S—2,000' (Austin Rng) NW—1,700' (S crs Ft. Worth)	None	S	10 mi.—1,600' E side S crs 15 mi.—1,600' E side S crs 20 mi.—1,600' E side S crs 25 mi.—1,600' E side S crs	1,400'	59°	10.7	470'	R S A T	700' NA 1,000' 1,300'	2.0 3.0 2.0	700' NA 1,000' 1,300'	3.0 3.0 3.0	Climb to 1,900' on N crs. with- in 25 mi.
WALKER (Roswell), N. Mex., Walker AFB 305 kc; RSW; SBMRZ	NE—Min. en route alt. SE—6,000' (W crs Hobbs) SW—Min. en route alt. NW—Min. en route alt.	None	SE	10 mi.—6,000' E side SE crs 15 mi.—6,000' E side SE crs 20 mi.—6,000' E side SE crs 25 mi.—6,000' E side SE crs	4,500'	253°	3.5	3,666'	R S A T	600' 600' 1,000' 1,300'	1.5 1.5 3.0 2.0	600' 600' 1,000' 1,300'	2.5 2.5 3.0 3.0	Make climbing left turn to 6,000' on SE crs. within 25 mi.
WALLA WALLA, WASH. City-County Arpt. 212 kc; ALW; SBMRZ-DTV	NE—5,500' (Spokane Rng) SE—Min. en route alt. SW—5,000' (E crs Pendleton) NW—Min. en route alt.	None	NE	10 mi.—3,000' W side NE crs 15 mi.—3,500' W side NE crs 20 mi.—3,500' W side NE crs 25 mi.—3,500' W side NE crs	2,500'	182°	3.6	1,205'	R S A T	600' NA 1,000' 1,300'	1.5 3.0 1.0	600' NA 1,000' 1,300'	1.5 3.0 1.0	Climb to 5,000' on SW crs. with- in 20 mi. CAUTION: High ter- rain 5 mi. E of NNE crs.
Martin Arpt.														
WALNUT RIDGE, ARK. Walnut Ridge Arpt. 308 kc; ARG; BMRZ-DTV	NE—1,500' (W crs Advance) E—2,500' (N crs Memphis) SW—1,700' (Little Rock Rng) W—Min. en route alt.	None	NE	10 mi.—1,500' W side NE crs 15 mi.—1,500' W side NE crs 20 mi.—1,500' W side NE crs 25 mi.—1,500' W side NE crs	960'	173°	5.0	275'	R S A T	500' 500' 300'	1.5 1.0 2.0 1.0	500' 500' 300'	1.5 1.0 2.0 1.0	Climb to 1,700' on SW crs within 25 mi.

(MAKE LET-DOWN TO CITY-COUNTY AIRPORT. FLY CONTACT FROM CITY-COUNTY ARPT. TO MARTIN ARPT.)

Station; frequency; identification; class	Minimum initial approach altitude from the direction and radio fix indicated	Shuttle	Final appr. range course	Procedure turn minimum at distances from radio station	Minimum altitude over range, final appr.	Station to airport		Field elevation	Ceiling and visibility minimums				If visual contact not established over airport at authorized landing minimums or if landing not accomplished; remarks	
						Magnetic bearing	Distance (mi.)		Day Ceiling (ft.)	Day Visibility (mi.)	Night Ceiling (ft.)	Night Visibility (mi.)		
WASHINGTON, D. C. Washington National Airport 332 kc; DCA; SBRAZ-DTXV	NE-1,600' (W crs Baltimore) SE-1,500' (S crs Baltimore) SW-1,500' (N crs Richmond) SW-940' (Mt. Vernon F.M.) SW-700' (Alexandria LFM) (final) NW-1,800' (E crs Front Royal)	None	SW	10 mi.-1,500' E side SW crs 15 mi.-1,500' E side SW crs 20 mi.-1,500' E side SW crs 25 mi.-1,500' E side SW crs	940'	25°	0.9	17'	R S A T	500' NA 1,000' 1,300'	1.5 3.0 1.0	500' NA 1,300'	1.5 3.0 1.0	Climb to 1,600' on NE crs. CAUTION: 442' MSL spire, 2 mi. from range, immediately W of SW crs. *Descent to cross range at 700' may be started after passing Alexandria LFM. If Alexandria LFM not rec'd final approach alt over range in 940'. If not contact within 2 mi. after passing range, climb to 1,600' on NE crs. *Descent to cross range at 700' may be started after passing Alexandria LFM. If LFM not rec'd, alt over range is 940'. CAUTION: 442' MSL spire, 2 mi. from range, immediately W of SW crs. Hills with obstructions approx. 350' immediately E of field.
Anacostia NAS	NE-1,600' (W crs Baltimore) SE-1,500' (S crs Baltimore) SW-1,500' (N crs Richmond) SW-940' (Mt. Vernon F.M.) SW-700' (Alexandria LFM) (final) NW-1,800' (E crs Front Royal)	None	SW	10 mi.-1,500' E side SW crs 15 mi.-1,500' E side SW crs 20 mi.-1,500' E side SW crs 25 mi.-1,500' E side SW crs	940'	41°	2.2	10'	R S A T	600' NA 1,000' 1,500'	1.5 3.0 1.0	600' NA 1,000' 1,500'	1.5 3.0 1.0	Climb to 1,600' on NE crs. CAUTION: 442' MSL spire, 2 mi. from range, immediately W of SW crs. Hills with obstructions approx. 350' immediately E of field.
Bolling AFB	NE-1,600' (W crs Baltimore) SE-1,500' (S crs Baltimore) SW-1,500' (N crs Richmond) SW-940' (Mt. Vernon F.M.) (final) NW-1,800' (E crs Front Royal)	None	SW	10 mi.-1,500' E side SW crs 15 mi.-1,500' E side SW crs 20 mi.-1,500' E side SW crs 25 mi.-1,500' E side SW crs	940'	82°	1.2	20'	R S A T	800' NA 1,300' 1,500'	1.5 3.0 2.0	800' NA 1,300' 1,500'	2.0 3.0 3.0	Climb to 1,600' on NE crs. CAUTION: 442' MSL spire, 2 mi. from range, immediately W of SW crs. Hills with obstructions approx 350' immediately E of field.
WATERTOWN, S. DAK. Watertown Arpt. 382 kc; ATY; BMRLZ-DTV	N-Min. en route alt. E-3,000' (Wilmar Rng) S-Min. en route alt. W-Min. en route alt.	None	E	10 mi.-3,000' N side E crs 15 mi.-3,000' N side E crs 20 mi.-3,000' N side E crs 25 mi.-3,000' N side E crs	2,500'	256°	2.9	1,740'	R S A T	500' NA 1,000' 1,300'	1.5 3.0 1.0	500' NA 1,000' 1,300'	1.5 3.0 1.0	Climb to 3,000' on W crs within 25 mi.
WEEKSVILLE, N. C. Elizabeth City CGAS 524 kc; NFG; MRLZ	NE-Min. en route alt. NE-1,300' (Aydielle F.M.) SE-Min. en route alt. SE-1,300' (Manico F.M.) SW-Min. en route alt. SW-1,300' (Edenton F.M.) NW-Min. en route alt. NW-1,300' (South Mills F.M.)	On SE crs within 8 mi. of range	SE	10 mi.-1,100' N side SE crs 15 mi.-NA 20 mi.-NA 25 mi.-NA	800'	319°	2.8	10'	R S A T	500' 500' 1,000' 1,300'	1.5 1.0 3.0 1.0	500' 500' 1,000' 1,300'	2.0 1.0 3.0 1.0	Climb to 1,300' on NW crs within 25 mi. CGAS closed to all civil air traffic except in emergency or when given special authorization by Navy Dept.
WENDOVER, UTAH Wendover AFB 248 kc; ENV; SBMRAZ-DT	N-13,000' (W crs Lucin) E-11,000' (Salt Lake City Rng) S-Min. en route alt. W-Min. en route alt.	On E crs to 8,000' within 25 mi. (A 11 turns to S)	E	10 mi.-8,000' S side E crs 15 mi.-8,000' S side E crs 20 mi.-8,000' S side E crs 25 mi.-8,000' S side E crs	5,200'	258°	2.5	4,240'	R S A T	900' 900' 1,500' 1,500'	1.0 1.0 3.0 1.0	900' 900' 1,500' 1,500'	2.0 2.0 2.0 2.0	Make immediate 180° climbing left turn to 8,000' on E crs within 25 mi. CAUTION: High terrain 6 mi N of E and W courses within 10 mi of range. Danger Area N and S of E crs.
WESTFIELD, MASS. Barnes Arpt. 230 kc; BAF; BMRLZ-DTV	N-3,000' (W crs Boston) E-2,500' (NE crs Hartford) S-2,500' (NW crs Hartford) NW-4,000' (Albany Rng)	None	S	10 mi.-2,500' E side S crs 15 mi.-2,500' E side S crs 20 mi.-2,500' E side S crs 25 mi.-2,500' E side S crs	1,800'	27°	1.7	270'	R S A T	1,000' NA 1,500' 1,700'	2.0 3.0 1.0	1,000' NA 1,500' 1,700'	2.0 3.0 2.0	Climb to 3,000' on N crs.
WEST LAFAYETTE, IND. Purdue Univ. Arpt. 227 kc; LAF; BMRLZ-DTV	NE-1,900' (S crs Goshen) SE-2,100' (Indianapolis Rng) SW-1,800' (SE crs Chanute) NW-1,900' (NE crs Chanute)	None	SW	10 mi.-1,800' S side SW crs 15 mi.-2,000' S side SW crs 20 mi.-2,000' S side SW crs 25 mi.-2,000' S side SW crs	1,400'	50°	2.4	605'	R S A T	700' 700' 1,000' 1,300'	1.5 1.5 3.0 1.0	700' 700' 1,000' 1,300'	1.5 1.5 3.0 1.0	Climb to 1,900' on NE crs 900' MSL stacks, 1.5 mi NE of Arpt.
WESTOVER (Chilcopee Falls), MASS. Westover AFB 272 kc; CEE; BMRAZ	NE-3,000' (W crs Boston) SE-3,000' (SE crs Westfield) SW-3,000' (S crs Westfield) NW-3,000' (N crs Westfield)	To 2,500' on NE crs between OMA& b i n marker	NE	10 mi.-2,500' N side NE crs 15 mi.-NA 20 mi.-NA 25 mi.-NA	1,500'	239°	2.6	244'	R S A T	600' NA 1,000' 1,500'	2.0 3.0 1.0	600' NA 1,000' 1,500'	3.0 3.0 2.0	Climb to 2,500' to Westfield range via SW crs Westover and SE crs Westfield and await further clearance.

Station; frequency; identification; class	Minimum initial approach altitude from the direction and radio fix indicated	Shuttle	Final app. range course	Procedure turn minimum at station	Minimum altitude over range, final app.	Station to airport		Field elevation	Ceiling and visibility minimums				If visual contact not established over airport at authorized landing minimums, or if landing not accomplished; remarks
						Mag-netic bear-ing	Dis-tance (mi.)		Day		Night		
									Celling (ft.)	Vis-ibility (mi.)	Celling (ft.)	Vis-ibility (mi.)	
W. PALM BEACH, FLA. Palm Beach International- 31 Arpt. 279 kc; FBI; SBMRAZ-DTV	N-1,600' (SE crs Melbourne) E-Min. en route alt. S-1,400' (Miami Rng) SW-1,200' (Ft. Lauderdale FM) W-1,200' (en route alt.)	None	W	10 mi.-1,200' S side W crs 15 mi.-1,200' S side W crs 20 mi.-1,200' S side W crs 25 mi.-1,200' S side W crs	600'	80°	2.4	19'	R S A T	500' 500' 1,000' 300'	1.5 1.0 3.0 1.0	Climb to 1,200' on E crs.	
WHIDBEY ISLAND, WASH. Whidbey Island NAS 333 kc; N UW; BMBRLZ	NE-1,500' (S crs Bellingham) SE-1,500' (N crs Everett) SW-1,500' (NW crs Seattle) NW-3,000' (E crs Patricia Bay)	None	SE	6 mi.-1,500' W side SE crs 15 mi.-N/A 20 mi.-N/A 25 mi.-N/A	1,000'	303°	3.3	17'	R S A T	850' 850' 1,000' 500'	2.0 2.0 2.0 1.0	Climb to 3,000' on NW crs.	
Oak Harbor NAS	NE-1,500' (S crs Bellingham) SE-1,500' (N crs Everett) SW-1,500' (NW crs Seattle) NW-3,000' (E crs Patricia Bay)	None	NW	10 mi.-1,500' W side NW crs 15 mi.-1,500' W side NW crs 20 mi.-3,000' W side NW crs 25 mi.-3,000' W side NW crs	1,000'	123°	3.7	S. L.	R S A T	600' 600' 1,000' 500'	1.5 1.0 3.0 1.0	Climb to 1,500' on SE crs.	
WHITEHALL, MONT. CAA Int. Field 284 kc; HIA; SBRAZ-DTV	N-10,500' (Helena Rng) N-9,000' (Whitehall FM) E-9,000' (Bozeman Rng) S-10,500' (Dillon Rng) NW-10,000' (S crs Butte)	None	E	10 mi.-8,000' N side E crs 15 mi.-8,000' N side E crs 20 mi.-8,000' N side E crs 25 mi.-8,000' N side E crs	7,000'	183°	2.3	4,674'	R S A T	2,000' N/A 2,000' 1,500'	2.0 N/A 3.0 2.0	Turn left and return to range, then climb to 9000' on E crs within 25 mi.	
WHITING (Milton), P.L.A. Whiting NAAS (North)	NE-1,200' (N crs Crestview) SE-1,200' (NE crs Pensacola) SW-1,200' (N crs Pensacola) NW-1,200' (N crs Pensacola)	None	NW	10 mi.-1,200' S side NW crs 15 mi.-1,200' S side NW crs 20 mi.-1,200' S side NW crs 25 mi.-1,200' S side NW crs	700'	130°	3.2	177'	R S A T	500' 500' 1,000' 300'	1.5 1.0 3.0 1.0	Climb to 1,800' on SE crs.	
WHITMORE, CALIF.	(NO ASSOCIATED AIRPORT.)												
WICHITA, KANS. Wichita Arpt. 332 kc; ICT; SBRAZ-DTV	NE-2,900' (W crs Chanute) S-2,500' (N W crs Tulsa) SW-3,000' (S crs Hutchinson) SW-2,600' (Viola FM) N-2,800' (E crs Hutchinson) N-2,300' (Kechi FM) (Final)	None	N	10 mi.-2,800' W side N crs. 15 mi.-2,800' W side N crs. 20 mi.-2,800' W side N crs. 25 mi.-2,800' W side N crs.	2,300'	167°	1.2	1,372'	R S A T	500' 500' 1,000' 300'	1.5 1.5 3.0 1.0	Climb to 2,500' on S crs.	
WICHITA FALLS, TEX. Kell/Sheppard AFB 239 kc; IEB; SBMRAZ-DTV	NE-2,500' (S crs Okla. City) SE-2,200' (N crs Ft. Worth) SE-1,700' (Jolly FM) (Final) SW-3,000' (Abilene Rng) NW-2,500' (NE crs Childress VHF)	None	SE	10 mi.-2,200' E side SE crs. 15 mi.-2,200' E side SE crs. 20 mi.-2,200' E side SE crs. 25 mi.-2,200' E side SE crs.	1,700'	305°	1.7	1,029'	R S A T	500' 500' 1,000' 300'	1.5 1.0 3.0 1.0	Climb to 2,500' on NW crs within 25 mi.	
WILKES-BARRE, PA. Wilkes-Barre-Scranton Arpt. 272 kc; AVP; SBMRAZ-DTV	E-3,400' (NW crs LaGuardia) S-3,500' (W crs Allentown) SW-3,100' (E crs Williamsport) N-3,300' (SE crs Elmira)	None	SW	10 mi.-3,100' S side SW crs. 15 mi.-3,100' S side SW crs. 20 mi.-3,100' S side SW crs. 25 mi.-3,100' S side SW crs.	2,600'	91°	4.0	956'	R S A T	1,500' N/A 1,500' 1,000'	2.0 N/A 3.0 1.0	Make climbing left turn to 3,100' on SW crs.	
WILLIAMS, CALIF. CAA Int. Field 326 kc; ILL; SBMRAZ-DTV	N-3,000' (Red Bluff Rng) E-5,000' (NE crs Sacramento) S-6,000' (NW crs Oakland) W-Min. en route alt.	N crs within 25 mi.	N	10 mi.-1,300' W side N crs. 15 mi.-1,300' W side N crs. 20 mi.-1,300' W side N crs. 25 mi.-1,300' W side N crs.	740'	244°	2.2	130'	R S A T	600' N/A 1,000' 300'	1.5 N/A 3.0 1.0	If not contact over range, climb to 3,000' on N crs.	
WILLIAMSPORT, PA. Williamsport Arpt. 375 kc; IPT; BMBRLZ-DTV	N-4,000' (SE crs Elmira) E-3,600' (SW crs Wilkes-Barre) S-3,500' (Squibb Rng) W-3,500' (S W crs Elmira)	None	E	10 mi.-4,000' S side E crs 15 mi.-4,000' S side E crs 20 mi.-4,000' S side E crs 25 mi.-4,000' S side E crs	2,500'	281°	7.0	529'	R S A T	1,500' N/A 2,000' 300'	1.5 N/A 3.0 1.0	If not contact within 2 mi. after passing range, turn right and climb to 3,600' on E crs.	
WILLMAR, MINN. Willmar Arpt. 254 kc; HLL; SBMRAZ-DTV	N-2,400' (SE crs Alexandria) E-2,500' (NW crs Minneapolis) S-2,500' (NE crs Sioux Falls) W-3,000' (Watertown Rng)	None	S	10 mi.-2,300' E side S crs 15 mi.-2,300' E side S crs 20 mi.-2,300' E side S crs 25 mi.-2,300' E side S crs	1,900'	357°	3.3	1,130'	R S A T	600' 600' 1,000' 300'	2.0 2.0 3.0 1.0	Climb to 2,400' on N crs.	
WILLOW GROVE, PA. Willow Grove NAS 301 kc; NXX; BMBRLZ	NE-2,000' (NW crs Lakehurst) SE-2,000' (NE crs Phila.) SW-2,000' (E crs Phila.) NW-2,000' (SW crs Allentown)	None	NE	10 mi.-1,500' N side NE crs 15 mi.-2,000' N side NE crs 20 mi.-2,000' N side NE crs 25 mi.-2,000' N side NE crs	1,000'	241°	3.3	369'	R S A T	600' 600' 1,000' 300'	1.5 1.0 3.0 1.0	Climb to 2,000' on SW crs.	

Station; frequency; identification; class	Minimum initial approach altitude from the direction and radio fix indicated	Shuttle	Final app. range course	Procedure turn minimum at distances from radio station	Mf-min altitude over range, final appr.	Station to airport		Field elevation	Ceiling and visibility minimums				If visual contact not established over airport at authorized landing minimums, or if landing not accomplished; remarks	
						Mag-netic bear-ing	Dis-tance (mi.)		Day		Night			
									Ceiling (ft.)	Visi-bility (mi.)	Ceiling (ft.)	Visi-bility (mi.)		
WILMINGTON, DEL. New Castle Arpt. 350 kc; ILG; MRLWZ	N-2,000' (W crs Phila.) E-1,500' (S crs Phila.) S-1,500' (SW crs Millville) W-2,000' (W crs Phila.)	None	S	10 mi.-1,500' E side S crs 15 mi.-1,500' E side S crs 20 mi.-1,500' E side S crs 25 mi.-1,500' E side S crs	1,000'	19°	2.8	77'	R S A T	500' NA 1,000' 1,300'	1.5 3.0 1.0	500' NA 1,000' 1,300'	1.5 3.0 1.0	Turn right and climb to 1,500' on S crs, or alternate procedure (when directed by ATC), climb to 1,500' on E crs.
WINDSOR, ONTARIO Detroit City Arpt. 353 kc; OG; SBRAZ-T, SBRAZ-DTV	NE-1,700' (SE crs Selfridge) SE-1,000' (Cleveland Rng) SW-2,300' (SE crs Detroit) NW-2,300' (NW crs Selfridge)	None	SE	10 mi.-1,700' E side SE crs 15 mi.-1,700' E side SE crs 20 mi.-1,700' E side SE crs 25 mi.-1,700' E side SE crs	1,625'	329°	9.0	626'	R S A T	1,000' 1,700' 1,700' 1,700' 1,000' 300'	3.0 *1.0 3.0 *1.0 3.0 *1.0 *1.0	1,000' 1,700' 1,700' 1,700' 1,000' 300'	3.0 *1.0 3.0 *1.0 3.0 *1.0	Climb to 2,300' on NW crs. *Min alt range to (DET) H fac, 1,625'. Descent to 1,325' permitted. If fac to arpt. prohibited, positive position report is determined by ADR. Range to H is 6.4 mi. H to arpt. is 2.6 mi. **Rwy 33 only. Sliding scale not applicable for minimums.
WINK, TEX. Wink Arpt. 260 kc; INW; SBRAZ-DTV	E-4,500' (NW crs Midland) SE-Min. en route alt. W-4,500' (SE crs Carlsbad) N-5,000' (E crs Hobbs)	None	SE	10 mi.-4,000' E side SE crs. 15 mi.-4,000' E side SE crs. 20 mi.-4,000' E side SE crs. 25 mi.-4,000' E side SE crs.	3,600'	353°	1.2	2,824'	R S A T	500' 500' 1,000' 1,300'	1.5 1.0 3.0 1.0	500' 500' 1,000' 1,300'	1.5 1.0 3.0 1.0	Climb to 5,000' on N crs within 25 mi.
WINSLOW, ARIZ. Winslow Arpt. 266 kc; INW; SBRAZ-DTV	N-Min. en route alt. E-10,000' (Zuni Rng) E-7,000' (Joseph City FM) S-Min. en route alt. W-10,000' (Prescott Rng) W-7,500' (Meteor Crater FM)	None	E	10 mi.-7,000' S side E crs. 15 mi.-7,000' S side E crs. 20 mi.-7,000' S side E crs. 25 mi.-7,000' S side E crs.	5,540'	160°	1.5	4,937'	R S A T	600' NA 1,000' 1,400'	2.0 3.0 1.0	600' NA 1,000' 1,400'	2.0 3.0 2.0	If not contact over range, climb to 7,000' on E crs within 25 mi.
WINSTON-SALEM, N.C. Smith-Reynolds Arpt. 382 kc; INW; SMRLZ-D	NE-2,400' (NW crs Greensboro) SE-Min. en route alt. S-2,000' (SW crs Greensboro) (Final) SW-2,500' (N crs Charlotte) SW-2,500' (High Point FM) (Final) NW-Min. en route alt.	None	SE	10 mi.-2,200' W side SE crs. 15 mi.-2,500' W side SE crs. 20 mi.-2,500' W side SE crs. 25 mi.-2,500' W side SE crs.	2,000'	328°	5.1	969'	R S A T	500' NA 1,000' 500'	3.0 3.0 1.0	500' NA 1,000' 500'	3.0 3.0 1.0	Climb to 3,500' on NW crs within 25 mi, or alternate procedure (when directed by ATC), turn left, climb to 2,500' on SW crs within 25 mi.
WRIGHT-PATERSON (Dayton), OHIO Patterson AFB 379 kc; FFO; SBMRZ-DTV Wright AFB	NE-2,500' (W crs Columbus) E-2,500' (S crs Columbus) S-2,500' (Cincinnati Rng) W-2,500' (S crs Dayton)	None	S	10 mi.-2,500' E side S crs. 15 mi.-2,500' E side S crs. 20 mi.-2,500' E side S crs. 25 mi.-2,500' E side S crs.	2,000'	32°	2.9	819'	R S A T	500' NA 1,000' 500'	3.0 3.0 1.0	500' NA 1,000' 500'	3.0 3.0 1.0	Climb to 2,500' on NE crs of Wright-Patterson and make procedure turn to right, S of E crs of Dayton.
YAKIMA, WASH. Yakima Arpt. 320 kc; YKM; BMRLZ-DTV	NE-6,000' (E crs Ellensburg) SE-6,000' (NW crs Pendleton) SW-8,000' (The Dalles Rng) NW-Min. en route alt.	None	SE	10 mi.-4,000' S side SE crs 15 mi.-4,000' S side SE crs 20 mi.-4,000' S side SE crs 25 mi.-4,000' S side SE crs	3,000'	267°	4.7	1,077'	R S A T	900' 800' 1,000' 600'	2.5 2.0 3.0 1.0	900' 800' 1,000' 600'	2.5 2.0 3.0 1.0	Turn right and climb to 4,000' on NW crs within 10 mi. of range, make procedure turn on N side NW crs. *Procedure turn not authorized on N side of SE crs due to high terrain. WARNING: Do not proceed more than 10 mi from range on NW crs.
YOUNGSTOWN, OHIO Youngstown Arpt. 212 kc; YNG; SBMRZ-DTV	N-2,200' (SW crs Erie) N-1,700' (Gustavus FM) (final) E-2,600' (S crs Erie) S-2,500' (NW crs Pittsburgh) W-2,200' (NE crs Akron)	None	N	10 mi.-2,200' W side N crs 15 mi.-2,200' W side N crs 20 mi.-2,200' W side N crs 25 mi.-2,200' W side N crs	1,700'	185°	3.4	1,196'	R S A T	500' 500' 800' 300'	1.5 1.0 2.0 1.0	500' 500' 800' 300'	1.5 1.0 2.0 1.0	Climb to 2,500' on S crs.
YUMA, ARIZ. Yuma Cor. Arpt. 250 kc; YUM; SBMRZ-DTV	N-5,000' (Blythe Rng) E-4,000' (Gila Bend Rng) S-Min. en route alt. W-3,000' (El Centro Rng)	None	N	10 mi.-3,000' E side N crs 15 mi.-3,000' E side N crs 20 mi.-3,000' E side N crs 25 mi.-3,000' E side N crs	2,500'	165°	5.8	213'	R S A T	600' 600' 1,000' 300'	1.5 1.0 3.0 1.0	600' 600' 1,000' 300'	2.0 2.0 3.0 1.0	Climb to 3,500' on S crs within 20 mi. of range. If position not certain, climb to emergency alt of 6,000'.
ZUNI, N. MEX. CAA Int. Field 353 kc; ZUN; BMRLZ-DTV	N-Min. en route alt. E-11,000' (Acomita Rng) S-Min. en route alt. W-10,000' (Winslow Rng)	None	W	10 mi.-10,000' S side W crs 15 mi.-10,000' S side W crs 20 mi.-10,000' S side W crs 25 mi.-10,000' S side W crs	8,620'	78°	0.1	7,114'	R S A T	1,500' 1,500' 2,000' 1,000'	5.0 5.0 5.0 5.0	1,500' 1,500' 2,000' 1,000'	5.0 5.0 5.0 5.0	If not contact over range, make climbing left turn to 10,000' on W crs within 25 mi.

RULES AND REGULATIONS

§ 60.46-5 High frequency range procedures (CAA rules which apply to § 60.46). The following high frequency range procedures are hereby prescribed:

Station; frequency; identification; class	Minimum initial approach altitude from the direction and radio fix indicated	Shuttle	Final appr. range course	Procedure turn minimum at distances from radio station	Minimum altitude over range; final appr.	Station to airport		Field elevation	Ceiling and visibility minimums				If visual contact, not established over airport, authorized landing minimums, or if landing not accomplished, remarks
						Mag-netic bearing	Dis-tance (mi.)		Day		Night		
									Ceiling (ft.)	Vis-ibility (mi.)	Ceiling (ft.)	Vis-ibility (mi.)	
ATLANTIC CITY, N. J. Atlantic City NAS 108.7 mc; A1Y; BVAR-DTVL	NE-1,300' (NE crs Millville) SE-Min. en route alt. SW-1,300' (SE crs Millville) NW-1,300' (NE crs Millville)	None	NE (vis-ual)	10 mi.-1,300' W side NE crs 15 mi.-1,300' W side NE crs 20 mi.-1,300' W side NE crs 25 mi.-1,300' W side NE crs	800'	140°	2.7	70'	R S A T	600 NA 1,000 300	1.5 3.0 1.0	1.5 3.0 1.0	Climb to 1,300' on SW crs.
DALHART, TEX. Dalhart Mun. Arpt. 108.3 mc; DHT; BVAR-DTVL	NE-Min. en route alt. SE-5,200' (Amarillo Rng) SW-Min. en route alt. NW-Min. en route alt.	None	NW (vis-ual)	10 mi.-5,200' W side NW crs 15 mi.-5,200' W side NW crs 20 mi.-5,200' W side NW crs 25 mi.-5,200' W side NW crs	4,700'	170°	5.0	3,980'	R S A T	500 NA 800 300	1.5 2.0 1.0	1.5 2.0 1.0	Climb to 5,200' on SE crs within 25 mi.
EL DORADO, ARK. El Dorado-Goodwin Field 100.1 mc; ELD; BVAR-DTVL	NE-1,500' (SW crs Pine Bluff VHF) SE-Min. en route alt. SW-1,500' (SE crs Texarkana) NW-1,500' (NE crs Texarkana)	None	NE (vis-ual)	10 mi.-1,500' N side NE crs 15 mi.-1,500' N side NE crs 20 mi.-1,500' N side NE crs 25 mi.-1,500' N side NE crs	1,300'	200°	3.5	277'	R S A T	1,000 1,000 1,000 300 (BCOB)	1.0 1.0 3.0 1.0	1.0 1.0 3.0 1.0	Climb to 1,500' on SW crs within 25 mi.
ELIZABETH CITY, N. C. Elizabeth City CGAS 108.3 mc; EGG; BVAR-DTVL	N-1,500' (E crs Norfolk VHF) E-Min. en route alt. W-1,500' (N crs Williamston VHF)	None	W (au-ral)	10 mi.-1,200' N side W crs 15 mi.-1,200' N side W crs 20 mi.-1,200' N side W crs 25 mi.-1,200' N side W crs	800'	09°	6.4	10'	R S A T	600 NA 800 300	1.5 2.0 1.0	1.5 2.0 1.0	Turn left and climb to 1,500' on N crs. *This crs is thru danger areas.
GOODLAND, KANS. Goodland Arpt 108.3 mc; GLD; BVAR-DTVL	N-Min. en route alt. E-5,000' (Hill City VHF Rng) S-Min. en route alt. W-6,000' (Thurman VHF Rng)	None	N (au-ral)	10 mi.-4,700' W side N crs 15 mi.-4,700' W side N crs 20 mi.-4,700' W side N crs 25 mi.-4,700' W side N crs	4,190'	194°	1.2	3,680'	R S A T	500 500 1,000 500	1.0 1.0 3.0 1.0	1.0 1.0 3.0 1.0	Climb to 5,000' on S crs within 25 mi. *Not approved for acft. having stall speed greater than 76 mph.
GRAND JUNCTION, COLO. Walker Field 108.7 mc; GJT; BVAR-DTVL	N-Min. en route alt. E-14,000' (Eagle VHF Rng) S-Min. en route alt. W-10,000' (Hanksville VHF Rng)	None	W (vis-ual)	10 mi.-10,000' N side W crs 15 mi.-10,000' N side W crs 20 mi.-10,000' N side W crs 25 mi.-10,000' N side W crs	8,500'	50°	12.5	4,858'	R S A T	3,000 NA 3,000 1,000	5.0 5.0 2.0	5.0 6.0 2.0	If not contact within 7 mi. after passing rts, turn left and climb to 10,000' on W crs. *After passing; rts, cont. descent on E crs.
HOBART, OKLA. Hobart Arpt. 108.7 mc; HBR; BVAR-DTVL	NE-3,000' (Okla. City Rng) SE-3,100' (Wehita Falls Rng) SW-3,500' (Chidress VHF Rng) NW-Min. en route alt.	None	SE (vis-ual)	10 mi.-3,100' S side SE crs 15 mi.-3,100' S side SE crs 20 mi.-3,100' S side SE crs 25 mi.-3,100' S side SE crs	2,000'	353°	8.9	1,583'	R S A T	1,000 NA 1,000 300	1.0 3.0 1.0	1.0 3.0 1.0	If not contact over rts, climb to 3,500' on NW crs within 25 mi. *Nonstandard account Ft. Sill danger area.
LEXINGTON KY, Bine Grass Arpt. 108.3 mc; LEX; BVAR-DTVL	N-2,300' (E crs Louisville) E-Min. en route alt. S-Min. en route alt. W-2,600' (S crs Louisville)	None	S (vis-ual)	10 mi.-2,500' E side S crs 15 mi.-3,100' E side S crs 20 mi.-3,100' E side S crs 25 mi.-3,100' E side S crs	2,000'	301°	7.0	978'	R S A T	1,000 NA 1,000 500 (BCOB)	1.0 2.0 1.0	1.0 2.0 1.0	Climb to 2,300' on N crs within 20 mi.
MARFA, TEX. Marfa-Alpine Arpt. 108.3 mc; MRF; BVAR-DTVL	NE-Min. en route alt. SE-9,000' (Big Bend VHF Rng) SW-Min. en route alt. NW-9,000' (Sierra Blanca VHF Rng)	On NW crs, 4 min. out	NW (vis-ual)	10 mi.-6,000' W side NW crs 15 mi.-6,000' W side NW crs 20 mi.-6,000' W side NW crs 25 mi.-6,000' W side NW crs	5,500'	114°	4.0	4,885'	R S A T	700 600 1,000 300	1.5 1.0 3.0 1.0	2.0 2.0 3.0 1.0	Make 190° turn to right and climb to 9,000' on NW crs.
MASSENA, N. Y. Richards Field 108.7 mc; MSS; BVAR-DTVL	NE-2,000' (SE crs Montreal) SE-Min. en route alt. SW-3,000' (NE crs Watertown) NW-2,000' (E crs Ottawa)	None	NE (vis-ual)	10 mi.-1,700' N side NE crs 15 mi.-1,700' N side NE crs 20 mi.-1,700' N side NE crs 25 mi.-1,700' N side NE crs	1,200'	290°	5.9	200'	R S A T	1,000 1,000 1,000 500	1.5 1.0 3.0 1.0	1.5 1.0 3.0 1.0	Climb to 3,000' on SW crs.
NANTUCKET, MASS. Nantucket Arpt. 109.1 mc; ACK; BVAR-DTVL Procedure No. 1	N-1,500' (E crs Providence) E-Min. en route alt. S-Min. en route alt. W-Min. en route alt.	None	N (vis-ual)	10 mi.-1,300' W side N crs 15 mi.-1,300' W side N crs 20 mi.-1,300' W side N crs 25 mi.-1,300' W side N crs	800'	100°	3.2	47'	R S A T	600 NA 1,000 300	1.5 3.0 1.0	1.5 3.0 1.0	Turn left and climb to 1,500' on N crs.
Procedure No. 2	N-1,500' (E crs Providence) E-Min. en route alt. S-Min. en route alt. W-Min. en route alt.	None	W (au-ral)	10 mi.-1,200' S side W crs 15 mi.-1,200' S side W crs 20 mi.-1,200' S side W crs 25 mi.-1,200' S side W crs	800'	108°	3.2	47'	R S A T	600 NA 1,000 300	1.5 3.0 1.0	1.5 3.0 1.0	Climb to 1,500' on E crs.

Station; frequency; identification; class	Minimum initial approach altitude from the direction and radio fix indicated	Shuttle	Final appr. range course	Procedure turn minimum at distances from radio station	Minimum altitude over range, final appr.	Station to airport		Field elevation	Ceiling and visibility minimums				If visual contact not established over airport at authorized landing minimums or if landing not accomplished; remarks
						Mag- netic bear- ing	Dis- tance (mi.)		Day	Night	Day	Night	
									Coel- ing (ft.)	Visi- bility (mi.)	Coel- ing (ft.)	Visi- bility (mi.)	
NEW BERN, N. C. Simmons-Not Arpt. 109.9 mc; FWN; BVAR-DTVL	NE-1,200' (E crs Williamston VHF) SE-Min. en route alt. SW-1,200' (Wilmington VHF Range) NW-1,500' (Raleigh Rng)	None	SW (vis- ual)	10 mi.-1,100' N side SW crs 15 mi.-1,100' N side SW crs 20 mi.-1,100' N side SW crs 25 mi.-1,100' N side SW crs	700'	108°	4.3	18'	*500 NA 1,000 1,300	1.0 3.0 1.0	*500 NA 1,000 1,300	3.0 3.0 1.0	Climb to 1,200' on NE crs; 3 ml. visibility read at ngt. due to poor lighting. *Minimums apply to DC-3 or smaller a/c only.
OTTUMWA, IOWA Ottumwa Arpt. 108.7 mc; OTM; BVAR-DTVL	NE-Min. en route alt. SE-2,000' (NE crs Kirksville) SW-Min. en route alt. NW-2,000' (E crs Des Moines)	None	SE (vis- ual)	10 mi.-2,000' E side SE crs 15 mi.-2,000' E side SE crs 20 mi.-2,000' E side SE crs 25 mi.-2,000' E side SE crs	1,500'	304°	7.6	841'	500 NA 1,000 1,300	1.5 3.0 1.0	500 NA 1,000 1,300	2.0 3.0 1.0	Climb to 2,000' on NW crs.
PADUCAH, KY. Barkley Field 108.7 mc; PUK; VARW	N-1,600' (SW crs Sturgis VHF) E-Min. en route alt. SE-1,600' (NE crs Hytheville) W-1,700' (E crs Advance)	None	S (vis- ual)	10 mi.-1,600' E side S crs 15 mi.-1,600' E side S crs 20 mi.-1,600' E side S crs 25 mi.-1,600' E side S crs	1,100'	41°	4.8	405'	500 NA 1,000 1,300	1.5 3.0 1.0	NA NA NA NA		Climb to 1,600' on N crs.
PARKERSBURG, W. VA. Wood Co. Arpt. 109.1 mc; PKB; BVAR-DTVL	NE-2,600' (SW crs Wheeling VHF) SE-3,700' (W crs Eikins) SW-2,500' (N crs Charleston L.F.) NW-Min. en route alt.	None	SW (vis- ual)	10 mi.-2,500' S side SW crs 15 mi.-2,500' S side SW crs 20 mi.-2,500' S side SW crs 25 mi.-2,500' S side SW crs	2,000'	18°	3.6	855'	700 NA 800 300	1.5 2.0 1.0	800 NA 800 300	1.5 2.0 1.0	Climb to 2,600' on NE crs within 25 ml.
PINE BLUFF, ARK. Grider Field 108.7 mc; PBF; BVAR-DTVL	N-1,500' (W crs Stuttgart) N-900' (SE crs Little Rock) (F'inal) E-1,500' (SE crs Little Rock) S-1,500' (NE crs El Dorado VHF) W-1,500' (SW crs Little Rock)	None	N (vis- ual)	10 mi.-1,500' W side N crs 15 mi.-1,500' W side N crs 20 mi.-1,500' W side N crs 25 mi.-1,500' W side N crs	900'	180°	5.0	210'	500 500 800 300	1.5 1.0 2.0 1.0	500 NA 800 300	1.5 2.0 1.0	Climb to 1,500' on S crs within 25 ml.
ROCKY MOUNT, N. C. Rocky Mount Arpt. 109.1 mc; RMT; BVAR-DTVL	NE-1,500' (NW crs Elizabeth City VHF) SE-Min. en route alt. SW-1,800' (SE crs Raleigh) NW-1,800' (SW crs Richmond)	None	NE (vis- ual)	10 mi.-1,200' N side NE crs 15 mi.-1,200' N side NE crs 20 mi.-1,200' N side NE crs 25 mi.-1,200' N side NE crs	800'	261°	4.3	97'	600 NA 1,000 300	2.0 3.0 1.0	NA NA NA NA		Climb to 1,800' on SW crs. Arpt. runways and obstructions not lighted.
SALINA, KANS. Smoky Hill AFB 108.3 mc; SLN; BVAR-DTVL	N-Min. en route alt. E-2,500' (S crs Marshall) S-2,800' (E crs Hutchinson) W-3,000' (S crs Waido VHF)	None	N (au- ral)	10 mi.-2,500' W side N crs 15 mi.-2,500' W side N crs 20 mi.-2,700' W side N crs 25 mi.-2,700' W side N crs	2,000'	180°	6.0	1,289'	500 500 1,000 300	1.5 1.0 3.0 1.0	500 500 1,000 300	1.5 1.5 3.0 1.0	Climb to 2,800' on S crs.
SALINAS, CALIF. Salinas Arpt. 109.1 mc; SNS; BVAR	NE-6,000' (SE crs Oakland Rng) SE-7,000' (Paso Robles VHF Rng) SW-Min. en route alt. NW-6,000' (SW crs San Fran- cisco)	NW crs within 25 mi.	NW (vis- ual)	10 mi.-2,000' W side NW crs 15 mi.-2,000' W side NW crs 20 mi.-2,000' W side NW crs 25 mi.-3,000' W side NW crs	1,100'	124°	3.4	86'	600 NA 1,000 300	1.5 3.0 1.0	600 NA 1,000 300	1.5 3.0 1.0	Climb to 7,000' on SE (visual) crs.
SALISBURY, MD. Salisbury Arpt. 109.5 mc; SBY; BVAR-DTVL	NE-1,500' (SW crs Atlantic City VHF) SE-Min. en route alt. SW-1,500' (W crs Chincoteague) NW-Min. en route alt.	None	NE (vis- ual)	10 mi.-1,300' N side NE crs 15 mi.-1,300' N side NE crs 20 mi.-1,300' N side NE crs 25 mi.-1,300' N side NE crs	800'	201°	4.8	62'	500 NA 1,000 300	1.5 3.0 1.0	500 NA 1,000 300	2.0 3.0 1.0	Climb to 1,500' on SW crs. *Night minimums approved for DC-3 or smaller a/c only. Prior notice read for night lighting facilities.
SANTA BARBARA, CALIF. Santa Barbara Arpt. 108.3 mc; SBA; BVAR	NE-Min. en route alt. SE-7,000' (W crs Los Angeles VHF) SW-Min. en route alt. NW-Min. en route alt. NW-6,000' (E1 Captain FM)	O n SE crs (AH turns to S)	SE (vis- ual)	10 mi.-1,500' S side SE crs 15 mi.-1,500' S side SE crs 20 mi.-1,500' S side SE crs 25 mi.-1,500' S side SE crs	800'	77°	1.6	14'	800 NA 1,000 300	2.0 1.0 1.0	800 NA 1,000 300	2.0 3.0 1.0	If not contact over rgt. turn left 180° and proceed SE crs, climbing to 1,500' within 20 mi. Final approach to be monitored by use of ADF on LF rng. Restr ctd to qualified personnel hav- ing previously flown thru let- down procedure under visual conditions.
TOPEKA, KANS. Philip Billard Arpt. 109.1 mc; TOP; BVAR-DTV	N-2,400' (W crs St. Joseph) E-2,500' (S crs St. Joseph) SE-2,400' (NE crs Lebo) W-2,500' (Salina VHF Rng)	None	N* (aur- al)	10 mi.-2,300' W side N crs 15 mi.-2,300' W side N crs 20 mi.-2,300' W side N crs 25 mi.-2,300' W side N crs	1,900'	211°	6.0	879'	700 NA 1,000 300	1.5 3.0 1.0	700 NA 1,000 300	1.5 3.0 1.0	Climb to 2,400' on S crs, or alternate procedure (when directed by ATC), climb to 2,500' on W crs. *Visual courses unmonitored.

Station; frequency; identification; class	Minimum initial approach altitude from the direction and radio fix indicated	Shuttle	Final appr. range course	Procedure turn, minimum at distances from radio station	Minimum altitude over range, final appr.	Station to airport		Ceiling and visibility minimums				If visual contact not established over airport at authorized landing, minimum or if landing not accomplished; remarks	
						Magnetic bearing	Distance (mi.)	Day	Night	Day	Night		
								Field elevation	Day	Night	Day	Night	
									Ceiling (ft.)	Visibility (mi.)	Ceiling (ft.)	Visibility (mi.)	
WHEELING, W. VA. Ohio Co. Arpt. 108.3 mc; H10; HVAR-DTTL	NE-2,700' (NW crs Pittsburgh) SE-3,600' (NE crs Morgantown) SW-Min. en route alt. NW-M in. en route alt.	None	NE (visual)	10 ml.-2,700' N side NE crs 15 ml.-2,700' N side NE crs 20 ml.-NA N side NE crs 25 ml.-NA N side NE crs	2,200'	220°	6.7	1,195'	700 NA 1,000 300	1.5 3.0 1.0	800 NA 1,000 300	1.5 3.0 1.0	Climb to 2,700' on SW crs within 25 mi.
WILMINGTON, N. C. New Hanover Co. Arpt. 108.7 mc; LMN; HVAR-DTTL	NE-1,200' (New Bern VHF Rng) SE-Min. en route alt. SW-1,200' (SE crs Myrtle Beach VHF Rng) NW-Min. en route alt.	None	NE (visual)	10 ml.-1,200' N side NE crs 15 ml.-1,200' N side NE crs 20 ml.-1,200' N side NE crs 25 ml.-1,200' N side NE crs	700'	153°	4.3	31'	500 NA 1,000 300	1.5 3.0 1.0	500 1,000 300	1.5 3.0 1.0	Climb to 1,200' on SW crs.

§ 60.46-6 *Automatic direction finding procedures determination (CAA policies which apply to § 60.46)*. (a) The policies set forth herein will be used by the Civil Aeronautics Administration in formulating and approving automatic direction finding procedures prescribed in § 60.46-7.

(b) *Initial approach to non-directional radio station*. (1) The initial approach to the non-directional radio station will normally be made from a primary radio facility (range station or intersection) which will not exceed a distance of twenty-five (25) miles, unless the non-directional radio station is the primary facility for the area.

(2) All altitudes for initial approach will be not less than the established and published minimum en route cruising altitudes, or not less than 1,000 feet above all obstructions in non-mountainous areas, or not less than 2,000 feet above all obstructions in designated mountainous areas, and will provide lateral clearance in accordance with the standardized radio range procedures.

(3) Secondary fixes (fan markers, compass locators, and "H" type radio beacon facilities or intersections close in) will be utilized where a lower altitude can be authorized than is provided for by the use of primary radio fixes.

(c) *Shuttle*. Where a shuttle is necessary to reduce the initial approach

altitudes prior to final let-down procedure, specific bearings and distances will be indicated in the instrument approach procedure with consideration given to terrain and obstructions involved.

(d) *Final approach track*. The final approach track is the course utilized for the final approach to the non-directional radio station. Specific courses both outbound and inbound in degrees magnetic will be indicated in the instrument approach procedure to avoid any confusion.

(e) *Procedure turn*. The procedure turn will normally be executed to the left and provide for at least one thousand (1,000) feet obstruction clearance. Lateral clearance will be provided for in accordance with standardized radio range procedures. The minimum altitude at which the procedure turn is to be made is based on the assumption that the procedure turn will be completed within ten (10) miles.

(f) *Altitude over non-directional radio station on final approach*. (1) The term "final approach" as related to ADF procedures is defined as beginning at the point at which the procedure turn is completed, the aircraft headed back toward the non-directional radio station and descent to final approach altitude over the station commenced.

(2) The altitude over the non-directional radio station on final approach is based on the assumption that the procedure turn will be completed within ten (10) miles.

(g) *Magnetic track non-directional radio station to airport*. The magnetic track from the non-directional radio station to airport is the magnetic course, expressed in degrees, to the nearest usable portion of the landing area.

(h) *Distance non-directional radio station to airport*. The distance from the non-directional radio station to airport is measured as a straight line from the station to the nearest usable portion of the landing area expressed in miles.

(1) *Missed approach*. (1) The point at which the instrument approach will be discontinued and the missed approach procedure initiated will be either at the non-directional radio station, or within a specified distance of the non-directional radio station not to extend beyond the nearest usable portion of the airport, expressed in miles. Time limitations will not be used due to the variations in the approach speed of different types of aircraft.

(2) The recovery from a missed approach will normally be made on the track whose outbound bearing most nearly approximates a continuation of the bearing from the non-directional radio station to the airport, i. e., with the least possible degree of turn. Deviation from this standard may be authorized when obstructions or hazards exist, and where turn to and recovery on another course is believed to be safer or when required for reasons of air traffic control.

(3) The altitude to which flight will proceed in a recovery from a missed approach will not be less than the initial approach altitude for the course involved.

§ 60.46-7 *Automatic direction finding procedures (CAA rules which apply to § 60.46)*. The following automatic direction finding procedures are hereby prescribed:

RULES AND REGULATIONS

Station; frequency; identification; class	Initial approach to D F station					Final approach track in-bound; out-bound	Procedure turn minimum at distances from D F station	Minimum altitude over D F station on final approach	Distance from D F station to approach end of runway (mi.)	Minimums		If visual contact not established at authorized landing minimums, or if landing not accomplished; remarks		
	From	To	Magnetic course (degs.)	Distance (mi.)	Minimum altitude					Ceiling (ft.)	Visibility (mi.)			
CHARLESTON, W. VA. Kanawha Co. Arpt. El. 985' 227 kc; HW; MMK	Charleston Rng	MMK	108	11.0	2,500'	NE 230° 80°	10 mi.—2,300' N side NE track 15 mi.—2,300' N side NE track 20 mi.—2,300' N side NE track 25 mi.—2,300' N side NE track	1,800'	0.63	R S A A T T	600 600 1,000 1,300	1.5 1.5 3.0 1.0	Climb to 2,500' returning to Charleston rng.	
	Int. E crs Charleston & 230° bearing on MMK	MMK	230	3.5	2,500'									
	Int. S crs Charleston & 50° bearing on MMK	MMK	50	13.5	2,500'									
CHICAGO, ILL. O'Hare-International Arpt. El. 657' 362 kc; OB; OMK	Int. S crs Milwaukee & E crs Rockford	OMK	195	13.5	2,500'	NW 138° 318°	10 mi.—2,500' W side NW track 15 mi.—2,500' W side NW track 20 mi.—2,500' W side NW track 25 mi.—2,500' W side NW track	2,000'	4.4	R S A A T T	500 500 1,000 1,300	1.5 1.0 3.0 1.0	Turn left and climb to 2,500' on track of 50° to SE crs Glenview, then proceed NW to Int. NW crs Glenview & E crs Rockford.	
	Int. E crs Rockford & 138° bearing on OMK	OMK	138	20.0	2,500'									
	Int. NW crs Chicago & 318° bearing on OMK	OMK	318	6.3	2,500'									
CHILLICOTHE, MO. Chillicothe Arpt. El. 780' 249 kc; OII MHTV	Glenview Rng	OMK	210	8.1	2,500'									
	Kirksville Rng	MH	242	55.0	2,300'	SE 320° 140°	10 mi.—1,900' E side SE track 15 mi.—1,900' E side SE track 20 mi.—1,900' E side SE track 25 mi.—1,900' E side SE track	1,380'	0.0	R S A A T T	600 NA 1,000 1,300	1.5 3.0 1.0	Climb to 2,000' on track of 320° within 25 mi. Monitor station aurally while on approach. Not approved for aircraft having stall speeds in excess of 75 mph except in emergency.	
	Excelsior Springs Int.	MH	42	47.0	2,300'									
CINCINNATI, OHIO Greater Cincinnati Arpt. El. 830' 215 kc; OV; OMK 206 kc; VG; MMK	Int. E crs St. Joseph & 42° track from Excelsior Springs Int.	MH	42	18.0	1,900'									
	Mt. Healthy Int.	OMK	190	19.0	2,300'	S 360° 180°	10 mi.—2,000' E side S track 15 mi.—2,000' E side S track 20 mi.—2,000' E side S track 25 mi.—2,000' E side S track (From OMK)	2,000' (OMK)	4.3 0.6 (MMK)	R S A A T T	500 500 800 300	1.5 1.0 2.0 1.0	Climb to 2,300' on track of 360° within 15 mi. of MMK.	
	Cincinnati Rng to Union	FM	227	24.0	2,400'									
CLEVELAND, OHIO Cleveland Arpt. El. 789' 201 kc; CL; OMK	Union FM	OMK	360	4.0	2,000'									
	Cleveland Rng	OMK	223	4.3	2,000'	SW 54° 234°	10 mi.—2,000' N side SW track 15 mi.—2,000' N side SW track 20 mi.—2,000' N side SW track 25 mi.—2,000' N side SW track	2,000'	4.5	R S A A T T	500 500 1,000 1,300	1.5 1.0 3.0 1.0	Climb to 2,600' on track of 100° 1,168' MSL twr 2.5 mi. E of Grafton, Ohio.	
	Elyria FM	OMK	123	9.3	2,000'									
DALLAS, TEX. Love Field El. 483' 311 kc; DA; OMK	Int. E crs Cleveland & 234° bearing on OMK	OMK	234	5.0	2,000'									
	Avon Lake FM N. Roylton FM	OMK OMK	170 303	9.9 11.0	2,000' 2,000'									
	Dallas Rng	OMK	325	7.0	1,700'	NW 126° 309°	10 mi.—1,700' N side NW track 15 mi.—1,700' N side NW track 20 mi.—1,700' N side NW track 25 mi.—1,700' N side NW track	1,700'	4.35	R S A A T T	500 400 1,000 1,300	1.5 1.0 3.0 1.0	Climb to 2,000' on track of 126° and proceed out E crs of Dallas, CTN: 1,226' MSL twr, 7 mi W of OMK. *Night minimums.	
DANVILLE, VA. Danville Arpt. El. 582' 344 kc; DAN; BMHTV	Int. E crs Ft. Worth & N crs Dallas	OMK	205	3.0	1,700'									
	So. Boston Int. to Int. NE crs Greensboro & 327° bearing on MH	MH	327	7.5	2,000'	NE 241° 61°	10 mi.—1,600' N side NE track 15 mi.—1,600' N side NE track 20 mi.—1,600' N side NE track 25 mi.—1,600' N side NE track	*1,090'	0.0	R S A A T T	600 1,000 1,500 1,300	1.5 1.5 3.0 1.0	Climb to 2,300' on track of 220° within 25 mi. of D/F sta. *Descent must be discontinued at authorized landing minimums **Night minimums.	
	Int. NE crs Greensboro & NW crs Raleigh to Int. NE crs Greensboro & 327° bearing on MH	MH	57	31.0	2,300'									
DEMING, N. MEX. Deming Arpt. El. 4314' 290 kc; DMN; IIV	Columbus Rng	H	325	33.0	9,400'	W 77° 257°	10 mi.—6,500' S side W track 15 mi.—6,500' S side W track 20 mi.—6,500' S side W track 25 mi.—6,500' S side W track	5,920'	4.5	R S A A T T	500 NA 500 NA NA NA	1.5 1.0	Climb to 9,400' on track of 77° within 25 mi. of D/F sta., then return to sta. Shuttle: W on track of 237° within 25 mi. of sta. *Night minimums.	

Station; frequency; identification; class	Initial approach to D F station				Final approach			Procedure in minimum at distances from D F station	Minimum altitude over D F station on final approach	Distance from D F station to approach end of runway (mi.)	Minimums		If visual contact not established at authorized landing minimums, or if landing not accomplished; remarks
	From	To	Magnetic course (degs.)	Distance (mi.)	Minimum altitude	Final track inbound; outbound	Heading				Altitude (ft.)	Visibility (mi.)	
DETROIT, MICH. Willow Run Arpt. El. 715' 359 kc; YI; OMK 323 kc; IP; MMK	Romulus Rng	OMK	252	11.8	2,000'	SW 50° 230°		10 mi.—2,000' S side SW track 15 mi.—2,000' S side SW track 20 mi.—2,000' S side SW track 25 mi.—2,000' S side SW track (From OMK)	2,000' (OMK)	5.8 (OMK) 65 (MMK)	R S A T	1.5 1.0 1.5 3.0 1.0	If not contact over MMK, climb to 2,000' on track of 50° within 25 mi. of MMK. *Night minimums.
	Int. N ers Romulus & 230° bearing on OMK	OMK	230	12.8	2,000'	N 169° 349°		10 mi.—3,600' W side N track 15 mi.—3,600' W side N track 20 mi.—3,600' W side N track 25 mi.—3,600' W side N track	3,100'	0.0	R S A T	1.5 2.0 3.0 1.0	Climb to 3,600' on track of 169° within 25 mi. of D/F sta. *Night minimums.
	Saline FM	OMK	90	8.0	2,000'	N 164° 344°		10 mi.—2,000' W side N track 15 mi.—2,000' W side N track 20 mi.—2,000' W side N track 25 mi.—2,000' W side N track	1,380'	0.0	R S A T	1.5 3.0 1.0	Climb to 2,200' on track of 164° within 25 mi. of D/F sta.
	Int. SW ers Windsor & N ers Toledo	OMK	348	11.5	2,000'	N 180° 360°		10 mi.—2,200' W side N track 15 mi.—2,200' W side N track 20 mi.—2,200' W side N track 25 mi.—2,200' W side N track	1,600'	165° 1.25 mi.	R S A T	1.5 2.0 3.0 1.0	Make 180° left turn and climb to 2,200' on track of 360° within 15 mi. of D/F sta. MH operated by AERINC. *Night minimums.
DODGE CITY, KANS. Dodge City Arpt. El. 2,694' 362 kc; DDC; MHTV	Hutchinson Rng	MH	252	115.0	3,600'	N 169° 349°		10 mi.—2,200' W side N track 15 mi.—2,200' W side N track 20 mi.—2,200' W side N track 25 mi.—2,200' W side N track	3,100'	0.0	R S A T	1.5 2.0 3.0 1.0	Climb to 3,600' on track of 169° within 25 mi. of D/F sta. *Night minimums.
	Garden City Rng	MH	100	50.0	4,000'	N 164° 344°		10 mi.—2,000' W side N track 15 mi.—2,000' W side N track 20 mi.—2,000' W side N track 25 mi.—2,000' W side N track	1,380'	0.0	R S A T	1.5 3.0 1.0	Climb to 2,200' on track of 164° within 25 mi. of D/F sta.
	Lansing Rng	MH	77	43.0	2,300'	N 180° 360°		10 mi.—2,200' W side N track 15 mi.—2,200' W side N track 20 mi.—2,200' W side N track 25 mi.—2,200' W side N track	1,600'	165° 1.25 mi.	R S A T	1.5 2.0 3.0 1.0	Make 180° left turn and climb to 2,200' on track of 360° within 15 mi. of D/F sta. MH operated by AERINC. *Night minimums.
	Int. E ers Lansing & N ers Detroit.	MH	344	22.0	2,200'	N 169° 349°		10 mi.—2,200' W side N track 15 mi.—2,200' W side N track 20 mi.—2,200' W side N track 25 mi.—2,200' W side N track	1,600'	165° 1.25 mi.	R S A T	1.5 2.0 3.0 1.0	Make 180° left turn and climb to 2,200' on track of 360° within 15 mi. of D/F sta. MH operated by AERINC. *Night minimums.
FORT SMITH, ARK. Fort Smith Arpt. El. 474' 323 kc; FSM; MII	Muskogee MH	MH	103	64.0	2,200'	N 169° 349°		10 mi.—2,200' W side N track 15 mi.—2,200' W side N track 20 mi.—2,200' W side N track 25 mi.—2,200' W side N track	1,600'	165° 1.25 mi.	R S A T	1.5 2.0 3.0 1.0	Make 180° left turn and climb to 2,200' on track of 360° within 15 mi. of D/F sta. MH operated by AERINC. *Night minimums.
	Texarkana Rng	MH	343	130.0	3,800'	N 169° 349°		10 mi.—2,200' W side N track 15 mi.—2,200' W side N track 20 mi.—2,200' W side N track 25 mi.—2,200' W side N track	1,600'	165° 1.25 mi.	R S A T	1.5 2.0 3.0 1.0	Make 180° left turn and climb to 2,200' on track of 360° within 15 mi. of D/F sta. MH operated by AERINC. *Night minimums.
	Int. SE ers Tulsa & 180° bearing on MII	MH	180	17.0	2,200'	N 169° 349°		10 mi.—2,200' W side N track 15 mi.—2,200' W side N track 20 mi.—2,200' W side N track 25 mi.—2,200' W side N track	1,600'	165° 1.25 mi.	R S A T	1.5 2.0 3.0 1.0	Make 180° left turn and climb to 2,200' on track of 360° within 15 mi. of D/F sta. MH operated by AERINC. *Night minimums.
	Int. NW ers Little Rock & 236° bearing on MII	MII	236	24.0	2,200'	N 169° 349°		10 mi.—2,200' W side N track 15 mi.—2,200' W side N track 20 mi.—2,200' W side N track 25 mi.—2,200' W side N track	1,600'	165° 1.25 mi.	R S A T	1.5 2.0 3.0 1.0	Make 180° left turn and climb to 2,200' on track of 360° within 15 mi. of D/F sta. MH operated by AERINC. *Night minimums.
GOODING, IDAHO Gooding Arpt. El. 3,730' 213 kc; GNG; BHTV	Kling Hill Int.	II	92	25.0	7,000'	W 70° 250°		10 mi.—6,000' S side W track 15 mi.—6,000' S side W track 20 mi.—6,000' S side W track 25 mi.—6,000' S side W track	4,530'	0.0	R S A T	1.0 2.0 1.0	Climb to 7,000' on track of 130° within 15 mi. of D/F sta. (Intercept W ers Burley & cont. climbing to 7,000' to Burley on 9,000' to Boise). *Night minimums.
	Int. W ers Burley & 70° bearing on H	H	70	5.0	7,000'	W 70° 250°		10 mi.—6,000' S side W track 15 mi.—6,000' S side W track 20 mi.—6,000' S side W track 25 mi.—6,000' S side W track	4,530'	0.0	R S A T	1.0 2.0 1.0	Climb to 7,000' on track of 130° within 15 mi. of D/F sta. (Intercept W ers Burley & cont. climbing to 7,000' to Burley on 9,000' to Boise). *Night minimums.
	Burley Rng	II	272	57.0	7,000'	W 70° 250°		10 mi.—6,000' S side W track 15 mi.—6,000' S side W track 20 mi.—6,000' S side W track 25 mi.—6,000' S side W track	4,530'	0.0	R S A T	1.0 2.0 1.0	Climb to 7,000' on track of 130° within 15 mi. of D/F sta. (Intercept W ers Burley & cont. climbing to 7,000' to Burley on 9,000' to Boise). *Night minimums.
	Int. W ers Burley & 300° bearing on II	H	300	5.0	7,000'	W 70° 250°		10 mi.—6,000' S side W track 15 mi.—6,000' S side W track 20 mi.—6,000' S side W track 25 mi.—6,000' S side W track	4,530'	0.0	R S A T	1.0 2.0 1.0	Climb to 7,000' on track of 130° within 15 mi. of D/F sta. (Intercept W ers Burley & cont. climbing to 7,000' to Burley on 9,000' to Boise). *Night minimums.
GOODLAND, KANS. Goodland Arpt. El. 3,689' 353 kc; GLD; BHTV	Int. N ers Garden City & 267° bearing on II	II	267	50.0	5,000'	E 267° 87°		10 mi.—4,700' N side E track 15 mi.—4,700' N side E track 20 mi.—4,700' N side E track 25 mi.—4,700' N side E track	4,190'	0.0	R S A T	1.0 1.0 3.0 1.0	Climb to 6,000' on track of 267° within 25 mi. *Not approved for alt having stall speed greater than 75 mph. *Night landings and takeoffs NOT AUTHORIZED.
	Int. S ers Akron & 87° bearing on H	H	87	69.0	6,000'	E 267° 87°		10 mi.—4,700' N side E track 15 mi.—4,700' N side E track 20 mi.—4,700' N side E track 25 mi.—4,700' N side E track	4,190'	0.0	R S A T	1.0 1.0 3.0 1.0	Climb to 6,000' on track of 267° within 25 mi. *Not approved for alt having stall speed greater than 75 mph. *Night landings and takeoffs NOT AUTHORIZED.
	Houston Rng	OMK	241	5.75	1,200'	SW 35° 215°		10 mi.—1,200' S side SW track 15 mi.—1,200' S side SW track 20 mi.—1,200' S side SW track 25 mi.—1,200' S side SW track	1,200'	4.78	R S A T	1.5 1.0 1.5 3.0 1.0	Climb to 1,800' on track of 35° within 25 mi. of OMK. *Night minimums.
	Int. E ers Richmond & SW ers Houston	OMK	23	7.5	1,200'	SW 35° 215°		10 mi.—1,200' S side SW track 15 mi.—1,200' S side SW track 20 mi.—1,200' S side SW track 25 mi.—1,200' S side SW track	1,200'	4.78	R S A T	1.5 1.0 1.5 3.0 1.0	Climb to 1,800' on track of 35° within 25 mi. of OMK. *Night minimums.
HOUSTON, TEX. Houston Arpt. El. 50' 219 kc; HO; OMK	Houston FM	OMK	167	8.5	1,200'	SW 35° 215°		10 mi.—1,200' S side SW track 15 mi.—1,200' S side SW track 20 mi.—1,200' S side SW track 25 mi.—1,200' S side SW track	1,200'	4.78	R S A T	1.5 1.0 1.5 3.0 1.0	Climb to 1,800' on track of 35° within 25 mi. of OMK. *Night minimums.
	Webster FM	OMK	284	12.5	1,200'	SW 35° 215°		10 mi.—1,200' S side SW track 15 mi.—1,200' S side SW track 20 mi.—1,200' S side SW track 25 mi.—1,200' S side SW track	1,200'	4.78	R S A T	1.5 1.0 1.5 3.0 1.0	Climb to 1,800' on track of 35° within 25 mi. of OMK. *Night minimums.
	Des Moines Rng	H	76	108.0	2,200'	E 265° 85°		10 mi.—2,000' N side E track 15 mi.—2,000' N side E track 20 mi.—2,000' N side E track 25 mi.—2,000' N side E track	1,450'	Adj. E of Arpt.	R S A T	1.5 2.0 3.0 1.0	Climb to 2,200' on track of 265°.
	Moline Rng	H	271	47.0	2,200'	E 265° 85°		10 mi.—2,000' N side E track 15 mi.—2,000' N side E track 20 mi.—2,000' N side E track 25 mi.—2,000' N side E track	1,450'	Adj. E of Arpt.	R S A T	1.5 2.0 3.0 1.0	Climb to 2,200' on track of 265°.
IOWA CITY, IOWA Iowa City Arpt. El. 661' 218 kc; IOW; BHTV	Int. N ers Burlington & 271° bearing on H	H	271	24.0	2,000'	E 265° 85°		10 mi.—2,000' N side E track 15 mi.—2,000' N side E track 20 mi.—2,000' N side E track 25 mi.—2,000' N side E track	1,500'	0.0	R S A T	1.5 3.0 1.0	Climb to 2,200' on track of 135° within 5 mi. of D/F sta.
	Battle Creek Rng	MII	90	40.0	2,200'	NW 135° 315°		10 mi.—2,200' W side NW track 15 mi.—2,200' W side NW track 20 mi.—2,200' W side NW track 25 mi.—2,200' W side NW track	1,500'	0.0	R S A T	1.5 3.0 1.0	Climb to 2,200' on track of 135° within 5 mi. of D/F sta.
	Int. SE ers Lansing & W ers Detroit	MH	300	21.0	2,200'	NW 135° 315°		10 mi.—2,200' W side NW track 15 mi.—2,200' W side NW track 20 mi.—2,200' W side NW track 25 mi.—2,200' W side NW track	1,500'	0.0	R S A T	1.5 3.0 1.0	Climb to 2,200' on track of 135° within 5 mi. of D/F sta.
	Int. SE ers Lansing & 210° bearing on MII	MH	210	15.0	2,200'	NW 135° 315°		10 mi.—2,200' W side NW track 15 mi.—2,200' W side NW track 20 mi.—2,200' W side NW track 25 mi.—2,200' W side NW track	1,500'	0.0	R S A T	1.5 3.0 1.0	Climb to 2,200' on track of 135° within 5 mi. of D/F sta.
JACKSON, MICH. Reynolds Field El. 990' 257 kc; JXN; MHTV	Int. W ers Detroit & 30° bearing on MII	MH	30	18.0	2,200'	NW 135° 315°		10 mi.—2,200' W side NW track 15 mi.—2,200' W side NW track 20 mi.—2,200' W side NW track 25 mi.—2,200' W side NW track	1,500'	0.0	R S A T	1.5 3.0 1.0	Climb to 2,200' on track of 135° within 5 mi. of D/F sta.

Station; frequency; identification; class	Initial approach to D F station					Final approach			Procedure turn minimum at distances from D F station	Minimum altitude over D F station on final approach	Distance from D F station to approach end of runway (mi.)	Minimums		If visual contact not established at authorized landing minimums or if landing not accomplished; remarks
	From	To	Magnetic course (degs.)	Distance (mi.)	Minimum altitude	Final track inbound; out-bound	Minimum altitude over D F station on final approach	Distance from D F station to approach end of runway (mi.)				Ceiling (ft.)	Visibility (mi.)	
LAFAYETTE, LA. Lafayette Arpt. El. 40' 296 kc; LFT; MHTV	New Orleans Rng	MH	271	109.0	1,400'	N 180° 360°	650'	0.0	R S A T	1.5 2.0 1.0	600 600 600 1,000 300	Climb to 1,400' on track of 180° within 25 mi. of D/F sta. *Night minimums.		
	Lake Charles Rng	MH	81	69.0	1,400'									
LEXINGTON, KY. Blue Grass Arpt. El. 978' 239 kc; LFX; BMH-DTV	Louisville Rng	MH	104	55.5	2,400'	SW 45° 225°	1,600'	4.22	R S A T	1.5 2.0 1.0	500 N/A 800 300	Climb to 2,300' on track of 42° within 15 mi. of D/F sta. MH must be monitored at all times while making an ADF approach.		
	Lexington VAR Rng	MH	287	9.2	2,100'									
LOUISVILLE, KY. Standiford Field El. 480' 224 kc; SD; OMK	Int. S crs Louisville & E crs Godman	MH	87	54.3	2,100'	S 10° 190°	1,900'	4.22	R S A T	1.5 2.0 1.0	600 600 500 800 300	Climb to 2,000' on track of 10° until intersecting W crs of Louisville, then turn left and proceed out W crs. CTN: Danger Area 10 mi. S of OMK. Start procedure turn within 2 mi. of OMK. Monitor OMK at all times while making an ADF approach. *Night minimums.		
	Int. E crs Louisville & N crs Lexington VAR	MH	190	18.0	2,300'									
LUMBERTON, N. C. Lumberton Arpt. El. 129' 359 kc; LBT; BMHTV	Int. N crs Godman & W crs Louisville	OMK	112	14.2	2,000'	S 10° 190°	1,900'	4.22	R S A T	1.5 2.0 1.0	600 600 500 800 300	Climb to 2,000' on track of 10° until intersecting W crs of Louisville, then turn left and proceed out W crs. CTN: Danger Area 10 mi. S of OMK. Start procedure turn within 2 mi. of OMK. Monitor OMK at all times while making an ADF approach. *Night minimums.		
	Eastwood FM	OMK	241	18.3	2,000'									
MANSFIELD, OHIO Mansfield Arpt. El. 1,300' 329 kc; MFD; BMHTV	Int. E crs Godman & S crs Louisville	OMK	323	12.0	2,000'	SW 52° 232°	726'	0.0	R S A T	2.0 2.0 3.0 1.0	600 600 1,000 300	Climb to 1,900' on track of 15° within 25 mi. of D/F sta.		
	Louisville Rng	OMK	219	10.3	2,000'									
MARSHALL, MO. Marshall Memorial Arpt. El. 800' 281 kc; MAE; MHTV	Florence Rng	MH	82	46.5	1,300'	SW 52° 232°	726'	0.0	R S A T	2.0 2.0 3.0 1.0	600 600 1,000 300	Climb to 1,900' on track of 15° within 25 mi. of D/F sta.		
	Raleigh Rng	MH	195	83.0	1,900'									
MASON CITY, IOWA Mason City Arpt. El. 1,215' 227 kc; MCW; BHTV	Dayton Rng	MH	56	105.0	2,500'	NW 130° 310°	2,000'	0.0	R S A T	1.5 3.0 1.0	700 N/A 1,000 300	Climb to 2,500' on track 130° within 25 mi. of D/F sta. CTN: MH must be monitored at all times while making an ADF approach.		
	Elyria FM	MH	211	45.0	2,500'									
MEMPHIS, TENN. Memphis Arpt. El. 269' 215 kc; ME; OMK 201 kc; EM; MMK	Columbus Rng	MH	25	62.0	2,500'	S 360° 180°	1,500'	0.0	R S A T	1.5 2.0 3.0 1.0	700 700 N/A 1,000 300	Climb to 2,000' on track 360° within 25 mi. Not approved for scheduled air-carrier operations. Arpt not satisfactory for DC-3 for larger acct. *Night minimums.		
	Int. NE crs Columbus & 310° track to MH	MH	310	5.0	2,500'									
MERCED, CALIF. Merced Arpt. El. 152' 206 kc; MER; H	Findlay MH	MH	103	61.0	2,500'									
	Int. SW crs Akron & 288° bearing on MH	MH	288	33.0	2,500'									
MEMPHIS, TENN. Memphis Arpt. El. 269' 215 kc; ME; OMK 201 kc; EM; MMK	Columbia Rng	MH	275	42.0	2,000'	S 360° 180°	1,500'	0.0	R S A T	1.5 2.0 3.0 1.0	700 700 N/A 1,000 300	Climb to 2,000' on track 360° within 25 mi. Not approved for scheduled air-carrier operations. Arpt not satisfactory for DC-3 for larger acct. *Night minimums.		
	Int. NE crs Kans. City & W crs Columbia	MH	100	56.0	2,200'									
MEMPHIS, TENN. Memphis Arpt. El. 269' 215 kc; ME; OMK 201 kc; EM; MMK	LeRoy Int	H	236	54.0	2,500'	S 360° 180°	1,720'	0.0	R S A T	1.5 2.0 3.0 1.0	500 500 N/A 1,000 300	Climb to 2,500' on track of 360° within 10 mi. of D/F sta. *Night minimums.		
	Des Moines Rng	H	01	115.0	2,500'									
MEMPHIS, TENN. Memphis Arpt. El. 269' 215 kc; ME; OMK 201 kc; EM; MMK	Minneapolis	H	178	117.0	2,500'	W 86° 266°	1,700' (OMK)	4.88 (OMK) 0.69 (MMK)	R S A T	1.5 1.5 3.0 1.0	500 500 N/A 1,000 300	If not contact at MMK, climb to 2,000' on track of 80° to NE crs of Memphis.		
	Memphis Rng	OMK	292	5.0	1,700'									
MEMPHIS, TENN. Memphis Arpt. El. 269' 215 kc; ME; OMK 201 kc; EM; MMK	Cuba FM	OMK	188	18.3	2,000'									
	Bruins FM	OMK	48	21.0	1,700'									
MEMPHIS, TENN. Memphis Arpt. El. 269' 215 kc; ME; OMK 201 kc; EM; MMK	Fresno Rng	H	299	60.0	3,000'	NW 135° 315°	1,000'	6.7	R S A T	1.5 3.0 1.0	600 N/A 1,000 300	Climb to 3,000' on track of 119°. This procedure to be used only when top of overcast is 5,000' or less. Before using this fac. for instrument approach or departure, obtain clearance from Castle AFB thru Oakland Air Route Traffic Control Ctr.		
	Stockton Rng	H	119	47.0	3,000'									
MEMPHIS, TENN. Memphis Arpt. El. 269' 215 kc; ME; OMK 201 kc; EM; MMK	Int. W crs Fresno & SE crs Stockton (Los Banos FM)	H	17	30.0	500' on top									

Station; frequency; identification; class	Initial approach to D F station					Final approach track in-bound; out-bound	Procedure turn minimum at distances from D F station	Minimum altitude over D F station on final approach	Distance from D F station to approach end of runway (mi.)	Minimums		If visual contact not established at authorized landing minimums, or if landing not accomplished; remarks	
	From	To	Magnetic course (degs.)	Distance (mi.)	Minimum altitude					Ceiling (ft.)	Visibility (mi.)		
MINERAL WELLS, TEX. Mineral Wells Arpt. El. 964' 231 kc; MWL; MHDTV	Abilene Rng	MH	67	96.5	3,000'	SE 300° 120°	10 mi.—2,000' E side SE track 15 mi.—2,000' E side SE track 20 mi.—2,000' E side SE track 25 mi.—2,000' E side SE track	1,540'	0.0	R S A T	700 700 600 600 1,000 1,300	1.5 2.0 1.0 2.0 3.0 1.0	Climb to 2,500' and returned to sta. *Night minimums.
	Ft. Worth Rng	MH	253	41.5	2,500'								
NEW FLORENCE, MO. CAA Int. Field El. 885' 248 kc; EFL; BHTV	St. Louis Rng	H	273	60.5	2,000'	N 180° 360°	10 mi.—2,000' W side N track 15 mi.—2,100' W side N track 20 mi.—2,100' W side N track 25 mi.—2,100' W side N track	1,500'	0.0	R S A T	600 600 NA 1,300	1.5 2.0 3.0 1.0	Climb to 2,000' on track of 180° within 25 mi. Not approved for scheduled air-carrier oper. Arpt. not satisfactory for DC-3 or larger acct. *Night minimums.
	Columbia Rng	H	89	54.0	2,000'								
NEW ORLEANS, LA. Alvin Callender Arpt. El. 5' 254 kc; BCS; HW	New Orleans Rng	H	126	15.0	1,600'	S 350° 170°	10 mi.—1,200' E side S track 15 mi.—1,200' E side S track 20 mi.—1,200' E side S track 25 mi.—1,200' E side S track	600'	0.0	R S A T	600 600 NA 1,000 1,300	1.5 2.0 3.0 1.0	Make 180° right turn and climb to 1,200' on track of 170° within 25 mi. *Night minimums.
	Bangor Rng	MH	72	9.0	2,500'	SW 72° 252°	10 mi.—1,600' S side SW track 15 mi.—1,600' S side SW track 20 mi.—2,200' S side SW track 25 mi.—2,300' S side SW track	900'	57° 2.3 mi.	R S A T	600 600 1,000 300	1.5 1.5 3.0 1.0	Climb to 2,500' on NE crs of Bangor within 15 mi. of D/F sta. Bangor radio will be monitored during approach.
OLD TOWN, MAINE Bangor-Old Town Arpt. El. 128' 260 kc; OLD; MHV	Bangor Rng (final)	MH	72	9.0	900'								
	Int. NE crs Bangor & S crs Houlton	MH	252	60.0	2,500'								
OTTUMWA, IOWA Ottumwa Arpt. El. 841' 290 kc; OTM; H	Des Moines Rng	H	110	68.0	2,500'	S 360° 180°	10 mi.—1,900' E side S track 15 mi.—1,900' E side S track 20 mi.—1,900' E side S track 25 mi.—1,900' E side S track	1,440'	0.0	R S A T	600 NA 1,000 300	1.5 3.0 1.0	Climb to 2,500' on track of 360° within 25 mi. of D/F sta. Ottumwa II fac. is privately owned and is available to public only in emerg. since there is no public freq. avail. for plane-to-ground contact, fac. can be turned on only by communication with C.A.A. sta during the hrs of 0800 to 1800 daily.
	Quincy H	H	314	100.0	2,500'								
PELLSTON, MICH. Emmet Co. Arpt. El. 720' 209 kc; PLN; BMHTV	Sault Ste. Marie Rng	MH	204	65.0	2,500'	SE 315° 135°	10 mi.—2,200' S side SE track 15 mi.—2,200' S side SE track 20 mi.—2,200' S side SE track 25 mi.—2,200' S side SE track	1,510'	0.0	R S A T	800 NA 1,500 500	1.5 3.0 1.0	Climb to 2,500' on track of 315° within 25 mi. of D/F sta.
	Traverse City Rng	MH	34	69.0	2,500'								
PHILIP, S. DAK Philip Arpt. El. 2,210' 206 kc; PPH; MHV	Int. E crs Rapid City & 180° bearing on MH	MH	180	14.0	4,000'	S 360° 180°	10 mi.—3,600' E side S track 15 mi.—3,600' E side S track 20 mi.—3,600' E side S track 25 mi.—3,600' E side S track	3,100'	0.0	R S A T	900 900 NA 1,000 500 500	1.0 2.0 3.0 1.0 2.0	Make 180° turn to right to track of 180° and climb to 4,000' within 25 mi. of M.H. Arpt not satisfactory for DC-3 or larger acct. Stall speed formula not applicable. *Night minimums.
	Int. W crs Pierre & 190° bearing on MH	MH	180	12.0	4,000'								
PONCA CITY, OKLA. Ponca City Arpt. El. 1014' 368 kc; PNC; MHV	Wichita Rng	MH	162	64.0	2,400'	N 170° 350°	10 mi.—2,300' E side N track 15 mi.—2,300' E side N track 20 mi.—2,300' E side N track 25 mi.—2,300' E side N track	1,600'	0.0	R S A T	700 NA NA 1,000 300 NA	1.5 3.0 1.0	Climb to 2,300' and return to sta. *Night minimums.
	Okla. City Rng	MH	09	96.0	3,100'								
QUINCY, ILL. Quincy Arpt. El. 760' 269 kc; UIN; H	Tulsa Rng	MH	287	77.5	2,400'								
	Ottumwa H	H	134	92.0	2,500'	S 360° 180°	10 mi.—1,800' E side S track 15 mi.—1,800' E side S track 20 mi.—1,800' E side S track 25 mi.—1,800' E side S track	1,360'	0.0	R S A T	600 NA 1,000 300	1.5 3.0 1.0	Climb to 2,500' on track of 360° within 25 mi of D/F sta. Quincy II fac. is privately owned and is available to public only in emerg. C/TN; II fac must be monitored at all times while making an ADF approach.
SAGINAW, MICH. Tri-City Arpt. El. 667' 212 kc; SGW; BMH-TV	St. Louis Rng	H	325	93.0	2,500'								
	Kirksville Rng	H	92	71.0	2,500'								
SAGINAW, MICH. Tri-City Arpt. El. 667' 212 kc; SGW; BMH-TV	Peoria Rng	H	232	105.0	1,900'								
	Flint MH	MH	340	43.0	2,000'	NW 160° 340°	10 mi.—2,000' W side NW track 15 mi.—2,000' W side NW track 20 mi.—2,000' W side NW track 25 mi.—2,000' W side NW track	1,260'	0.0	R S A T	600 NA 1,000 300	1.5 3.0 1.0	If not contact immediately after passing sta. climb to 2,000' on track of 160° within 25 mi. C/TN; MH must be monitored at all times while making an ADF approach.
SAGINAW, MICH. Tri-City Arpt. El. 667' 212 kc; SGW; BMH-TV	Gladwin MH	MH	160	37.0	2,500'								

UNIVERSITY OF MICHIGAN LIBRARY

Station; frequency; identification; class	Initial approach to D F station				Final approach track in-bound; out-bound	Procedure turn minimum at distances from D F station	Minimum altitude over D F station on final approach	Distance from D F station to approach end of runway (mi.)	Minimums		If visual contact not established at authorized landing minimums, or if landing not accomplished; remarks	
	From	To	Magnetic course (degs.)	Distance (mi.)					Minimum altitude	Ceiling (ft.)		Visibility (mi.)
WATERLOO, IOWA Waterloo Flying Service Arpt. El. 867' 272 kc; ALO; MH	Rochester Rng	MH	173	97.0	2,500'	10 mi.—2,000' W side N track 15 mi.—2,000' W side N track 20 mi.—2,500' W side N track 25 mi.—2,500' W side N track	1,500'	0.0	R S A T	600 600 N/A 1,000 1,300	1.0 2.0 3.0 1.0	Climb to 2,500' on track of 180° within 25 mi. of D/F sta. Night minimum authorized only when actual measurement of ceiling. PRIVATE FACILITY OWNED BY MCA, HRS, OF OPER. 0800-1800, OR UNTIL MCA FLIGHTS COMPLETED
	Mason City H	MH	126	63.5	2,500'	15 mi.—2,000' W side NE track 20 mi.—2,500' W side NE track 25 mi.—2,500' W side NE track	1,500' (OMK)	5.8 (OMK) (6)	R S A T	600 500 1,000 1,300	1.5 1.0 3.0 1.0	
	Des Moines, Rng	MH	37	93.0	2,500'	10 mi.—2,000' W side SE track 15 mi.—2,000' W side SE track 20 mi.—2,000' N side SE track 25 mi.—2,000' N side SE track	1,500'	4.6	R S A T	600 N/A 1,000 1,300	1.5 3.0 1.0	
WHITE PLAINS, N. Y. Westchester Co. Arpt. El. 435' 281 kc; HF; OMK 260 kc; FN; MMK	Int. S crs, Poughkeepsie & 161° bearing on OMK.	OMK	160	16.6	2,000'	10 mi.—2,000' N side SE track 15 mi.—2,000' N side SE track 20 mi.—2,000' N side SE track 25 mi.—2,000' N side SE track	1,500'	5.8 (OMK) (6)	R S A T	600 500 1,000 1,300	1.5 1.0 3.0 1.0	Climb to 2,400' in standard rate left climbing turn toward OMK. *Descent must be discontinued at altitude of authorized landing minimums.
	Rye MH	OMK	349	12.5	2,000'	10 mi.—2,000' N side SE track 15 mi.—2,000' N side SE track 20 mi.—2,000' N side SE track 25 mi.—2,000' N side SE track	1,500'	4.6	R S A T	600 N/A 1,000 1,300	1.5 3.0 1.0	
WORCESTER, MASS. Worcester Arpt. El. 1,009' 254 kc; OE; OMK	Int. NE crs Newark & 341° bearing on MMK.	MMK	341	8.5	2,000'	10 mi.—2,000' E side S track 15 mi.—2,300' E side S track 20 mi.—2,300' E side S track 25 mi.—2,300' E side S track	1,700'	0.0	R S A T	800 N/A 1,000 1,300	1.5 3.0 1.0	Make left turn, climb to 2,600' on track of 180° within 10 mi. of D/F sta. C/TN: MH must be monitored at all times while making an ADF approach.
	From Int. NE crs Hartford & SE crs Westover to Int. NE crs Hartford & OMK.	OMK	64	28.0	2,400'	10 mi.—2,300' E side S track 15 mi.—2,300' E side S track 20 mi.—2,300' E side S track 25 mi.—2,300' E side S track	1,700'	0.0	R S A T	800 N/A 1,000 1,300	1.5 3.0 1.0	
ZANESVILLE, OHIO Zanesville Arpt. El. 901' 283 kc; ZZY; BMB-TV	From Int. W crs Boston & NW crs Squantum to Int. NE crs Hartford & OMK.	MMK	341	8.5	2,000'	10 mi.—2,000' E side S track 15 mi.—2,300' E side S track 20 mi.—2,300' E side S track 25 mi.—2,300' E side S track	1,700'	0.0	R S A T	800 N/A 1,000 1,300	1.5 3.0 1.0	Make left turn, climb to 2,600' on track of 180° within 10 mi. of D/F sta. C/TN: MH must be monitored at all times while making an ADF approach.
	Pittsburgh Rng to Int. W crs Pittsburgh & 180° bearing on MH.	MH	180	9.0	2,600'	10 mi.—2,000' N side SE track 15 mi.—2,000' N side SE track 20 mi.—2,000' N side SE track 25 mi.—2,000' N side SE track	1,700'	0.0	R S A T	800 N/A 1,000 1,300	1.5 3.0 1.0	
ZANESVILLE, OHIO Zanesville Arpt. El. 901' 283 kc; ZZY; BMB-TV	Int. W crs Pittsburgh & 180° bearing on MH.	MH	180	9.0	2,600'	10 mi.—2,000' N side SE track 15 mi.—2,000' N side SE track 20 mi.—2,000' N side SE track 25 mi.—2,000' N side SE track	1,700'	0.0	R S A T	800 N/A 1,000 1,300	1.5 3.0 1.0	Make left turn, climb to 2,600' on track of 180° within 10 mi. of D/F sta. C/TN: MH must be monitored at all times while making an ADF approach.
	Columbus Rng to Int. E crs Columbus & 180° bearing on MH.	MH	84	55.0	2,600'	10 mi.—2,000' N side SE track 15 mi.—2,000' N side SE track 20 mi.—2,000' N side SE track 25 mi.—2,000' N side SE track	1,700'	0.0	R S A T	800 N/A 1,000 1,300	1.5 3.0 1.0	
ZANESVILLE, OHIO Zanesville Arpt. El. 901' 283 kc; ZZY; BMB-TV	Int. E crs Columbus & 180° bearing on MH.	MH	180	9.0	2,600'	10 mi.—2,000' N side SE track 15 mi.—2,000' N side SE track 20 mi.—2,000' N side SE track 25 mi.—2,000' N side SE track	1,700'	0.0	R S A T	800 N/A 1,000 1,300	1.5 3.0 1.0	Make left turn, climb to 2,600' on track of 180° within 10 mi. of D/F sta. C/TN: MH must be monitored at all times while making an ADF approach.

§ 60.46-8 Instrument landing system procedures determination (CAA policies which apply to § 60.46). (a) The policies set forth herein will be used by the Civil Aeronautics Administration in formulating and approving instrument landing system procedures prescribed in § 60.46-9.

(b) *Initial approach procedure.* (1) The initial approach to the ILS will normally be made on the associated primary navigation facility, radio range or radio beacon, or from an intersection thereof. (2) Transition from the primary radio facility to the ILS localizer course will be made from specified points (range station, intersection of range course and localizer course, fan markers or compass locators) on predetermined established tracks between such fixes and the localizer course or the outer marker compass locator of the ILS. In some cases, it may be desirable to proceed first to the radio

final approach minimums, and range station, thence to the ILS localizer course to start the approach. (3) All altitudes pertaining to initial approach including outbound flight on the localizer will be at least one thousand (1,000) feet above all terrain or obstructions to flight, and will provide lateral clearance in accordance with standardized radio range procedures. These altitudes will be indicated to the nearest one hundred (100) feet. (c) *Procedure turn.* (1) Procedure turns are specified and included in ILS procedures for use in a return to final approach course (inbound) when dictated by direction of approach. In this connection and in order to expedite procedure turn need not necessarily be made, unless so desired, when the final approach course can be established prior to commencing descent on the glide path to final approach minimums, and

(1) The final approach course (inbound) can be intercepted at an angle of less than ninety (90) degrees and within five (5) miles of the outer marker from an established radio fix on a course specified in the ILS procedure, or (ii) Final approach can be accomplished from an established holding pattern.

(2) A procedure turn with an initial right for a return to the final approach course will be standard whenever terrain, obstructions and traffic will permit. The degree at which the turns are to be made is left to the discretion of the pilot but the maneuver will be completed within that area for which the altitude has been established to provide the required obstruction clearance. (3) The minimum altitude at which the procedure turn is to be executed will not be less than the altitude of the glide path at the outer marker and will provide clearance of at least one

path at the outer marker and will be established on an assumption that the turn will be made within five (5) miles of the outer marker. Accordingly, the established altitude will provide clearance of at least one thousand (1,000) feet above the terrain and all obstructions for an area five (5) miles on each side of the center line of the localizer course. Where necessary, however, an upward adjustment of the minimum altitude will be made to insure safe clearance of any prominent obstruction or terrain immediately beyond the specified area. (4) Where necessary or advisable to effect proper interception with the glide path, a procedure turn may be made beyond five (5) miles of the outer marker. In those exceptional instances, the minimum altitude at which the turn is to be executed will not be less than the altitude of the glide path at the outer marker and will provide clearance of at least one

path at the outer marker and will be established on an assumption that the turn will be made within five (5) miles of the outer marker. Accordingly, the established altitude will provide clearance of at least one thousand (1,000) feet above the terrain and all obstructions for an area five (5) miles on each side of the center line of the localizer course. Where necessary, however, an upward adjustment of the minimum altitude will be made to insure safe clearance of any prominent obstruction or terrain immediately beyond the specified area. (4) Where necessary or advisable to effect proper interception with the glide path, a procedure turn may be made beyond five (5) miles of the outer marker. In those exceptional instances, the minimum altitude at which the turn is to be executed will not be less than the altitude of the glide path at the outer marker and will provide clearance of at least one

thousand (1,000) feet above the terrain and all obstructions in an area five (5) miles on each side of the center line of the localizer course.

(5) Prior to the interception of the glide path on the localizer course from (i) an established radio fix, (ii) a holding pattern, and (iii) a procedure turn, the minimum altitude will provide clearance of at least one thousand (1,000) feet above the terrain and all obstructions and will not be less than the altitude of the glide path at the outer marker. This altitude and clearance will also be maintained until interception of the glide path in the case of a straight-in approach on the localizer course.

(6) Where strict adherence to the distances specified in the preceding subparagraphs would establish an undesirable instrument approach procedure, minor deviations may be permitted provided safety will not be adversely affected.

(d) *Final approach.* The term "final approach" as used in the ILS procedure is defined as that portion of the approach (inbound) on the localizer course after the glide path has been intercepted at or immediately beyond the outer marker and descent to authorized landing minimum altitude is started.

(2) The altitude on the final approach will provide for clearance of terrain and obstructions in the approach area as hereinafter specified in "Obstruction Clearance for Final Approach."

(e) *Obstruction clearance for final approach.* The approach zone to instrument runways, together with the minimum obstruction clearances required for glide path is defined as:

(1) *Approach surface.* The approach surface is an inclined surface located directly above the approach area. The dimensions of the approach area are measured horizontally.

(2) *Length.* The approach area has a length of fifty thousand (50,000) feet beginning two hundred (200) feet from the approach end of each instrument runway and extending outward on the extended center line of the runway.

(3) *Slope.* The slope of the approach surface along the runway center line extended is fifty to one (50:1) for the inner ten thousand (10,000) foot section and forty to one (40:1) for the outer forty thousand (40,000) foot section.

(4) *Width.* The approach area is symmetrically located with respect to the extended runway center line, and has a total width of one thousand (1,000) feet at a point two hundred (200) feet outward from the approach end of the runway. The approach area flares uniformly to a total width of four thousand (4,000) feet at the end of the ten thousand (10,000) foot section, and to a total width of sixteen thousand (16,000) feet at the end of the additional forty thousand (40,000) foot section.

(5) *Horizontal surface.* The horizontal surface is a circular plane, one hundred and fifty (150) feet above the established airport elevation having a radius of approximately twelve thousand (12,000) feet from the reference point at the center of the airport and connecting

with the transitional surfaces or approach surfaces as hereinafter specified.

(6) *Transitional surfaces.* The transitional surfaces are inclined planes with a slope of seven to one (7:1) extending upward on either side of, and at right angles to, the runway center line or the runway center line extended.

(i) Transitional surfaces inward from the approach end of the runway extend upward to an intersection with the horizontal surface from lines which are level with, parallel to and five hundred (500) feet from the runway center line.

(ii) The transitional surfaces for two hundred (200) feet outward from the approach end of the runway extend upward to an intersection with the horizontal surface from lines which are level with the runway center line at the approach end of the runway, and are parallel to and five hundred (500) feet from the runway center line extended.

(iii) Transitional surfaces more than two hundred (200) feet outward from the approach end of the runway extend upward from the outer edges of the approach surface to an intersection with the horizontal surface where the approach surface is below the horizontal surface, and for a lateral distance of five thousand (5,000) feet where the approach surface is outward from the horizontal surface.

(7) *Minimum obstruction clearance.* For that part of the approach from the interception of the glide path by the aircraft, the minimum terrain and obstruction clearance is that obtained between a two and one-half (2½) degree glide path passing through a point twenty (20) feet above and five hundred (500) feet inward from the approach end of the runway and the fifty to one (50:1) and forty to one (40:1) approach surface as previously defined.¹

(8) *Criteria.* The minimum clearance in feet is a function of the distance D outward from the glide path unit as follows:

(i) For D less than 10,950 feet, minimum clearance $0.02366D + 28$ feet.

(ii) For D between 10,950 feet and 5 miles, minimum clearance $0.01866D + 83$ feet.

Example: If an obstruction is 10,250 feet from the glide path unit, formula (i) would apply, and the minimum clearance above the obstruction = $(10,250 \times 0.02366) + 28 = 243' + 28 = 271'$.

It should be noted that the criteria provides a minimum clearance of approximately five hundred (500) feet at the outer marker with a gradually reduced clearance from that point inward. This clearance is a minimum requirement. However, a greater clearance may be necessary due to terrain features adjacent to the approach area of the instrument runway or peculiarities of the installation which are revealed by flight check.

¹ This is the condition when the glide path unit is located the minimum distance of seven hundred and fifty (750) feet from the runway end. The lower end of the glide path is assumed to be twenty (20) feet above the runway at a distance of two hundred and fifty (250) feet outward from the glide path unit, at which distance the aircraft would be in contact with the runway with the aircraft antenna exactly on course.

(f) *Glide path setting.* (1) Where the minimum obstruction clearance can be obtained above all objects in the approach area and adjacent transition surfaces inward from the point of interception of the glide path, the glide path will be set to the normal optimum setting of 2½ to 2¾ degrees. This will result in obtaining the desirable intersection of the glide path and middle marker at an elevation of about two hundred (200) feet above the runway.

(2) Where terrain and obstruction clearances more than that established by the criteria can be provided, the glide path may be set at a lesser angle if desired. The minimum glide path angle will be two (2) degrees.

(3) When necessary to obtain the minimum obstruction clearance, the glide path may be raised to a maximum angle of three (3) degrees. Angles greater than three (3) degrees will not normally be used. Where the minimum obstruction clearances cannot be obtained with the maximum three (3) degree glide angle and the length of the runway permits, consideration may be given to locating the glide path unit inward from the standard location a distance necessary to obtain the specified minimum clearance.

(g) *Clearance on back course of ILS.* The minimum clearance required for pull-out on the end of the runway opposite the approach end will be that required for take-off for the class and weight of aircraft used.

(h) *Utilization of back course of ILS.* Utilization of the back course of an ILS may be authorized if suitable fixes exist which will allow a pilot to establish his position and proceed on the localizer back course to the airport.

(1) Accordingly, when a fan marker or compass locator is installed on the localizer back course within seven (7) miles of the airport, a straight-in approach may be authorized using the minimums equivalent to straight-in range minimums.

(2) If the instrument approach runway is equipped with a glide path serving the back course of the Instrument Landing System localizer, separate procedure will be established. When such a procedure is established, consideration will be given to ceiling and visibility minimums in accordance with the minimum terrain and obstruction clearance for glide path settings.

(3) Use of the back course of an ILS will not be authorized when there is likely to be interference with another ILS located in close proximity or where the terrain or other features make use of the back course inadvisable from a safety standpoint.

(i) *Adjustment of minimums.* (1) when the minimum obstruction clearance described herein cannot be met in the approach area, consideration will be given to establishing ceiling minimums which will afford comparable safety. In this event, the ceiling minimums will be determined by the application of the following formula to all obstructions projecting above the established slope line and located in the approach area be-

ILS location and range from which initial approach to ILS shall be made	Transition to ILS				Final ILS approach course in-bound; out-bound	Procedure turn minimum on ILS	Minimum altitude at glide path interception	Glide path altitude over markers		Distance from markers to approach end of runway (mi.)		Minimums		If visual contact not established at authorized landing minimums, or if landing not accomplished; remarks
	From—	To—	Mag-netic course (degs.)	Dis-tance (mi.)				Min-imum altitude (ft.)	Outer	Middle	Outer	Middle	Ceil-ing	
MINNEAPOLIS, MINN. Wold-Chamberlain Field El. 834' Freq. 109.9 mc Ident. MFS	Minneapolis Rng	Outer Mrkr	220	5.0	2,300	2,300'	1,960'	1,035'	4.70	0.70	R S A T	500' 400' 800' 300'	1.5 3/4 2.0 1.0	Climb to 2,500' on NW crs of Minneapolis to Hamel F.M.
	Jordan FM	S crs ILS	82	19.5	2,300									
	Int. NW crs Minneapolis & S crs ILS	Outer Mrkr	174	5.8	2,300	2,000'	1,660'	810'	4.40	0.71	R S A T	500' 500' 400' 800' 300'	1.5 2.0 3/4 2.0 1.0	Climb to 2,000' making right turn to 270° to S crs of Moline rng. *Night minimums.
	Hastings FM	S crs ILS	270	12.0	2,300	2,500'	1,905'	800'	5.70	0.81	R S A T	500' 400' 1,000' 300'	1.5 1.0 3.0 1.0	Climb to 2,000' on NW crs of Nashville, or alternate procedure (when directed by ATC) turn right and climb to 2,500' on NE crs of Nashville within 25 mi.
MOLINE, ILL. Quad City Arpt. El. 606' Freq. 110.3 mc Ident. MLI	Moline Rng	NW crs ILS	174	1.7	2,000	2,000'								
	Int. W crs Moline & NW crs ILS	Outer Mrkr	131	7.5	2,000	1,400'	1,280'	230'	4.64	0.61	R S A T	500' 400' 1,000' 300'	1.5 3/4 3.0 1.0	Climb to 1,000' on NE crs of ILS, turn left climbing to 3,000' on W crs of Newark.
	Nashville Rng	Outer Mrkr	213	8.3	2,500	1,400'	1,040'	220'	3.92	0.67	R S A T	500' 400' 1,000' 300'	1.5 3/4 3.0 1.0	Climb to 1,400' on NE crs of New Orleans.
	Walterhill FM	Outer Mrkr	280	19.5	2,500	1,500'	1,350'	340'	4.49	0.81	R S A T	600' 400' 1,000' 300'	1.5 3/4 3.0 1.0	Climb to 1,500' on NE crs of ILS.
NASHVILLE, TENN. Berry Field El. 534' Freq. 109.9 mc Ident. BNA	Fairview FM	Outer Mrkr	80	20.0	2,500	1,000'	700'	200'	2.90	0.63	R S A T	500' 400' 800' 300'	1.5 3/4 2.0 1.0	Turn right to a heading of 130° intersecting the SW crs of Mitchell, climb to 1,500' on SW crs of Mitchell, or alternate procedure (when directed by ATC), turn right, climb to 1,200' on SW crs of ILS.
	Int. NW crs Nashville & S crs ILS	Outer Mrkr	104	10.7	2,500	1,320'	1,320'	230'	4.75	0.68	R S A T	600' 400' 1,000' 300'	1.5 3/4 3.0 1.0	Turn right and climb to 1,500' on SW crs of Norfolk.
	Newark Rng	SW crs ILS	238	0.0	1,500	1,400'	1,050'	220'	4.20	0.63	R S A T	500' 400' 1,000' 300'	1.5 1.0 3.0 1.0	Climb to 3,600' on NW crs of Oakland within 25 mi. *Upon completion of procedure turn and transition to left crs inbound descent is authorized to cross Hayward MH at 2,500'. **Oakland rng transition only. Higher terrain to N. Newark. FMK transition, left turn from 340° to left crs of 274°.
	Int. SE crs Allentown & SW crs Newark	SW crs ILS	58	0.0	1,500	1,400'	1,050'	220'	4.20	0.63	R S A T	500' 400' 1,000' 300'	1.5 1.0 3.0 1.0	
NEW ORLEANS, L.A. Moliant International Arpt. El. 3' Freq. 109.9 mc Ident. MSY	New Orleans Rng	W crs ILS	271	5.0	1,400	1,400'	1,040'	220'	3.92	0.67	R S A T	500' 400' 1,000' 300'	1.5 3/4 3.0 1.0	Climb to 1,400' on NE crs of New Orleans.
	La Place FM	Outer Mrkr	84	8.0	1,400	1,400'	1,040'	220'	3.92	0.67	R S A T	500' 400' 1,000' 300'	1.5 3/4 3.0 1.0	Climb to 1,400' on NE crs of New Orleans.
	Int. S crs New Orleans & E crs ILS	Outer Mrkr	279	8.5	1,400	1,500'	1,350'	340'	4.49	0.81	R S A T	600' 400' 1,000' 300'	1.5 3/4 3.0 1.0	Climb to 1,500' on NE crs of ILS.
	LaGuardia Rng	NE crs ILS	225	0.0	1,500	1,500'	1,350'	340'	4.49	0.81	R S A T	600' 400' 1,000' 300'	1.5 3/4 3.0 1.0	Climb to 1,500' on NE crs of ILS.
NEW YORK, N. Y. LaGuardia Field El. 20' Freq. 109.9 mc Ident. LGA	Fiatbush Int.	NE crs ILS	45	0.0	1,500	1,500'	1,350'	340'	4.49	0.81	R S A T	600' 400' 1,000' 300'	1.5 3/4 3.0 1.0	Climb to 1,500' on NE crs of ILS.
	Int. SW crs ILS & SE crs Newark	Outer Mrkr	42	8.0	1,000	1,000'	700'	200'	2.90	0.63	R S A T	500' 400' 800' 300'	1.5 3/4 2.0 1.0	Turn right to a heading of 130° intersecting the SW crs of Mitchell, climb to 1,500' on SW crs of Mitchell, or alternate procedure (when directed by ATC), turn right, climb to 1,200' on SW crs of ILS.
	Idlewild Rng	Outer Mrkr	222	0.0	1,200	1,000'	700'	200'	2.90	0.63	R S A T	500' 400' 800' 300'	1.5 3/4 2.0 1.0	Turn right to a heading of 130° intersecting the SW crs of Mitchell, climb to 1,500' on SW crs of Mitchell, or alternate procedure (when directed by ATC), turn right, climb to 1,200' on SW crs of ILS.
	Int. SW crs Newark & S crs Langley	Outer Mrkr	223	0.9	1,400	1,400'	1,050'	220'	4.20	0.63	R S A T	500' 400' 1,000' 300'	1.5 1.0 3.0 1.0	Turn right and climb to 1,500' on SW crs of Norfolk.
NORFOLK, VA. Norfolk Arpt. El. 25' Freq. 109.9 mc Ident. ORK	Norfolk Rng	Outer Mrkr	223	0.9	1,400	1,400'	1,050'	220'	4.20	0.63	R S A T	500' 400' 1,000' 300'	1.5 1.0 3.0 1.0	Turn right and climb to 1,500' on SW crs of Norfolk.
	Int. SW crs Norfolk & S crs Langley	Outer Mrkr	43	7.0	1,400	1,400'	1,050'	220'	4.20	0.63	R S A T	500' 400' 1,000' 300'	1.5 1.0 3.0 1.0	Turn right and climb to 1,500' on SW crs of Norfolk.
	Newark FMK	Hayward MH	340	7.2	2,500	1,320'	1,320'	230'	4.75	0.68	R S A T	600' 400' 1,000' 300'	1.5 3/4 3.0 1.0	Climb to 3,600' on NW crs of Oakland within 25 mi. *Upon completion of procedure turn and transition to left crs inbound descent is authorized to cross Hayward MH at 2,500'. **Oakland rng transition only. Higher terrain to N. Newark. FMK transition, left turn from 340° to left crs of 274°.
	Oakland Rng	Hayward MH	98	11.0	3,500	1,320'	1,320'	230'	4.75	0.68	R S A T	600' 400' 1,000' 300'	1.5 3/4 3.0 1.0	Climb to 3,600' on NW crs of Oakland within 25 mi. *Upon completion of procedure turn and transition to left crs inbound descent is authorized to cross Hayward MH at 2,500'. **Oakland rng transition only. Higher terrain to N. Newark. FMK transition, left turn from 340° to left crs of 274°.

ILS location and range from which initial approach to ILS shall be made	Transition to ILS					Final ILS approach course in-bound; out-bound	Procedure turn minimum on ILS	Minimum altitude at glide path interception	Glide path altitude over markers		Distance from markers to approach end of runway (mi.)		Minimums		If visual contact not established at authorized landing minimums, or if landing not accomplished; remarks	
	From—	To—	Magnetic course (degs.)	Distance (mi.)	Minimum altitude (ft.)				Outer	Middle	Outer	Middle	Celling	Visibility		
ST. JOSEPH, MO. Rosecrans Field El. 821' Freq. 110.3 mc Ident. STJ	St. Joseph Rng	Outer Mrkr	125	0.8	2,100	S 352° 172°	2,100'-W side S crs*	2,100'	1,800'	1,050'	4.18	0.86	R S A T	700' 400' 800' 300'	1.5 1.0 2.0 1.0	Climb to 2,400' on N crs St. Joseph within 25 mi. or alternate procedure (when directed by ATC) climb to 2,500' on 'NW' crs of Kansas City. *Procedure turn W to permit simultaneous approach to St. Joseph and Kansas City.
ST. LOUIS, MO. Lambert Field El. 537' Freq. 110.3 mc Ident. STL	St. Louis Rng Spanish Lake FM Woodriver Int. Alton Int. Int. SW crs ILS & NE crs Vichy	NE crs ILS NE crs ILS NE crs ILS Outer Mrkr Outer Mrkr	35 200 285 238 58	2.0 2.5 3.8 9.0 51.0	1,700 1,600 1,700 1,700 3,000	NE 238° 58°	1,600'-N side NE crs	1,600'	760'	760'	3.98	0.64	R S A T	500' 400' 800' 300'	1.5 3/4 2.0 1.0	Climb to 2,000' on W crs of St. Louis ring, or alternate procedure (when directed by ATC), climb to 2,000' on SW crs of ILS, within 25 mi.
SALT LAKE CITY, UTAH Salt Lake City Arpt. No. 1 El. 4,222' Freq. 110.3 mc Ident. SLC	Salt Lake City Rng	N crs ILS	163	0.0	5,600	S 340° 103°	5,600'-W side S crs	5,600'	5,560'	4,455'	4.69	0.71	R S A T	800' 400' 1,000' 300'	2.0 1.0 3.0 1.0	Climb to 11,000' on W crs of Salt Lake City.
SAN ANTONIO (Alamo), TEX. San Antonio Arpt. El. 800' Freq. 109.9 mc Ident. SAT	Alamo Rng San Antonio Rng Int. S crs Alamo & SE crs San Antonio Int. E crs Alamo & NE crs ILS Int. SW crs San Antonio & SW crs ILS	SW crs ILS SW crs ILS SW crs ILS Outer Mrkr Outer Mrkr	174 138 318 211 31	3.6 1.4 13.5 8.8 12.8	2,200 2,200 2,200 2,200 2,200	SW 31° 211°	2,200'-W side SW crs	2,200'	2,050'	1,000'	4.38	0.68	R S A T	500' 400' 1,000' 300'	1.5 3/4 3.0 1.0	Climb to 2,500' on NE crs of ILS.
SAN FRANCISCO, CALIF. San Francisco Arpt. El. 10' Freq. 109.5 mc Ident. SFO	San Francisco Rng Moffett Rng	*Belmont FM (via SE crs San Francisco) SE crs ILS (Inbound)	107 305	5.8 14.0	1,660 1,660	SE 275° 98°	None	1,660'	230'	230'	6.60	0.66	R S A T	500' 400' 1,000' 300'	1.5 3/4 3.0 1.0	Climb to 3,000' on NW crs of San Francisco within 25 mi. *After passing Belmont FM, make 180° left turn to intercept ILS crs SE of outer marker.
SEATTLE, WASH. Seattle-Tacoma Arpt. El. 405' Freq. 110.3 mc Ident. SEC	Seattle Rng Int. NW crs Seattle & N crs ILS Lakeview FM Everett Rng	S crs ILS (Outbound) Outer mrkr S crs ILS (Inbound) N crs ILS (Inbound)	175 158 26 180	8.6 12.0 7.0 3.0	2,000 2,000 1,600 *3,000	S 338° 153°	2,000'-E side S crs	1,600'	585'	585'	4.60	0.65	R S A T	500' 500' 400' 800' 300'	1.5 2.0 3/4 2.0 1.0	Climb to 1,500' on NW crs of Seattle within 15 mi. of range. *Aft shall maintain 3,000' to intercept NW crs Seattle and N crs ILS. **Night minimums.
SOUTH BEND, IND. Bendix Field El. 776' Freq. 110.3 mc Ident. SBN	Int. N crs So. Bend & W crs ILS So. Bend Rng Int. N crs Goshen & E crs So. Bend Int. W crs So. Bend & W crs ILS	Outer Mrkr Outer Mrkr Outer Mrkr Outer Mrkr	88 82 264 88	8.5 8.7 21.0 16.0	2,000 2,000 2,000 2,000	E 268° 88°	2,000'-N side E crs	2,000'	1,920'	978'	4.39	0.71	R S A T	500' 400' 1,000' 300'	1.5 3/4 3.0 1.0	Climb to 2,000' on W crs of South Bend.
SPOKANE, WASH. Geiger Field El. 2372' Freq. 109.9 mc Ident. GEG	Int. W crs Spokane & NE crs ILS	Outer Mrkr	203	7.2	4,000	SW 220° 203°	4,000'-S side W crs (within 10 mi. of O.M.)	4,000'	3,560'	2,595'	4.42	0.62	R S A T	500' 600' 400' 1,000' 300'	1.5 1.5 1.0 3.0 1.0	Climb to 5,000' on W crs of Spokane within 18 mi of ring.

RULES AND REGULATIONS

ILS location and range from which initial approach to ILS shall be made	Transition to ILS				Final ILS approach course In-bound; out-bound	Procedure turn minimum on ILS	Minimum altitude at glide path interception	Glide path altitude over markers		Distance from markers to approach end of runway (mi.)		Minimums		If visual contact not established at authorized landing minimums, or if landing not accomplished; remarks
	From—	To—	Magnetic course (degs.)	Distance (mi.)				Minimum altitude (ft.)	Outer	Middle	Outer	Middle	Class	
TALLAHASSEE, FLA. Dale Mabry Field El. 70' Freq. 110.3 mc Ident. TLH	Int. N crs Tallahassee & NW crs ILS Tallahassee Rng Int. E crs Tallahassee & SE crs ILS	Outer Mrkr Outer Mrkr Outer Mrkr	123 113 123	8.5 7.8 5.3	1,200 1,200 1,200	SE 303° 180° 123°	1,200' SE crs	1,100' 270'	4.69 0.67	R S A T	500' 400' 1,000' 300'	1.5 3/4 3.0 1.0	Climb to 1,400' on N crs of Tallahassee, or alternate procedure (when directed by ATC), turn left and climb to 1,400' on S crs of Tallahassee within 25 mi.	
TAMPA, FLA. International Arpt. El. 26' Freq. 110.3 mc Ident. TPA	Int. N crs Tampa & N crs ILS Tampa Rng	Outer Mrkr ILS Lelzr	180 336	16.3 5.8	1,000 1,200	N 180° 360°	1,030' N crs	1,030' 4.70	0.61	R S A T	500' 400' 1,000' 300'	1.5 3/4 3.0 1.0	Climb to 1,300' on S crs of Tampa, or alternate procedure (when directed by ATC), turn left and climb to 1,500' on NE crs of Tampa.	
TOPEKA, KANS. Phillip Billard Arpt. El. 879' Freq. 109.5 mc Ident. TOP	Int. S crs Topeka VAR & SE crs ILS Int. NE crs Topeka LF & SE crs ILS Int. NW crs Topeka LF & W crs Topeka VAR Topeka VAR rng	Outer Mrkr Outer Mrkr Outer Mrkr Outer Mrkr	305 305 72 252	13.6 8.9 15.7 7.3	2,100 2,100 2,400 2,100	NW 354° 305°	2,000' NW crs	1,875' 4.67	0.83	R S A T	600' 300' 1,000' 300'	1.5 3.0 1.0	Climb to 2,400' on S crs Topeka VAR (Aural), or alternate procedure (when directed by ATC), climb to 2,400' on SE crs ILS within 25 mi.	
TULSA, OKLA. Tulsa Arpt. El. 674' Freq. 110.3 mc Ident. TUL	Tulsa Rng Skiatook FM Red Fork FM Verdigris River FM	S crs ILS N crs ILS Outer Mrkr Outer Mrkr	225 118 73 211	1.3 15.0 9.7 15.6	2,200 2,200 2,200 2,200	S 354° 174°	2,200' S crs	2,020' 850'	0.65	R S A T	500' 400' 1,000' 300'	1.5 3/4 3.0 1.0	Climb to 2,200' on NW crs of Tulsa.	
WASHINGTON, D. C. Washington National Arpt. El. 17' Freq. 109.9 mc Ident. DCA	Washington Rng Mt. Vernon Int.	S crs ILS S crs ILS	180 60	0.0 3.2	1,500 1,500	S 360° 180°	1,500' E side S crs	1,500' 70'	0.03 (Inner)	R S A T	500' 400' 1,000' 300'	1.5 3/4 3.0 1.0	Climb to 1,800' on NW crs of Washington.	
WHITE PLAINS, N. Y. Westchester Co. Arpt. El. 435' Freq. 109.5 mc Ident. HPN	Int. S crs New Hackensack & NW crs ILS Rye MH	Outer Mrkr Outer Mrkr	161 360	16.6 12.2	2,000 2,000	NW 161° 311°	2,000' W side NW crs	1,980' 645'	0.66	R S A T	600' 400' 1,000' 300'	1.5 3/4 3.0 1.0	Make climbing left turn to 2,000' on NW crs of ILS.	
WICHITA, KANS. Wichita Arpt. El. 1,372' Freq. 110.3 mc Ident. ICT	Wichita Rng Viola FM Oxford FM Int. N crs ILS & NE crs Wichita	S crs ILS (Out-bound) S crs ILS (inbound) S crs ILS (inbound) Outer Mrkr	167 73 337 183	2.2 18.5 16.2 7.8	2,800 2,800 2,800 2,800	S 3° 183°	2,750' E side S crs	2,750' 1,565'	0.69	R S A T	500' 400' 1,000' 300'	1.5 3/4 3.0 1.0	Climb to 2,800' on NE crs of Wichita within 25 mi., recovery to be started at middle marker, or alternate procedure (when requested by ATC), climb to 2,800' on N crs ILS within 25 mi. Flight path to be conducted in the Blue Sector.	
WINDSOR LOCKS, CONN. Bradley Field El. 171' Freq. 110.3 mc Ident. BDL	Int. NW crs Hartford & SW crs ILS Int. E crs Westfield & NE crs ILS Int. S crs Westfield & SW crs ILS	Outer Mrkr Outer mrkr Outer Mrkr	58 238 58	3.0 19.0 2.5	2,500 2,500 2,500	SW 58° 238°	2,500' S side SW crs	1,740' 400'	0.66	R S A T	500' 400' 1,000' 300'	1.5 3/4 3.0 1.0	Climb to 2,500' on NE crs of ILS.	
WINSLOW, ARIZ. Winslow Arpt. El. 4,937' Freq. 110.3 mc Ident. INW	Winslow Rng	E crs ILS (MM)	127	3.2	6,500	E 286° 106°	6,500' S side E crs	5,920' 5,070'	0.68	R S A T	600' 400' 1,000' 300'	2.0 3/4 3.0 1.0	Climb to 7,000' on E crs. of Winslow within 25 mi.	

ILS location and range from which initial approach to ILS shall be made	Transition to ILS		Final ILS approach course; in-bound; out-bound	Procedure turn minimum on ILS	Minimum altitude at glide path interception	Glide path altitude over markers		Distance from markers to approach end of runway (mi.)		Minimums	If visual contact not established at authorized landing minimums, or if landing not accomplished; remarks	
	From—	To—				Magnetic course (degs.)	Distance (mi.)	Minimum altitude (ft.)	Outer			Middle
WORCESTER, MASS. Worcester Arpt. Fl. 1,000 Freq. 108.5 mc. Ident. ORH	SE crs ILS	SE crs ILS	332	0.0	2,400	SE 332° 152°	2,100'	2,040'	1,200'	600' 400' 1,000' 300'	R S A T	Make climbing left turn to 2,400' on SE crs of ILS, but not to exceed 6 mi SE of OMK.

These policies and rules shall become effective upon publication in the FEDERAL REGISTER.

[SEAL] E. M. STURHAHN,
Acting Administrator
of Civil Aeronautics.
[F. R. Doc. 49-9259; Filed, Nov. 15, 1949;
8:52 a. m.]

**PART 61—SCHEDULED AIR CARRIER RULES
STANDARD INSTRUMENT APPROACH
PROCEDURES**

Under section 205 (a) of the Civil Aeronautics Act of 1938, as amended, the Administrator of Civil Aeronautics is authorized to make and amend such rules, regulations, and procedure as are necessary to carry out the provisions of, and to perform and exercise his powers and duties under, the act. Under section 601 of the Civil Aeronautics Act of 1938, as amended, the Civil Aeronautics Board is empowered to delegate to the Administrator of Civil Aeronautics the authority to prescribe rules, regulations, and standards which promote safety of flight in air commerce. Under §§ 42.55 (b), 42.56, and 60.46 of the Civil Air Regulations, the Civil Aeronautics Board has authorized the Administrator of Civil Aeronautics to prescribe standard instrument approach procedures, including ceiling and visibility minimums.

Acting pursuant to the foregoing statutes and regulations, the following policies and rules regarding standard instrument approach procedures are hereby adopted. They supersede § 60.273-1, published in 13 F. R. 1423 and revised in 14 F. R. 38. They are made effective without delay in order to promote safety of the flying public. Compliance with the notice, procedures, and effective date provisions of section 4

occurrence of the damage upon which such request is based. *Provided, however,* that in the event the damage was caused by operations of a military nature during World War II, such request must be submitted within six months after October 10, 1949, unless the airport was under the control or management of the United States on October 10, 1949, in which event the request may be submitted to the Administrator within six months after transfer of such control or management of the airport to the public agency involved.

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

(60 Stat. 170; 49 U. S. C. 1101 et seq.)
[SEAL] DONALD W. NYROP,
Acting Administrator of
Civil Aeronautics.
[F. R. Doc. 49-9185; Filed, Nov. 15, 1949;
8:46 a. m.]

**PART 609—STANDARD INSTRUMENT
APPROACH PROCEDURES
REVOCATION**

Part 609 of this chapter is hereby revoked. It is superseded by policies and rules published herewith in §§ 60.46-1 through 60.46-9 of this title.

(Sec. 205 (a), 52 Stat. 984, as amended by Reorg. Plans III and IV of 1940, 3 CFR, Cum. Supp., 5 F. R. 2107, 2421; 49 U. S. C. 425 (a). Interpreted or applied sec. 601, 52 Stat. 1007, as amended by 62 Stat. 1217; 49 U. S. C. 551)

[SEAL] E. M. STURHAHN,
Acting Administrator
of Civil Aeronautics.
[F. R. Doc. 49-9258; Filed, Nov. 15, 1949;
8:51 a. m.]

of the Administrative Procedure Act would be impracticable and contrary to the public interest, and therefore is not required.

§ 61.273-1 *Standard instrument approach procedures (CAA policies and rules which apply to § 60.273)*. See §§ 60.46-1, 60.46-2, etc., of this subchapter.

(Sec. 205 (a), 52 Stat. 984, as amended by Reorg. Plans III and IV of 1940, 3 CFR, Cum. Supp., 5 F. R. 2107, 2421; 49 U. S. C. 425 (a). Interpreted or applied sec. 601, 52 Stat. 1007, as amended by 62 Stat. 1217; 49 U. S. C. 551)

These policies and rules shall become effective upon publication in the FEDERAL REGISTER.

[SEAL] E. M. STURHAHN,
Acting Administrator
of Civil Aeronautics.
[F. R. Doc. 49-9256; Filed, Nov. 15, 1949;
8:51 a. m.]

Chapter II—Civil Aeronautics Administration, Department of Commerce

**PART 560—REIMBURSEMENT FOR DAMAGE TO
PUBLIC AIRPORTS BY FEDERAL AGENCIES
TIME LIMITATIONS**

Acting pursuant to the authority vested in me by the Federal Airport Act (60 Stat. 170; Pub. Law 377, 79th Cong.), I hereby amend Part 560 of the regulations of the Administrator of Civil Aeronautics as follows:
Section 560.6 (b) of this part is hereby amended to read as follows:

§ 560.6 *Time limitations* * * *
(b) No request will be considered by the Administrator unless such request is submitted within six months after the

**TITLE 21—FOOD AND DRUGS
Chapter I—Food and Drug Administration, Federal Security Agency
PART 3—STATEMENTS OF GENERAL POLICY
OR INTERPRETATION
SUPPLYING PHARMACISTS WITH INDICATIONS
AND DOSAGE OF DRUGS**

Pursuant to section 3 of the Administrative Procedure Act (60 Stat. 237, 238; 5 U. S. C. 1002), the following statement of policy is issued:

§ 3.13 *Supplying pharmacists with indications and dosage of drugs*. This Agency is aware of statements that the regulations covering prescription drugs prevent the manufacturer from sending the pharmacist data he needs on indications and dosage in exercising his important professional function of checking against possible mistakes in the prescription.

These regulations emphasize the importance of the profession of pharmacy; they are not intended to deprive the pharmacist of information necessary to the discharge of his professional duty of insuring the integrity of the drugs he dispenses on prescription.

To discourage attempts at self-medication with drugs which the layman cannot safely and effectively use without the physician's guidance and which therefore should be dispensed only on doctor's orders, the regulations provide that the labeling of such drugs shall not bear indications or directions, except that the prescription package should bear the directions specified in the prescription. The law defines labeling as "written, printed, or graphic matter accompanying the drug."

The courts have given a broad interpretation to the definition of labeling, holding it to cover all pamphlets and the like used to inform consumers what the drug is for and how it is to be used. The

Federal Security Agency regards the supplying of printed matter to the pharmacist for his professional information, and not as a means of over-the-counter sales promotion, such as by display to prospective purchasers, as a legitimate means of making information necessary for professional use readily available. This Agency has no intention of recommending action based on the supplying or use of such material for that professional purpose.

(Sees. 306, 701, 52 Stat. 1045, 1055; 21 U. S. C. 336, 371)

Dated: November 10, 1949.

[SEAL] OSCAR R. EWING,
Administrator.

[F. R. Doc. 49-9207; Filed, Nov. 15, 1949;
8:49 a. m.]

PART 155—SEA FOOD INSPECTION LABELING REQUIREMENTS

Notice of proposed amendments to §§ 155.10 and 155.40 of the regulations for the inspection of canned sea food (21 CFR 155.0 et seq.), pursuant to the authority vested in the Federal Security Administrator by section 702A of the Federal Food, Drug, and Cosmetic Act (49 Stat. 871; 52 Stat. 1040; 21 U. S. C. 372 a), was published in the FEDERAL REGISTER on October 6, 1949 (14 F. R. 6092). No written comments, data, or arguments having been received within the period prescribed in the notice, the sections involved are amended as indicated below:

1a. [Inspection of Canned Shrimp] In § 155.10, paragraphs (a) and (c) are amended to read as follows:

§ 155.10 *Labeling.* (a) Labels on canned shrimp packed and certified under §§ 155.0 to 155.13 may bear the mark "Production Supervised by U. S. Food and Drug Administration," with or without the official establishment number. Such mark if used shall be plainly and conspicuously displayed in type of uniform size and style on a strongly contrasting uniform background; and shall appear on the principal panel or panels of the label so as to be easily observable in connection with the name of the article.

(e) No commercial brand or brand name appearing on labeling approved as authorized under paragraph (b) of this section and bearing the mark "Production Supervised by U. S. Food and Drug Administration," and no labeling simulating any such approved labeling, shall be used after such approval on canned shrimp other than that which has been handled, prepared, and packed in compliance with all provisions of §§ 155.0 to 155.13; but this section shall not apply to any packer's labeling after termination of inspection as authorized by § 155.13, or to any distributor's labeling after 3 months' written notice by the owner thereof to the Administration that the use of such labeling on inspected canned shrimp has been discontinued and will not be resumed.

b. A new paragraph, reading as follows, is added to § 155.10:

(d) Canned-shrimp labeling authorized by or approved under paragraph (a) or (b) of this section shall be used only as authorized by §§ 155.0 to 155.13. Unauthorized use of such labeling renders the user liable to the penalties prescribed by the Federal Food, Drug, and Cosmetic Act, as amended.

2. [Inspection of Canned Oysters] In § 155.40, paragraphs (a) and (c) are amended to read as follows:

§ 155.40 *Labeling.* (a) Labels on canned oysters packed and certified under §§ 155.30 to 155.43 may bear the mark "Production Supervised by U. S. Food and Drug Administration," with or without the official establishment number. Such mark if used shall be plainly and conspicuously displayed in type of uniform size and style on a background of strongly contrasting color, and shall appear on the principal panel or panels of the label so as to be easily observable in connection with the name of the article.

(e) No commercial brand or brand name appearing on any label approved under paragraph (b) of this section and bearing the mark "Production Supervised by U. S. Food and Drug Administration," and no label simulating one so approved, shall be used thereafter on any canned oysters other than those which have been inspected under §§ 155.30 to 155.43; *Provided*, That this paragraph shall not apply to any packer's label after termination of inspection as provided in § 155.43, or to any distributor's label after 3 months' written notice by the owner thereof to the Food and Drug Administration that its use on inspected canned oysters has been discontinued and will not be resumed.

These amendments shall become effective upon publication in the FEDERAL REGISTER.

(49 Stat. 871; 52 Stat. 1040; 21 U. S. C. 372a)

Dated: November 9, 1949.

[SEAL] JOHN L. THURSTON,
Acting Administrator.

[F. R. Doc. 49-9208; Filed, Nov. 15, 1949;
8:49 a. m.]

TITLE 22—FOREIGN RELATIONS

Chapter I—Department of State

[Dept. Reg. 108.96]

PART 42—VISAS: DOCUMENTATION OF ALIENS ENTERING THE UNITED STATES

WAIVER OF VISA REQUIREMENT

NOVEMBER 9, 1949.

The following amendment to Part 42, Chapter I, Title 22, Code of Federal Regulations, is hereby prescribed:

Section 42.108, *Nonimmigrants required to present passports but not visas*, is amended by the addition of the following paragraph at the end thereof:

(c) An alien in possession of a valid visa or other permit to enter some for-

ign country and who is being transported in continuous transit through the United States from one foreign place to another in accordance with the terms of a bonding contract entered into by the transportation line, or lines, and the Commissioner of Immigration and Naturalization, to insure such immediate continuous transit through, and prompt departure from, the United States en route to a specifically designated foreign country.

This order shall become effective upon publication in the FEDERAL REGISTER. Compliance with the provisions of section 4 of the Administrative Procedure Act (60 Stat. 238, 5 U. S. C. 1003) relative to notice of proposed rule making and delayed effective date is unnecessary because the regulations contained in this order involve foreign-affairs functions of the United States.

(See. 24, 43 Stat. 166; 8 U. S. C. 222; sec. 37 (a), 54 Stat. 675; 8 U. S. C. 458 (a); applies sec. 30, 54 Stat. 673; 8 U. S. C. 451)

[SEAL] JAMES E. WEBB,
Acting Secretary of State.

NOVEMBER 9, 1949.

Recommended, so far as the provisions of the Immigration Act of 1924 and the Alien Registration Act, 1940, are concerned:

J. HOWARD McGRATH,
Attorney General.

OCTOBER 31, 1949.

[F. R. Doc. 49-9201; Filed, Nov. 15, 1949;
8:48 a. m.]

TITLE 32—NATIONAL DEFENSE

Chapter V—Department of the Army

JOINT PROCUREMENT REGULATIONS

MISCELLANEOUS AMENDMENTS

The Joint Procurement Regulations, formerly published as Parts 801 to 813 of Chapter VIII Title 10, are amended by adding a sentence to § 803.200, by revision of § 804.301-1, and by adding new §§ 805.407-15, 805.407-16, and 805.407-17, as follows:

§ 803.200 *Awards.* * * * As to price revision and escalation, see § 804.301-1.

§ 804.301-1 *Price revision; escalation—(a) Price revision.* When procurement is effected by formal advertising, price revision articles (as distinguished from escalation articles) will not be inserted in the invitation for bids or in any contract resulting therefrom.

(b) *Escalation.* When procurement is effected by formal advertising and bids are received including escalation, which if added to the base price will still result in a lesser bid price with maximum escalation than that offered by a bidder submitting a fixed price bid, award will be made to the bidder whose net cost is the lowest to the Government: *Provided*, That the bid is responsive to other factors in the invitation for bids.

§ 805.407-15 *Escalation articles for standard steel items.* (Applicable only within the Department of the Army):

(a) The escalation articles set forth below are authorized for inclusion in fixed-price contracts for standard steel items, without obtaining prior approval so far as use of the articles are concerned as required by § 804.301, under the following circumstances:

(1) Items being procured are made wholly or in the major part of steel.

(2) Contractor is an "integrated steel producer" or an "operator of a steel foundry."

(3) That, when it is planned to include the appropriate article in contracts to be awarded as a result of formal advertising, the invitations for bids will clearly so state, and will further state that all bids will be evaluated after applying the maximum amount of possible escalation.

CONTRACT ARTICLE (FORMAL ADVERTISING)

(a) The Contractor hereby warrants that the unit prices stated herein on the date set for opening of bids are not in excess of the Contractor's applicable established prices for like quantities of the supplies covered by this contract. The Contractor shall notify the Contracting Officer of each decrease in any of such established prices and each applicable contract unit price shall be decreased accordingly. Any decrease in a unit price shall become effective concurrently with the effective date of each applicable decrease in Contractor's established price and the contract shall be amended accordingly.

(b) The Contractor may at any time, or from time to time, after the date set for opening of bids and during the performance of the contract request in writing an upward adjustment in any of the contract unit prices to be effective as from a date to be specified by the Contractor, subject to the following conditions:

(1) No unit price as adjusted shall exceed the Contractor's applicable established price.

(2) The aggregate of the increases in any unit price made under this paragraph shall not exceed 10 percent of the original applicable contract unit price.

(3) No adjusted unit price shall be effective earlier than the effective date of any increase in the applicable established price and no increase shall be granted unless the Contractor's applicable established price has increased subsequent to the date set for opening of bids.

(c) In the event the requested adjustment in any contract unit price is acceptable to the Contracting Officer, he shall not later than 20 days after the date of receipt by him of the request so notify the Contractor and the contract shall be modified accordingly. If any such requested adjustment in a unit price is not acceptable to the Contracting Officer, he shall so notify the Contractor in writing within 20 days from the date of receipt by him of the Contractor's said notice; and unless an agreement can be reached as to the amount of increase, the Government may cancel without liability to either party the Contractor's right to proceed with performance of the portion of the contract which is undelivered at the time of such cancellation, except that the Contractor may make delivery of all or any of the supplies which a duly authorized officer of the company shall certify were completed or in the process of manufacture at the time of receipt of notice of such cancellation, and the Government shall pay for all supplies so delivered at the applicable unit price contained in Contractor's said request and the contract shall be modified accordingly: *Provided*, That such certification is made within 10 days after receipt of notice of such cancellation and

such requested increase satisfies all of the conditions and does not exceed the limitations of paragraph (b). Supplies shall be deemed to be in the process of manufacture when the steel therefor is in any state of processing after the beginning of the furnace melt.

(d) During the period prior to such cancellation, the Contractor shall continue deliveries according to the terms of the contract and shall be paid therefor at the applicable increased unit prices so requested, provided, such requested increases satisfy all of the conditions and do not exceed the limitations of paragraph (b).

(e) If notice of cancellation is not sent to the Contractor within 30 days after receipt by the Contracting Officer of the Contractor's request, supplies delivered subsequent to the date specified in such request, and prior to the effective date of any subsequent increase or decrease in Contractor's applicable established prices, shall be paid for at the applicable increased unit prices so requested, provided, such requested increases satisfy all of the conditions and do not exceed the limitations of paragraph (b).

CONTRACT ARTICLE (NEGOTIATED PURCHASES)

(a) The Contractor hereby warrants that the unit prices stated herein at the date hereof are not in excess of the Contractor's applicable established prices for like quantities of the supplies covered by this contract. The Contractor shall notify the Contracting Officer of each decrease in any of such established prices and each applicable contract unit price shall be decreased accordingly. Any decrease in a unit price shall become effective concurrently with the effective date of each applicable decrease in Contractor's established price and the contract shall be amended accordingly.

(b) The Contractor may at any time, or from time to time, during the performance of the contract request in writing an upward adjustment in any of the contract unit prices to be effective as from a date to be specified by the Contractor, subject to the following conditions:

(1) No unit price as adjusted shall exceed the Contractor's applicable established price.

(2) For deliveries pursuant to the terms of this contract, the aggregate of the increases in any unit price made under this paragraph shall not exceed 10 percent of the original applicable contract unit price.

(3) No adjusted unit price shall be effective earlier than the effective date of any increase in the applicable established price.

(c) In the event the requested adjustment in any contract unit price is acceptable to the Contracting Officer, he shall not later than 20 days after the date of receipt by him of the request so notify the Contractor, and the contract shall be modified accordingly. If any such requested adjustment in a unit price is not acceptable to the Contracting Officer, he shall notify the Contractor in writing within 20 days from the date of receipt by him of the Contractor's said notice; and unless an agreement can be reached as to the amount of increase, the Government may cancel without liability to either party the Contractor's right to proceed with performance of the portion of the contract which is undelivered at the time of such cancellation, except that the Contractor may make delivery of all or any of the supplies which a duly authorized officer of the company shall certify were completed or in the process of manufacture at the time of receipt of notice of such cancellation, and the Government shall pay for all supplies so delivered at the applicable unit price contained in Contractor's said request and the contract shall be modified accordingly: *Provided*, That such certification is made within 10 days after receipt of notice of such cancellation and such requested increase satisfies all of the conditions and does not exceed

the limitations of paragraph (b). Supplies shall be deemed to be in the process of manufacture when the steel therefor is in any state of processing after the beginning of the furnace melt.

(d) During the period prior to such cancellation, the Contractor shall continue deliveries accordingly to the terms of the contract and shall be paid therefor at the applicable increased unit prices so requested, provided, such requested increases satisfy all of the conditions and do not exceed the limitations of paragraph (b).

(e) If notice of cancellation is not sent to the Contractor within 30 days after receipt by the Contracting Officer of the Contractor's request, supplies delivered subsequent to the date specified in such request, and prior to the effective date of any subsequent increase or decrease in Contractor's applicable established prices, shall be paid for at the applicable increased unit price so requested, provided, such requested increases satisfy all of the conditions and do not exceed the limitations of paragraph (b).

(b) It is believed to be to the interest of the Government that these articles be included in those contracts, which, in the opinion of the head of the procuring activity concerned, might result in savings to the Government. This applies particularly in those instances wherein the delivery schedule extends over a period in excess of 90 days and there is evidence to indicate a possible downward trend in the market price of the commodity being procured.

§ 805.407-16 *Escalation article for open-end contracts.* (Applicable only within the Department of the Army):

(a) The escalation article set forth below is authorized for inclusion in open-end term annual variable quantity contracts, entered into after formal advertising or by negotiation, without obtaining prior approval insofar as use of the article is concerned as required by § 804.301 of this chapter, under the following circumstances:

(1) That items being procured are standard "off-the-shelf" items.

(2) That, when it is planned to include this article in contracts to be awarded as a result of formal advertising the invitations for bids will clearly so state and will further state that all bids will be evaluated after applying the maximum amount of possible escalation.

CONTRACT ARTICLE

(a) The Contractor hereby warrants that the unit prices stated herein at the date hereof are not in excess of the Contractor's applicable established prices for like quantities of the supplies covered by this contract. The Contractor shall notify the Contracting Officer of each decrease in any of such established prices and each applicable contract unit price shall be decreased accordingly. Any decrease in a unit price shall become effective concurrently with the effective date of each applicable decrease in Contractor's established price and the contract shall be amended accordingly.

(b) The Contractor may at any time, or from time to time, during the performance of the contract request in writing an upward adjustment in any of the contract unit prices to be effective as from a date to be specified by the Contractor, subject to the following conditions:

(1) No unit price as adjusted shall exceed the Contractor's applicable established price.

(2) The aggregate of the increases in any unit price made under this paragraph shall

not exceed 10 percent of the original applicable contract unit price.

(3) No adjusted unit price shall be effective earlier than the effective date of any increase in the applicable established price.

(c) In the event the requested adjustment in any contract unit price is acceptable to the Contracting Officer, he shall not later than 20 days after the date of receipt by him of the request so notify the Contractor, and the contract shall be modified accordingly. If any such requested adjustment in a unit price is not acceptable to the Contracting Officer, he shall so notify the Contractor in writing within 20 days from the date of receipt by him of the Contractor's said notice; and unless an agreement can be reached as to the amount of increase, the Government may cancel without liability to either party the Contractor's right to proceed with performance of the portion of the contract which is undelivered at the time of such cancellation.

(d) If notice of cancellation is not sent to the Contractor within 30 days after receipt by the Contracting Officer of the Contractor's request, supplies delivered subsequent to the date specified in such request, and prior to the effective date of any subsequent increase or decrease in Contractor's applicable established prices, shall be paid for at the applicable increased unit prices so requested, provided such requested increases satisfy all of the conditions and do not exceed the limitations of paragraph (b).

(e) The Contractor also agrees to give the Government any and all discount benefits extended to any company, agency, organization, or individual purchasing or handling like quantities of the supplies covered by this contract.

(b) Paragraphs (d) and (e) of the above article are optional. Paragraph (d) of the article clearly provides certain benefits to the Contractor and should not be included unless requested by the Contractor and it is deemed necessary to complete the procurement. Paragraph (e) is a so-called "Preferred Customer" clause and obviously does benefit the Government. Paragraph (e) should be included in all cases; however, authority is granted to delete it in those instances wherein the objections of the Contractor would preclude the possibility of effecting the necessary procurement.

§ 805.407-17 *Escalation article for aluminum.* (Applicable only within the Department of the Army).

(a) The escalation article set forth below is authorized for inclusion in fixed-price contracts for aluminum, entered into after formal advertising or by negotiation, without obtaining prior approval insofar as use of the article is concerned as required by § 804.301 of this chapter, under the following circumstances:

- (1) Contractor is a producer of aluminum.
- (2) Items being procured are made wholly or in the major part of aluminum.
- (3) That, when it is planned to include this article in contracts to be awarded as a result of formal advertising the invitations for bids will clearly so state, and will further state that all bids will be evaluated after applying the maximum amount of possible escalation.

CONTRACT ARTICLE

(a) The Contractor hereby warrants that the unit prices stated herein on the date set for opening of bids or offers are not in excess of the Contractor's applicable established prices for like quantities of the supplies cov-

ered by this contract. The Contractor shall notify the Contracting Officer of each decrease in any of such established prices and each applicable contract unit price shall be decreased accordingly. Any decrease in a unit price shall become effective concurrently with the effective date of each applicable decrease in Contractor's established price and the contract shall be amended accordingly.

(b) The Contractor may at any time, or from time to time, after the date set for opening of bids or offers and during the performance of the contract request in writing an upward adjustment in any of the contract unit prices to be effective as from a date to be specified by the Contractor, subject to the following conditions:

(1) No unit price as adjusted shall exceed the Contractor's applicable established price.

(2) The aggregate of the increases in any unit price made under this paragraph shall not exceed 10 percent of the original applicable contract unit price.

(3) No adjusted unit price shall be effective earlier than the effective date of any increase in the applicable established price and no increase shall be granted unless the Contractor's applicable established price has increased subsequent to the date set for opening of bids or offers.

(c) In the event the requested adjustment in any contract unit price is acceptable to the Contracting Officer, he shall not later than 20 days after the date of receipt by him of the request so notify the Contractor and the contract shall be modified accordingly. If any such requested adjustment in a unit price is not acceptable to the Contracting Officer, he shall so notify the Contractor in writing within 20 days from the date of receipt by him of the Contractor's said notice; and unless an agreement can be reached as to the amount of increase, the Government may cancel without liability to either party the Contractor's right to proceed with performance of the portion of the contract which is undelivered at the time of such cancellation, except that the Contractor may make delivery of all or any of the supplies which a duly authorized officer of the company shall certify were completed or in the process of manufacture at the time of receipt of notice of such cancellation, and the Government shall pay for all supplies so delivered at the applicable unit price contained in Contractor's said request and the contract shall be modified accordingly: *Provided*, That such certification is made within 10 days after receipt of notice of such cancellation and such requested increase satisfies all of the conditions and does not exceed the limitations of paragraph (b).

(d) During the period prior to such cancellation, the Contractor shall continue deliveries according to the terms of the contract and shall be paid therefor at the applicable increased unit prices so requested, provided, such requested increases satisfy all of the conditions and do not exceed the limitations of paragraph (b).

(e) If notice of cancellation is not sent to the Contractor within 30 days after receipt by the Contracting Officer of the Contractor's request, supplies delivered subsequent to the date specified in such request, and prior to the effective date of any subsequent increase or decrease in the Contractor's applicable established prices, shall be paid for at the applicable increased unit prices so requested, provided, such requested increases satisfy all of the conditions and do not exceed the limitations of paragraph (b).

(b) It is believed to be to the interest of the Government that this article be included in those contracts, which, in the opinion of the head of the procuring activity concerned, might result in savings to the Government. This applies

particularly in those instances wherein the delivery schedule extends over a period in excess of 90 days and there is evidence to indicate a possible downward trend in the market price of the commodity being procured.

[Proc. Cir. 27, Oct. 17, 1949] (62 Stat. 21; 41 U. S. C. 151-161)

[SEAL] EDWARD F. WITSELL,
Major General,
The Adjutant General.

[F. R. Doc. 49-9202; Filed, Nov. 15, 1949; 8:48 a. m.]

Chapter VII—Department of the Air Force

Subchapter G—Personnel

PART 881—PERSONNEL REVIEW BOARDS

The caption of Part 881 is changed to read as set forth above. "Air Force Board for Correction of Military Records" is hereby designated the center head for §§ 881.1 to 881.13.

Pursuant to the authority conferred by sections 207 (f) and 208 (e) of the National Security Act (61 Stat. 503, 504; 5 U. S. C. Sup. II, 626 (f), 626c (e) and Transfer Order 16, June 14, 1948 (13 F. R. 3461) and cited laws, the following regulations are hereby prescribed:

AIR FORCE DISCHARGE REVIEW BOARD

- Sec.
- 881.16 Constitution and purpose.
 - 881.17 Jurisdiction and authority.
 - 881.18 Application for review.
 - 881.19 Convening of Board.
 - 881.20 Hearings.
 - 881.21 Findings and conclusions.
 - 881.22 Disposition of proceedings.
 - 881.23 Action upon proceedings.
 - 881.24 Consideration on the Board's own motion.
 - 881.25 Rehearings.

AIR FORCE DISABILITY REVIEW BOARD

- 881.30 Constitution and purpose.
- 881.31 Jurisdiction and authority.
- 881.32 Application for review.
- 881.33 Convening of Review Board.
- 881.34 Hearings.
- 881.35 Findings and conclusions.
- 881.36 Disposition of proceedings.
- 881.37 Action upon proceedings.
- 881.38 Rehearings.

AUTHORITY: §§ 881.16 to 881.38 issued under secs. 301, 302, 58 Stat. 286, 287 as amended; 38 U. S. C. 693h, 693i.

DERIVATION: AFR's 14-9, Aug. 31, 1949; 14-9A, Oct. 5, 1949; 14-10, Aug. 30, 1949.

AIR FORCE DISCHARGE REVIEW BOARD

§ 881.16 *Constitution and purpose.* The Air Force Discharge Review Board (hereinafter referred to as the Board) is an administrative agency established within the Department of the Air Force pursuant to section 301 of the Servicemen's Readjustment Act of 1944, as amended (38 U. S. C. 693h), Transfer Order 16 (13 F. R. 3461), to review, upon its own motion or upon application by or on behalf of the individual concerned, the type and nature of his discharge or dismissal, except a discharge or dismissal by reason of the sentence of a general court-martial.

§ 881.17 *Jurisdiction and authority.* (a) The Board has jurisdiction and au-

thority in cases of former personnel who, at the time of their separation from the service, were members of the Aviation Section, Signal Corps, United States Army; the Air Service, United States Army; the Air Corps, United States Army; the Army Air Forces; or the United States Air Force. However, Army personnel of other arms and services who, at the time of their separation from the service, were assigned to duty with the Army Air Forces or the United States Air Force, are excluded from such jurisdiction and authority.

(b) The scope of the inquiry of the Board will be to determine whether the type of discharge received was equitably and properly given. When the Board determines in an individual case that the type of discharge was not equitably and properly given, it is authorized, in the manner herein prescribed, to direct the Air Adjutant General or the Director of Military Personnel to change, correct, or modify any discharge or dismissal; such direction being subject to review and modification by the Secretary of the Air Force. The remedial action is intended primarily to insure that no discharged or dismissed former member will be deprived unjustly of any benefit provided by law for former members of the military service by reason of a type of discharge or dismissal inequitably or improperly given.

(c) The Board has no authority to revoke any discharge or dismissal, to reinstate any person in the military service subsequent to his discharge or dismissal, or to recall any person to active duty.

§ 881.18 *Application for review.* (a) Application for review will be submitted in writing by the former member on WD AGO Form 94 or AFPMP Form 112 (Application for Review of Discharge or Separation) which may be obtained from the Air Adjutant General, Headquarters United States Air Force, Washington 25, D. C. The application will be accompanied by a copy of the certificate of discharge in question, together with such other affidavits and evidence as the applicant desires to present. The application will reveal the full name, grade, and serial number of the applicant; his organization or assignment at date of discharge; the date and place of discharge; the type and nature of the discharge or dismissal; the basis of the claim for review; what conclusive action is desired of the Board; whether the applicant desires to appear personally before the Board; whether the applicant desires to be represented before the Board by counsel; the name and address of designated counsel; and the address to which all correspondence in connection with the review is to be forwarded.

(b) If the former member is deceased, the application may be signed by the surviving spouse, next of kin, or legal representative, but proof of death must accompany the request. If the former member is mentally incompetent, his or her spouse, next of kin, or legal guardian may execute the application form but the request must be accompanied by proof of the mental incompetency.

(c) No application for review will be granted unless received by the Depart-

ment of the Air Force prior to June 22, 1959, or within 15 years after the effective date of the discharge or dismissal of the former service man or woman concerned, whichever date is the later.

(d) Former enlisted personnel will forward the application for review to:

Demobilized Personnel Records Branch,
4300 Goodfellow Boulevard,
St. Louis 20, Mo.

(e) Former officer personnel will forward the application for review to:

Director of Military Personnel,
Headquarters United States Air Force,
Washington 25, D. C.

(f) Upon receipt of an application for review, the appropriate agency will assemble the originals or official copies of all available military records pertaining to the former service man or woman named in the application. The records, together with the application and any supporting documents, will be transmitted to the Board.

§ 881.19 *Convening of Board.* (a) The Board will be convened at the call of its president and will recess or adjourn at his order. In the event of the absence or incapacity of the president, the next senior member will serve as acting president for all purposes.

(b) Unless otherwise directed by its president, the Board will convene in Washington, D. C., at the time and place indicated by him.

(c) The Board will assemble in open or closed session for the consideration and determination of cases presented to it. Cases in which no request for hearing is made by the applicant will be considered in closed session on the basis of all documentary evidence presented to the Board, including any briefs submitted by or on behalf of the applicant.

§ 881.20 *Hearings.* (a) An applicant for review, upon request, is entitled by law to appear before the Board in open session either in person or by counsel of his own selection. As used in the regulations contained in §§ 881.16 to 881.25, the term "counsel" will be construed to include members in good standing of the Federal bar and/or the bar of any State, accredited representatives of veterans organizations recognized by the Veterans' Administration under section 200 of the act of June 29, 1936 (49 Stat. 2031, 38 U. S. C. 101), and any other person who, in the opinion of the Board, is considered to be competent to present equitably and comprehensively the claim of the applicant. In no case will the expenses or compensation of counsel for the applicant be paid by the Government.

(b) In every case in which a hearing is requested the Board will transmit to the applicant and to designated counsel for the applicant, if any, a written notice stating the time and place of hearing. The notice will be mailed at least 30 days prior to the date of hearing. The applicant may waive the time limit and an earlier hearing date may be set by the Board. The record will contain evidence that written notice was given applicant and his counsel, if any, and the time and manner thereof.

(c) An applicant who requests a hearing and who, after being duly notified of the time and place of hearing, fails to appear at the appointed time, either in person or by counsel, thereby waives his right to be present.

(d) The hearing will be conducted so as to insure a full and fair inquiry. Neither the applicant nor his counsel will have access to any classified papers or reports of investigation or papers related thereto or any document received from the Federal Bureau of Investigation. When it is necessary to acquaint the applicant with the substance of a document, as above described, the appropriate official, at the request of the Board, will prepare a summary of, or extract from, the document deleting all references to sources of information and other matter the disclosure of which, in his opinion, would be detrimental to the public interest. The summary then may be made available without classification to the applicant or his counsel.

(e) In the conduct of its inquiries, the Board will not be limited by the restrictions of common law rules of evidence.

(f) The testimony of witnesses may be presented either in person or by affidavits. If a witness testifies in person he will be subject to examination by members of the Board.

(g) The Board may continue a hearing on its own motion. A request for continuance by or on behalf of the applicant may be granted, in the Board's discretion, if a continuance appears necessary to insure a full and fair hearing.

(h) The Board may, at its discretion and for good cause shown, permit an applicant to withdraw his request for review without prejudice at any time before the Board begins its deliberations.

(i) Expenses incurred by the applicant or his witnesses will not be paid by the Government.

§ 881.21 *Findings and conclusions.* (a) The Board will make written findings in closed session in each case. The findings will indicate the salient points on which the Board bases its conclusions.

(b) On the basis of its findings in each case the Board, in closed session, will prepare written conclusions as to whether corrective action should be taken by the Department of the Air Force with respect to the discharge under consideration. No corrective action which exceeds the jurisdiction of the Board, as defined in § 881.17, will be taken.

(c) The findings and conclusions of a majority of the Board will constitute the findings and conclusions of the Board.

§ 881.22 *Disposition of proceedings.*

(a) When the Board has concluded its proceedings in any case, the recorder will prepare a complete record thereof. Such record will include the application for review; a transcript of the hearing, if any; affidavits, papers and documents considered by the Board; all briefs and written arguments filed in the case; the report of the examiner; the findings and conclusions of the Board; the directions of the Board; any minority report prepared by dissenting members of the Board; and all other papers and documents necessary to reflect a true and

complete history of the proceedings. The record so prepared will be signed by the president and authenticated by the recorder as being true and complete. In the event of the absence or incapacity of the recorder, the record may be authenticated by a voting member of the Board.

(b) Normally all records of proceedings of the Board will be without classification and will be open to perusal by the Administrator of Veterans Affairs or his duly authorized representative.

(c) Upon written request from the applicant, his guardian or legal representative, the Air Adjutant General or Director of Military Personnel will furnish a copy of the proceedings of the Board, including the findings and conclusions of the Board. If it should appear that furnishing such information would prove injurious to the physical or mental health of the applicant, the information will be furnished only to the guardian or legal representative of the applicant.

§ 881.23 *Action upon proceedings.* The record of proceedings in each case, including a transcript of the testimony before the Board, will be transmitted in duplicate by the Board to the Air Adjutant General (cases involving enlisted personnel) or to the Director of Military Personnel (cases involving officer personnel) for appropriate Department of the Air Force action to carry out the directions of the Board. The Air Adjutant General or Director of Military Personnel will perform such administrative acts as may be necessary and thereafter will notify the applicant and his counsel, if any, of the action taken.

§ 881.24 *Consideration on the Board's own motion.* The Board may on its own motion consider a case, which appears on the face of the record likely to result in a favorable decision without the knowledge or presence of the individual concerned. If consideration results in a favorable decision the Air Adjutant General or Director of Military Personnel will be directed to notify the former member at his last known address. If such a case does not result in a decision favorable to the individual, it will be returned to the files with no formal action recorded and will be considered without prejudice if and when an appeal is made by the individual.

§ 881.25 *Rehearings.* After the Board has reviewed a case and its findings and decision have been rendered, the case normally will not be reconsidered except on the basis of new, pertinent, and material evidence, which might reasonably be expected to cause findings and decision other than those rendered as the result of the original review. An application for rehearing must be made within a reasonable time after the discovery of the new evidence, mentioned above, and the request for rehearing must be accompanied by such new evidence and by a showing that the applicant was duly diligent in attempting to secure all available evidence for presentation to the Board when his case was reviewed previously and that the reason for the delay in discovering such new

evidence was not due to fault or neglect on the part of the applicant. Application for rehearing may be submitted in letter form.

AIR FORCE DISABILITY REVIEW BOARD

§ 881.30 *Constitution and purpose.* The Air Force Disability Review Board (hereinafter referred to as the Review Board) is an administrative agency established within the Department of the Air Force pursuant to section 302 of the Servicemen's Readjustment Act of 1944, as amended (38 U. S. C. 6931), Transfer Order 16 (13 F. R. 3461), to review, at the request of an officer retired or released from active service, without pay, for physical disability pursuant to the decision of a retiring board or disposition board, the findings and decisions of such board.

§ 881.31 *Jurisdiction and authority.* (a) The Review Board has jurisdiction and authority in cases of officers who, at the time of their separation or release from active service, were members of the Aviation Section, Signal Corps, United States Army; the Air Service, United States Army; the Air Corps, United States Army; the Army Air Forces; or the United States Air Force. However, Army personnel of other arms and services who, at the time of their separation from the service, were assigned to duty with the Army Air Forces or the United States Air Force, are excluded from such jurisdiction and authority.

(b) Upon timely application therefor, the Review Board is authorized to review the proceedings and findings of boards referred to in § 881.30, and to receive additional evidence bearing thereon. The Review Board is charged with the duty, in cases within its jurisdiction, of ascertaining whether an applicant for review, who was separated from the service or released to inactive service without pay for physical disability, incurred physical disability in line of duty or as an incident of the service. When the Review Board determines in an individual case within its jurisdiction that physical disability was so incurred, it is authorized to reverse prior findings in the case and to make such findings in lieu thereof as are warranted by the evidence or pertinent regulations. Such remedial action is intended primarily to insure that no officer separated from the service or returned to an inactive status without pay, for disability, will be deprived unjustly of retirement pay benefits, or retired status and retired pay, as the case may be, by reason of erroneous findings.

(c) In carrying out its duties the Review Board will have the same powers as exercised by, or vested in, the board whose findings and decisions are being reviewed.

§ 881.32 *Application for review.* (a) Any officer desiring a review of his case will make a written application therefor on Air Force Form 436 (Application for Review of Retiring Board Proceedings), formerly AFPMP Form 108, which may be used. This form may be obtained from the Director of Military Personnel, Headquarters United States Air Force, Washington 25, D. C.

(b) No application for review will be granted unless received by the Department of the Air Force prior to June 22, 1959, or within 15 years after the date on which the officer was separated from the service or released to inactive service, without pay, for physical disability, whichever date is the later.

(c) Upon receipt of an application for review, the Director of Military Personnel will note thereon the time of receipt thereof and, in cases where the jurisdiction for review by the Review Board is established, will assemble the originals or certified copies of all available service and/or other records pertaining to the health and physical condition of the applicant, including the record of the proceedings and findings of all retiring and disposition boards in question and the records of all administrative and/or executive action taken thereon. The records, together with the application and any supporting documents submitted therewith, will be transmitted to the president of the Review Board.

(d) Upon receipt of an application for review of the findings and decision of a disposition board, the Director of Military Personnel, in cases where the jurisdiction for review by the Review Board has been established, will authorize the applicant to appear at his own expense before a retiring board at a general hospital convenient to his home. If the applicant then goes before a retiring board and, after the usual administrative procedure, is certified for retirement pay benefits, no further review is required. If the approved decision of the retiring board is that the incapacity is not the result of an incident of the service, or if the retiring board finds that no disability exists, or if the officer states he does not desire to appear in person before a retiring board, the Director of Military Personnel then will refer the case to the Review Board for review under the provisions of section 302, of the Servicemen's Readjustment Act of 1944, as amended.

§ 881.33 *Convening of Review Board.* (a) The Review Board will be convened at the call of its president and will recess or adjourn at his order. In the event of the absence or incapacity of the president, the next senior member will serve as acting president for all purposes.

(b) Unless otherwise directed by its president, the Review Board will convene in Washington, D. C., at the time and place indicated by him.

(c) The Review Board will assemble in open session for the consideration and determination of cases presented to it. After the conclusion of the hearing, the Review Board, as soon as practicable, will convene in closed session for determination.

§ 881.34 *Hearings.* (a) An applicant for review, upon request, is entitled by law to appear before the Review Board in open session either in person or by counsel of his own selection. Witnesses will be permitted to present testimony either in person or by affidavit. As used in the regulations contained in §§ 881.30 to 881.38, the term "counsel" will be construed to include members in good

standing of the Federal bar and/or the bar of any State, accredited representatives of veterans organizations recognized by the Veterans' Administration under section 200 of the act of June 29, 1936 (49 Stat. 2031, 38 U. S. C. 101), and any other person who, in the opinion of the Review Board, is considered to be competent to present equitably and comprehensively the claim of the applicant for review. In no case will the expenses or compensation of counsel for the applicant be paid by the Government.

(b) In every case in which a hearing is authorized, the Review Board will transmit to the applicant and to designated counsel for the applicant, if any, a written notice by registered mail stating the time and place of hearing. The notice will be mailed at least 30 days in advance of the date on which the case is set for hearing except in cases in which the applicant waives the right of personal appearance and/or representation by counsel. The notice will constitute compliance with the requirement of notice to applicant and his counsel.

(c) An applicant who requests a hearing and who, after being duly notified of the time and place of hearing, fails to appear at the appointed time, either in person or by counsel, or in writing waives his right to appear, thereby waives such right.

(d) In the conduct of its inquiries, the Review Board will not be limited by the restrictions of common law rules of evidence.

(e) In a case wherein it is advisable and practicable, the Review Board, at the request of the examiner or upon its own motion, may request The Surgeon General of the Army or the Surgeon General, United States Air Force, to detail one or more medical officers to make a physical examination of the applicant, if available, and report their findings resulting from the examination with respect to the matters at issue, either in person or by affidavit. When testifying in person at a hearing, such medical witnesses will be subject to cross-examination. Similarly the medical members of the Review Board may examine the applicant, if available, and testify as witnesses concerning the results of the examination.

(f) Expenses incurred by the applicant, his witnesses, or in the procurement of their testimony, whether in person, by affidavit or by deposition, will not be paid by the Government.

(g) The Review Board may continue a hearing on its own motion. A request for continuance by the examiner or by or on behalf of the applicant may be granted, if in the Review Board's discretion, a continuance appears necessary to insure a full and fair hearing.

§ 881.35 Findings and conclusions.

(a) The Review Board will make written findings in closed session in each case. Such findings will include a finding affirming or reversing the findings of the retiring or disposition board under review and of the administrative action taken subsequent thereto; specifying which of the findings and administrative actions are affirmed and which are reversed.

(b) In the event the Review Board reverses any of such original findings, the Review Board will then make substitute findings for those reversed so that the affirmed and substituted findings will aggregate the following complete findings:

(1) Whether the applicant was permanently incapacitated for active service at the time of his separation from the service or release to inactive service.

(2) The cause or causes of the incapacity.

(3) The approximate date of origin of each incapacitating defect.

(4) The date officer became incapacitated for active service.

(5) Whether the cause or causes of the incapacity was or was not an incident of service.

(6) Whether the cause or causes of the incapacity had been permanently aggravated by military service.

(7) Whether the incapacity for active service was, or was not the result of an incident of service.

(8) Whether the officer's incapacity was or was not incurred in combat with an enemy of the United States or whether it did or did not result from an explosion of an instrumentality of war in line of duty.

(c) In the event the Review Board finds the officer permanently incapacitated for active service and that the incapacity was an incident of service, it will make an additional finding specifying the grade in which the officer is entitled to be retired or to be certified for retirement pay benefits.

(d) The findings and conclusions of a majority of the Review Board will constitute the findings and conclusions of the Review Board, and when made, will be signed by the president of the Review Board and authenticated by the recorder.

§ 881.36 Disposition of proceedings.

(a) When the Review Board has concluded its proceedings in any case, the recorder will prepare a complete record thereof. The record will include the application for review; a transcript of the hearing, if any; affidavits, papers and documents considered by the Review Board; all briefs and written arguments filed in the case; the report of the examiner; the findings and conclusions of the Review Board; any minority report prepared by dissenting members of the Review Board; and all other papers and documents necessary to reflect a true and complete history of the proceedings. The record so prepared will be signed by the president of the Review Board and authenticated by its recorder as being true and complete. In the event of the absence or incapacity of the recorder, the record may be authenticated by a participating member of the Review Board.

(b) Normally all records of proceedings of the Review Board will be without classification. Upon written request from the applicant, his guardian or legal representative, the Director of Military Personnel will furnish a copy of the proceedings of the Review Board, less any exhibits which may be found impracticable to reproduce, but which will include:

(1) A copy of the order appointing the Review Board.

(2) The findings of the retiring board affirmed.

(3) The findings of the retiring board reversed.

(4) The findings of the Review Board.

(5) The conclusions which were made by the Review Board.

(6) The directions of the Secretary of the Air Force.

If it should appear that furnishing the above information would prove injurious to the physical or mental health of the applicant, the information will be furnished only to the guardian or legal representative of the applicant. The Director of Military Personnel, subject to the foregoing restrictions, will make available for inspection, upon request of the applicant, his guardian or legal representative, a record of the proceedings of any case reviewed by the Review Board.

§ 881.37 Action upon proceedings.

When the Review Board has completed the proceedings and has arrived at its decision, the proceedings, together with the Review Board's decision, will be transmitted to the Director of Military Personnel for appropriate Department of the Air Force action. The Director of Military Personnel, in the name of the President of the United States, will indicate on the record of such proceedings and decision the President's approval or disapproval of the action of the Review Board, will perform the necessary administrative acts, and thereafter will notify the applicant and/or his counsel of the action taken.

§ 881.38 Rehearings.

(a) After the Review Board has reviewed a case and its findings and decision have been approved, the case normally will not be reconsidered except on the basis of new, pertinent, and material evidence which might reasonably be expected to cause findings and decision other than those rendered as the result of the original review. An application for rehearing must be made within a reasonable time after the discovery of the new evidence, mentioned above, and the request for rehearing must be accompanied by such new evidence and by a showing that the applicant was duly diligent in attempting to secure all available evidence for presentation to the Review Board when his case was reviewed previously and that the reason for the delay in discovering the new evidence was not due to fault or neglect on the part of the applicant.

(b) Any officer desiring a rehearing of his case will make a written application therefor on Air Force Form 437 (Application for Review of Findings of the Disability Review Board), formerly WD AGO Form 0413, which may be used. This form may be obtained from the Director of Military Personnel, Headquarters United States Air Force, Washington 25, D. C.

[SEAL]

L. L. JUDGE,
Colonel, U. S. Air Force,
Air Adjutant General.

[F. R. Doc. 49-9184; Filed, Nov. 15, 1949; 8:46 a. m.]

TITLE 39—POSTAL SERVICE

Chapter I—Post Office Department

PART 127—INTERNATIONAL POSTAL SERVICE:
POSTAGE RATES, SERVICE AVAILABLE, AND
INSTRUCTIONS FOR MAILING

U. S. A. GIFT PARCELS

Amend § 127.55 *General Information* (13 F. R. 9092) by the addition of paragraph (j) *U. S. A. gift parcels* to read as follows:

(j) *U. S. A. gift parcels.* Relief parcels are acceptable for surface transmission at reduced rates of postage to Austria, China, France, Great Britain and Northern Ireland, Greece, Italy, Japan, Korea, Netherlands, Ryukyu Islands, and the zones of Germany and Trieste under occupation by the United States, Great Britain, or France. See caption "U. S. A. Gift Parcels" under the relative country items for postage rates and information as to permissible contents. The following interpretations with respect to permissible contents shown in the country items are to be followed:

(1) *Nonperishable food.* This includes canned, dried, or packaged foods of all kinds, as well as fruitcake, candy, or chewing gum properly packaged as nonperishable.

(2) *Household supplies and utensils.* This includes dishes, pans, light bulbs, electrical or other household appliances, wallpaper, paint in mailable quantities, as well as other items of general household use, but not for business or professional use. Paints as well as other liquids must be packed in two receptacles, with the space between the inner and outer receptacles to be filled with sawdust, bran, or other absorbent material in sufficient quantity to absorb all the liquid content in case of breakage. Friction top containers must be soldered in four different places around the lid.

(3) *The following are not permitted in "U. S. A. Gift Parcels":*

(i) Cigarettes and other forms of tobacco.

(ii) School and office supplies.

(iii) Bismuth nitrate, oxide, and subnitrate in bulk. Quinidine alkaloid and quinidine salts and compounds. Radon. Radium salts and compounds. Chemicals containing artificial radioactive isotopes. Radium ore concentrates.

(4) "U. S. A. Gift Parcels" may not contain any articles prohibited in parcels generally to the country of destination concerned.

(R. S. 161, 396, 398, secs. 304, 309, 42 Stat. 24, 25, 48 Stat. 943; 5 U. S. C. 22, 369, 372)

[SEAL] J. M. DONALDSON,
Postmaster General.

[F. R. Doc. 49-9191; Filed, Nov. 15, 1949; 8:47 a. m.]

TITLE 42—PUBLIC HEALTH

Chapter I—Public Health Service,
Federal Security Agency

PART 21—COMMISSIONED OFFICERS

SUBPART Q—FOREIGN SERVICE ALLOWANCES

Effective October 1, 1949, Appendix A (14 F. R. 5539) is revised to read as follows:

FOREIGN SERVICE ALLOWANCE RATES

Class No.	Subsistence	Quarters	Total	Travel
Class I ¹	None	None	None	\$7.00
Class II.....	\$2.55	\$2.50	\$5.05	8.00
Class III.....	2.55	3.75	6.30	9.00
Class IV.....	3.00	.75	3.75	7.00
Class V.....	3.00	1.00	4.00	7.00
Class VI.....	3.75	.75	4.50	7.25
Class VII.....	3.75	1.00	4.75	8.00
Class VIII.....	3.75	1.50	5.25	8.00
Class IX.....	3.75	2.00	5.75	9.00
Class X.....	3.75	3.00	6.75	10.00
Class XI.....	3.75	4.00	7.75	11.00
Class XII.....	4.50	1.50	6.00	9.00
Class XIII.....	5.25	1.75	7.00	10.00
Class XIV.....	6.00	1.50	7.50	10.00
Class XV.....	7.50	3.50	11.00	15.00
Class XVI.....	6.00	3.00	9.00	12.00
Class XVII.....	None	1.75	1.75	7.00
Class XVIII.....	3.00	None	3.00	7.00
Class XIX.....	4.50	.50	5.00	10.00
Class XX.....	3.75	2.00	5.75	10.00
Class XXI.....	None	None	None	8.00
Class XXII.....	2.55	1.50	4.05	9.00
Class XXIII.....	None	1.75	1.75	9.00
Special Class A ²	7.00	6.00	13.00	15.00
Special Class B.....	9.00	5.00	14.00	18.00
Special Class C.....	4.50	2.50	7.00	7.00
Special Class D ⁴	8.25	3.75	12.00	12.00
Special Class E.....	3.75	3.25	7.00	7.00
Special Class F.....	3.75	4.75	8.50	8.50

¹ This class is applicable to all countries and places outside the continental United States not otherwise listed herein.

² Maximum travel allowance is payable without regard to length of time officer is in a travel status.

³ Personnel in receipt of diplomatic exchange rate, allowances prescribed in Class I applicable.

Area	Class No.
Afghanistan.....	XII.
Alaska.....	IX.
Algeria.....	V.
Argentina.....	II.
Australia.....	XVII.
Bahrein Island, Persian Gulf.....	Special E.
Belgium.....	XX.
Bermuda.....	V.
Brazil (except Rio de Janeiro, Sao Paulo, and Recife). Recife.....	V.
Rio de Janeiro.....	Special F.
Sao Paulo.....	Special F.
Bulgaria.....	IX.
Burma (except Rangoon). Rangoon.....	VI.
Canada.....	XIV.
Canton Island.....	XXIII.
Ceylon.....	Special C.
Chile.....	VIII.
China (except Formosa but including Hong Kong). Formosa.....	III.
Colombia.....	IV.
Costa Rica.....	XVII.
Cuba (except Havana). Havana.....	IV.
Cyprus, Island of.....	XIV.
Czechoslovakia.....	II.
Denmark.....	IX.
Dominican Republic.....	V.
Egypt (except Cairo). Cairo.....	XXII.
El Salvador.....	VIII.
Equador.....	X.
Ethiopia.....	XXI.
Finland.....	XVII.
France (except Paris and Orly Field). Paris and Orly Field.....	XVIII.
French Indo-China.....	XIX.
Great Britain and Northern Ireland (except London). London.....	VIII.
Greece.....	VII.
Guadalcanal Island ¹	X.
Guatemala.....	Special D.
Haiti.....	Special C.
Honduras.....	IV.
Hungary.....	XXI.
Iceland.....	XXII.
India.....	XVII.

¹ Countries or areas affected by this revision.

Area	Class No.
Iran.....	XVII.
Iraq.....	XIII.
Irish Free State.....	XXII.
Israel, State of.....	Special A.
Italy (except Rome and Naples). Naples.....	V.
Rome.....	XIII.
Korea.....	XIII.
Lebanon, Republic of.....	IV.
Liberia (except Monrovia). Monrovia.....	XXII.
Luxemburg.....	V.
Malayan Union (including Singapore). Mexico.....	XIII.
Morocco.....	XXII.
Netherlands.....	V.
Netherlands East Indies.....	VI.
New Zealand.....	XI.
Nicaragua.....	XVII.
Norway.....	IV.
Norway.....	XXII.
Pakistan.....	XII.
Palestine.....	Special A.
Panama, Aquadulce.....	II.
Peru.....	IV.
Philippine Islands.....	X.
Poland.....	X.
Portugal.....	XIII.
Portugal.....	VII.
Rumania.....	XVI.
Saudi Arabia.....	XIII.
Siam.....	XVII.
Singapore.....	XII.
Spain.....	XXI.
Surinam.....	IV.
Sweden.....	IX.
Switzerland.....	X.
Syria.....	XII.
Trans-Jordan.....	Special A.
Trieste (free city of).....	V.
Tunisia.....	V.
Turkey.....	XI.
Union of South Africa.....	V.
Union of Soviet Socialist Republics. Uruguay.....	Special B.
Venezuela.....	XXII.
Wake Island.....	Special B.
Yugoslavia.....	Special C.

(Sec. 12, 56 Stat. 364, 60 Stat. 858; 37 U. S. C. 112; Part II, E. O. 9871, July 8, 1947, 12 F. R. 4531; 3 CFR, 1947 Supp.)

Dated: November 14, 1949.

LEONARD A. SCHEELE,
Surgeon General.

Approved: November 10, 1949.

JOHN L. THURSTON,
Acting Federal Security
Administrator.

[F. R. Doc. 49-9209; Filed, Nov. 15, 1949; 8:50 a. m.]

TITLE 43—PUBLIC LANDS:
INTERIORChapter I—Bureau of Land Management,
Department of the Interior

Appendix—Public Land Orders

[Public Land Order 615]

ALASKA

PARTIAL REVOCATION AND AMENDMENT OF PUBLIC LAND ORDER NO. 5 OF JUNE 26, 1942, AND WITHDRAWAL OF A PORTION OF RELEASED LANDS FOR PUBLIC RECREATIONAL PURPOSES

By virtue of the authority vested in the President and pursuant to Executive Order No. 9337 of April 24, 1943, it is ordered as follows:

Public Land Order No. 5 of June 26, 1942, withdrawing public lands for the

use of the War Department for military purposes, is hereby revoked so far as it affects the following-described public lands:

SEWARD MERIDIAN

T. 12 N., R. 3 W.,
Secs. 4 and 9.
T. 13 N., R. 3 W.,
Sec. 33.

The areas described aggregate 1,920 acres.

The jurisdiction over and use of such lands granted to the War Department by Public Land Order No. 5 shall cease upon the date of the signing of this order. Thereupon, the jurisdiction over and administration of such lands shall be vested in the Department of the Interior and any other Department or agency of the Federal Government, according to their respective interest then of record.

The said Public Land Order No. 5 is hereby amended by deleting therefrom the following paragraph added thereto by Public Land Order No. 284 of June 12, 1945:

The jurisdiction granted by this order shall cease at the expiration of the six months' period following the termination of the unlimited national emergency declared by Proclamation No. 2487 of May 27, 1941 (55 Stat. 1647). Thereupon, jurisdiction over the lands hereby reserved shall be vested in the Department of the Interior, and any other Department or agency of the Federal Government according to their respective interests then of record. The lands, however, shall remain withdrawn from appropriation as herein provided until otherwise ordered.

Subject to valid existing rights, the following-described public land is hereby withdrawn from all forms of appropriation under the public-land laws, including the mining and mineral-leasing laws, and reserved under the jurisdiction of the Secretary of the Interior for public recreational purposes:

SEWARD MERIDIAN

T. 13 N., R. 3 W.,
Sec. 33, S $\frac{1}{2}$ NW $\frac{1}{4}$ NW $\frac{1}{4}$.

The area described contains 20 acres.

Except as to the revocation of Public Land Order No. 5 and the return of the lands to the administration of the Department of the Interior, the following-described lands shall not become subject to the initiation of any rights or to any disposition under the public land laws until it is so provided by an order of classification to be issued by the Regional Administrator, Bureau of Land Management, Anchorage, Alaska, opening the lands to application under the Small Tract Act of June 1, 1938, 52 Stat. 609 (43 U. S. C. sec. 682a) as amended, with a ninety-day preference right period for filing such applications by veterans of World War II:

SEWARD MERIDIAN

T. 12 N., R. 3 W.,
Sec. 4, SW $\frac{1}{4}$ NW $\frac{1}{4}$ and S $\frac{1}{2}$;
Sec. 9, N $\frac{1}{2}$, NW $\frac{1}{4}$ SW $\frac{1}{4}$, and SE $\frac{1}{4}$.
T. 13 N., R. 3 W.,
Sec. 33, W $\frac{1}{2}$ NE $\frac{1}{4}$ NW $\frac{1}{4}$ NE $\frac{1}{4}$, W $\frac{1}{2}$ SE $\frac{1}{4}$ NW $\frac{1}{4}$ NE $\frac{1}{4}$, W $\frac{1}{2}$ NW $\frac{1}{4}$ NE $\frac{1}{4}$, N $\frac{1}{2}$ NW $\frac{1}{4}$ NW $\frac{1}{4}$, NE $\frac{1}{4}$ NW $\frac{1}{4}$, SW $\frac{1}{4}$ NW $\frac{1}{4}$, W $\frac{1}{2}$ SE $\frac{1}{4}$ NW $\frac{1}{4}$, N $\frac{1}{2}$ NW $\frac{1}{4}$ NW $\frac{1}{4}$ SW $\frac{1}{4}$, N $\frac{1}{2}$ NE $\frac{1}{4}$ NW $\frac{1}{4}$ SW $\frac{1}{4}$.

The areas described aggregate 1,040 acres.

Except as provided herein, this order shall not otherwise become effective to change the status of the remaining lands until 10:00 a. m. on the 35th day after the date of this order. At that time the said lands shall, subject to valid existing rights and the provisions of existing withdrawals, become subject to settlement, application, petition, location, and selection as follows:

(a) *Ninety-one day period for preference-right filings.* For a period of 91 days, commencing at the hour and on the day specified above, the lands shall be subject only to (1) application under the homestead laws or the Small Tract Act of June 1, 1938, 52 Stat. 609 (43 U. S. C. 682a), as amended, by qualified veterans of World War II and other qualified persons entitled to preference under the act of September 27, 1944, 58 Stat 747 (43 U. S. C. 279-284), as amended, subject to the requirements of applicable law, and (2) application under any applicable public-land law, based on prior existing valid settlement rights and preference rights conferred by existing laws or equitable claims subject to allowance and confirmation. Applications under subdivision (1) of this paragraph shall be subject to applications and claims of the classes described in subdivision (2) of this paragraph. All applications filed under this paragraph either at or before 10:00 a. m. on the 35th day after the date of this order shall be treated as though filed simultaneously at that time. All applications filed under this paragraph after 10:00 a. m. on the said 35th day shall be considered in the order of filing.

(b) *Date for non-preference-right filings.* Commencing at 10:00 a. m. on the 126th day after the date of this order, any lands remaining unappropriated shall become subject to such settlement application, petition, location, selection, or other appropriation by the public generally as may be authorized by the public-land laws. All such applications filed either at or before 10:00 a. m. on the 126th day after the date of this order, shall be treated as though filed simultaneously at the hour specified on such 126th day. All applications filed thereafter shall be considered in the order of filing.

A veteran shall accompany his application with a complete photostatic, or other copy (both sides), of his certificate of honorable discharge, or of an official document of his branch of the service which shows clearly his honorable discharge as defined in § 181.36 of Title 43 of the Code of Federal Regulations, or constitutes evidence of other facts upon which the claim for preference is based and which shows clearly the period of service. Other persons claiming credit for service of veterans must furnish like proof in support of their claims. Persons asserting preference rights, through settlement or otherwise, and those having equitable claims, shall accompany their applications by duly corroborated statements in support thereof, setting forth in detail all facts relevant to their claims.

Applications for these lands, which shall be filed in the District Land Office, Anchorage, Alaska, shall be acted upon

in accordance with the regulations contained in § 295.8 of Title 43 of the Code of Federal Regulations and Part 296 of that title, to the extent that such regulations are applicable. Applications under the homestead laws shall be governed by the regulations contained in Parts 65 and 66, inclusive, of Title 43 of the Code of Federal Regulations, and applications under the said Small Tract Act of June 1, 1938, shall be governed by the regulations contained in Part 257 of that title.

Inquiries concerning these lands shall be addressed to the Manager, District Land Office, Anchorage, Alaska.

OSCAR L. CHAPMAN,
Acting Secretary of the Interior.

NOVEMBER 8, 1949.

[F. R. Doc. 49-9187; Filed, Nov. 15, 1949; 8:46 a. m.]

TITLE 47—TELECOMMUNICATION

Chapter I—Federal Communications Commission

PART 1—PRACTICE AND PROCEDURE

APPLICATION FOR MODIFICATION OF LICENSE IN BROADCAST AUXILIARY SERVICES

In the matter of amendment of § 1.319 of Part 1 (rules relating to Practice and Procedure) of the Commission's rules, and the specification of the use of Form 313 for Application for Modification of License in the Broadcast Auxiliary Services, and the revision of table showing forms currently in effect and where they are referred to in Part 1 of the rules as shown on page 2 of Part 1.

At a session of the Federal Communications Commission, held at its offices in Washington, D. C., on the 3d day of November 1949;

The Commission having under consideration the proposed amendment of § 1.319, application for modification of license; broadcast and nonbroadcast, of Part 1 to include F. C. C. Form 313 under paragraph (b), and the amendment of table showing forms currently in effect and where they are referred to in Part 1 of the rules as shown on page 2 of Part 1 of the Commission's rules; and

It appearing, that the Commission by its actions of October 16, 1947 and June 16, 1948, revising the commercial broadcast forms, adopted a new F. C. C. Form 313 to be used for Remote Pickup, ST, Television Remote Pickup, Television ST, or other stations coming under the Auxiliary Radio Broadcast Services; and

It further appearing, that the proposed amendments to the rules are editorial in nature, and that publication of notice of proposed rule making pursuant to section 4 (a) of the Administrative Procedure Act is not required:

It is ordered, That, effective immediately, Part 1, § 1.319 of the Commission's rules is amended by adding a new paragraph (b) (2a) to read as follows:

(2a) FCC Form 313, "Application For Authorization In The Auxiliary Radio Broadcast Services."

It is further ordered, That, effective immediately, the table showing forms

currently in effect and where they are referred to in Part 1 of the rules as shown on page 2 of Part 1, is amended by adding § 1.319 (b) (2a) under Form No. 313.

(Sec. 303 (r), 50 Stat. 191; 47 U. S. C. 303 (r). Applies 308 (b), 48 Stat. 1084; 47 U. S. C. 308 (b))

Released: November 4, 1949.

FEDERAL COMMUNICATIONS
COMMISSION,

[SEAL] T. J. SLOWIE,
Secretary.

[F. R. Doc. 49-9210; Filed, Nov. 15, 1949;
8:50 a. m.]

PART 10—PUBLIC SAFETY RADIO SERVICES

PART 11—INDUSTRIAL RADIO SERVICES

SIGNING OF APPLICATIONS FOR MUNICIPALITIES AND GOVERNMENT UNITS

In the matter of amendment of Parts 10 and 11 of the Commission's rules and regulations.

At a session of the Federal Communications Commission held at its offices in Washington, D. C., on the 3d day of November 1949;

The Commission, having under consideration the advisability of amending Parts 10 and 11 of its rules and regulations concerning who may sign applications on behalf of governmental entities; and

It appearing, that § 10.54 of the Commission's rules governing Public Safety Services is difficult to administer in that "a Chief Executive" is not in some instances the appropriate person under local law to sign applications on behalf of the governmental entity which he purports to represent; and

It further appearing, that the present language contained in § 11.55 of the Commission's rules governing Industrial Radio Services, under Subpart F of which municipal power and light applicants may seek to establish eligibility, makes no specific provision concerning who may sign applications on behalf of such municipalities or other eligible units of government; and

It further appearing, that §§ 10.54 and 11.55, as amended pursuant to this order, will continue to meet the requirements of section 308 (b) of the Communications Act of 1934, as amended; and

It further appearing, that general notice of proposed rule making in accordance with section 4 (a) of the Administrative Procedure Act is unnecessary for the reason that the changes in the Commission's rules and regulations made herein are concerned with procedure rather than substance; and

It further appearing, that authority for these amendments is contained in sections 4 (i), 301, 303 (r), 308 (a) and 308 (b) of the Communications Act of 1934, as amended:

It is ordered, That, effective immediately, § 10.54 (a) of the Commission's rules and regulations be amended to read as follows:

(a) *Who may sign applications.* One copy of each application for an

authorization shall be signed under oath or affirmation in accordance with the following:

(1) Applications filed on behalf of eligible governmental entities such as states and territories of the United States and political subdivisions thereof, the District of Columbia, and units of local government including incorporated municipalities, shall be signed by such duly elected or appointed officials as may be competent to do so under the law of the jurisdiction.

(2) Applications filed on behalf of applicants other than governmental entities shall be signed by the individual, or any one of the partners if the applicant be a partnership, or by an officer if the applicant be a corporation, or by a member who is an officer if the applicant be an unincorporated association.

and;

It is further ordered, That, effective immediately, § 11.55 of the Commission's rules and regulations be amended to read as follows:

§ 11.55 *Who may sign applications.* One copy of each application for an authorization shall be signed under oath or affirmation by the applicant if the applicant be an individual, or any one of the partners if an applicant be a partnership, by an officer if the applicant be a corporation, or by a member who is an officer if the applicant be an unincorporated association: *Provided, however*, That applications may be signed by the attorney for an applicant (1) in case of physical disability of the applicant, or (2) his absence from the continental United States. If it be made by a person other than the applicant, he must set forth in the verification the grounds of his belief as to all matters not stated upon his knowledge and the reason why it is not made by the applicant. Applications filed on behalf of eligible governmental entities such as states and territories of the United States and political subdivisions thereof, the District of Columbia, and units of local government including incorporated municipalities, shall be signed by such duly elected or appointed officials as may be competent to do so under the law of the jurisdiction.

and;

It is further ordered, That, the Secretary, upon securing the consent of the General Counsel is authorized and directed to make whatever corrections, deletions or additions in FCC Forms 401 and 401-B as may be necessary to conform said application forms to the foregoing changes in the rules.

(Sec. 4 (i), 48 Stat. 1066; 303 (r), 50 Stat. 191; 47 U. S. C. 154 (i), 303 (r). Applies 301, 48 Stat. 1081; 308 (a), 308 (b), 48 Stat. 1084; 47 U. S. C. 301, 308 (a), 308 (b))

Released: November 8, 1949.

FEDERAL COMMUNICATIONS
COMMISSION,

[SEAL] T. J. SLOWIE,
Secretary.

[F. R. Doc. 49-9211; Filed, Nov. 15, 1949;
8:50 a. m.]

TITLE 49—TRANSPORTATION

Chapter I—Interstate Commerce
Commission

PART 3—CARRIER AGREEMENTS RELATING
TO RATES, FARES, ETC.

NEW PARTIES TO AN AGREEMENT

At a general session of the Interstate Commerce Commission, held at its office in Washington, D. C., on the 7th day of November A. D. 1949.

It appearing, that pursuant to section 4 of the Administrative Procedure Act (60 Stat. 237; 5 U. S. C. 1003), notice was given (14 F. R. 5974) of proposed amendment of the rules concerning carrier agreements relating to rates, fares, etc., and that interested parties were invited to file with the Commission on or before October 20, 1949, such representations as they might desire to make in favor of or against the proposed rule;

It further appearing, that the Household Goods Carriers' Bureau has filed representations in opposition to the provision in the proposed regulation respecting the filing by a new party to an agreement of a verified statement that it has become a party thereto;

And it further appearing, that the representations thus made do not warrant modification of the proposed rule to the extent requested; and the Commission so finding:

It is ordered, That Part 3, Title 49, of the Code of Federal Regulations (13 F. R. 4040 and 4501) be, and it is hereby, further amended by the addition of a new section, as follows:

§ 3.4 *New parties to an agreement.* Where a carrier becomes a party to an agreement which has been approved by the Commission, such approval will extend and be applicable to such carrier upon the filing with the Commission by the carrier or its authorized agent of a verified statement that it has become a party to the agreement, which statement shall show the information required by § 3.1 (b) of this title: *Provided* (1) That such carrier is not, under the agreement, to act with carriers of a different class, within the meaning of section 5a (4) of the Interstate Commerce Act, except as the agreement relates to transportation under joint rates or over through routes, and (2) that no change is made in the agreement except the addition of such carrier.

It is further ordered, That this order shall become effective December 15, 1949, and that notice be given to the public by posting copies hereof in the office of the Secretary of the Commission at Washington, D. C., and by filing with the Division of the Federal Register.

(62 Stat. 472; 49 U. S. C. 5b)

By the Commission.

[SEAL] W. P. BARTEL,
Secretary.

[F. R. Doc. 49-9219; Filed, Nov. 15, 1949;
8:52 a. m.]

NOTICES

DEPARTMENT OF DEFENSE

Department of the Army

FOREIGN TRADE AND FINANCIAL INVESTMENTS IN JAPAN

The following material, promulgated by the Supreme Commander for the Allied Powers, Japan, contains regulations of interest to American citizens relative to foreign trade and financial investments in Japan. Included is SCAP Circular No. 26, October 11, 1949, which supersedes paragraphs 5 and 6 of SCAP Circular No. 2 as published in 14 F. R. 713, February 17, 1949.

[Circular No. 26, September 13, 1949]

FOREIGN BUSINESS AND INVESTMENT ACTIVITIES IN JAPAN

Paragraphs 5 and 6, Circular 2, General Headquarters, Supreme Commander for the Allied Powers, January 14, 1949, are rescinded and the following substituted:

5. *Permission to do business.* a. Non-Japanese nationals and firms engaging in the importation or dissemination of educational, informational or cultural materials from abroad and military personnel and personnel attached to or accompanying the occupation forces, including dependents of such occupation force personnel, are prohibited from engaging in business or investment activity in Japan, except as specifically licensed by the Supreme Commander for the Allied Powers. Employment of dependents by private commercial concerns is authorized provided this employment does not involve dependents serving on their own behalf or as agents to make sales to or purchases from Japanese agencies or individuals.

b. Effective October 11, 1949, non-Japanese nationals and foreign controlled firms and their authorized agents engaging in the business of banking, insurance, communications, transportation, public utilities, professional services, or other business as may hereafter be designated, are required to obtain express written approval and/or authorization by the appropriate agency of the Japanese Government. Such businesses shall be conducted pursuant to and in compliance with all laws and regulations of the Japanese Government and the Supreme Commander for the Allied Powers.

c. In all other cases, effective October 11, 1949, non-Japanese nationals and foreign controlled firms and their authorized agents are permitted to engage in business activity within Japan pursuant to and in compliance with all laws and regulations of the Japanese Government and the Supreme Commander for the Allied Powers, except as provided in paragraph 8.

d. Persons and firms now operating under permission and/or license by the Supreme Commander for the Allied Powers, which are required to obtain written authorization by paragraph 5b, may elect to continue under present permission and/or license or may terminate present permission and/or license and re-apply for written authorization as provided in paragraph 5b. Persons and firms now operating under permission and/or license by the Supreme Commander for the Allied Powers, which are not required to obtain written authorization by paragraph 5b, may request termination of present permission and/or license. The Supreme Commander for the Allied Powers may suspend, amend, or revoke any license or written authorization heretofore or hereafter granted under the terms and provisions of paragraph 5.

6. *Compliance with regulations of the Supreme Commander for the Allied Powers and Japanese Law.* All permission to engage in international trade and other business activity granted by paragraph 5 is contingent upon compliance with regulations of the Supreme Commander for the Allied Powers and Japanese Law, including applicable economic control regulations. Acts in violation thereof are prohibited and are punishable as directed by competent authority. Violations thereof will also constitute grounds for termination of permission to do business and for deportation.

By command of General MacArthur.

EDWARD M. ALMOND,
*Major General, General Staff Corps,
Chief of Staff.*

[SEAL] EDWARD F. WITSELL,
*Major General,
The Adjutant General.*

[F. R. Doc. 49-9203; Filed, Nov. 15, 1949; 8:48 a. m.]

POST OFFICE DEPARTMENT

MAIL FOR PERSONNEL OF U. S. COAST GUARD IN CANADA

1. *To be dispatched through Canadian Postal Service.* In consequence of Newfoundland becoming a province of Canada, mail and parcel post addressed to Coast Guard personnel attached to the Coast Guard Stations at Bona Vista, Newfoundland, (Navy 227), Battle Harbor, Labrador, (Navy 228), and Port Aux Basques, Newfoundland, (no Navy number), formerly handled through the Fleet Post Office at New York, N. Y., is now dispatched to the destinations mentioned through the Canadian Postal Service. Such matter must be prepaid at the international postage rates, and must otherwise conform to the conditions applicable to mail and parcel post destined for delivery in Canada.

2. *Postmasters will publicize.* Postmasters will cause due notice of the foregoing to be taken at their offices, and will inform patrons of the necessity for omitting the Navy addresses as well as "Care of Fleet Post Office, New York, N. Y." from the address of articles and parcels destined for the Coast Guard Stations listed above.

(R. S. 161, 396, secs. 304, 309, 42 Stat. 24, 25; 5 U. S. C. 22, 369)

[SEAL] J. M. DONALDSON,
Postmaster General.

[F. R. Doc. 49-9190; Filed, Nov. 15, 1949; 8:47 a. m.]

DEPARTMENT OF COMMERCE

Office of International Trade

[Case No. 67]

FRAWLEY CHEMICAL CORP. AND STANLEY KOGAN

ORDER SUSPENDING LICENSE PRIVILEGES

In the matter of Frawley Chemical Corporation and Stanley Kogan, president, 844 Sixth Avenue, New York, New York.

This proceeding was begun on September 15, 1949, by the mailing of a charging letter to the above-named respondents, wherein the Office of International Trade charged respondents with having violated section 6 of the act of July 2, 1940 (54 Stat. 714), as amended, and the regulations promulgated thereunder, (1) by exporting or attempting to export 500 grams of streptomycin from the United States to China, under the purported authority of General License GLV, in separate parcels each containing 50 grams and valued at \$88 and each falsely represented as consigned by a separate exporter whereas in fact such consignors were mere nominees of respondents, respondents thereby exceeding the limit of \$100 worth of streptomycin which might be exported per week under General License GLV, and (2) by falsely certifying on two separate applications that they held accepted firm orders from consignees in China for the total of 140,000 pounds of ethylene glycol described in such applications.

It appears that after respondents received the above-mentioned charging letter, respondent Stanley Kogan, appearing on his own behalf and on behalf of respondent Frawley Chemical Corporation, together with counsel for the Office of International Trade, came before the Compliance Commissioner and discussed with him the facts of the case, the nature and volume of respondents' business, and the propriety and reasonableness of periods of suspension, and that said respondents thereafter submitted to the Office of International Trade a statement that they do not desire to contest the charges made in said charging letter of September 15, 1949, and that they waive their right to a hearing on such charges and consent to the entry of an order (1) revoking all outstanding validated export licenses issued to them, (2) denying to them the right to obtain or use validated export licenses for a period of sixty days, and (3) extending not only to said named respondents but also to any other person, firm or corporation with which they may be related by ownership, control or other connection in the conduct of export trade.

It further appears that the evidence in the possession of the Office of International Trade, as well as the information furnished by respondents, has been carefully reviewed by the Compliance Commission; that he has found that the charges as set forth in the charging letter are supported by substantial evidence and that the terms and conditions of the proposed order as consented to by respondents are fair and reasonable; and that he has recommended that such proposal be accepted by the Office of International Trade and such order issued.

The findings and recommendations of the Compliance Commissioner have been carefully considered, together with the investigation reports and other evidence, and it appears that such findings and recommendations are reasonable and should be adopted. *Now, therefore, it is ordered, As follows:*

(1) All outstanding validated export licenses issued to respondents or either of them are hereby revoked and shall be returned forthwith to the Office of International Trade for cancellation.

(2) Respondents and each of them are hereby denied the privilege of obtaining or using or participating directly or indirectly in the obtaining or using of validated export licenses for a period of sixty days from the date of this order.

(3) Such denial of export license privileges shall extend not only to respondents personally but also to any person, firm, or corporation with which said respondents or either of them may be related by ownership, control or other connection in the conduct of export trade.

Dated: November 10, 1949.

JAMES C. FOSTER,
Director,
Commodities Division.

[F. R. Doc. 49-9231; Filed, Nov. 15, 1949;
8:53 a. m.]

[Case No. 68]

MAXWELL MEYERS AFFILIATION, LTD., INC.,
ET AL.

ORDER SUSPENDING LICENSE PRIVILEGES

In the matter of Maxwell Meyers Affiliation, Ltd., Inc., Louis Meyers, Vice President, 730 5th Avenue, New York, New York; Dalmell Trading Company, Inc., Dennis W. Cronin, president, 38 Pearl Street, New York, New York.

This proceeding was begun on July 28, 1949, by the mailing of a charging letter to the above-named respondents, wherein the Office of International Trade charged respondents with having violated section 6 of the act of July 2, 1940 (54 Stat. 714), as amended, and the regulations promulgated thereunder.

It was charged in said charging letter that respondents Maxwell Meyers Affiliation, Ltd., Inc., and its vice president, Louis Meyers, having obtained a license for the export of only 20 tons of wire nails, exported approximately 250 tons under the purported authority of such license pursuant to 19 shipper's export declarations falsely representing that the respective shipments were authorized by said license; that thereafter said respondents transferred the license to respondents Dalmell Trading Company, Inc., and Dennis W. Cronin; that respondents Dalmell Trading Company, Inc., and Cronin thereupon exported approximately 125 tons of wire nails for their own account under the purported authority of such license pursuant to three shipper's export declarations falsely representing that the respective shipments were authorized by said license; that respondents Dalmell Trading Company, Inc., and Cronin subsequently exported a total of approximately 215 tons for the account of others under the purported authority of such license pursuant to twelve shipper's export declarations falsely representing that the respective shipments were authorized by said license; and that all of said respondents thus made or participated in the making of false statements

and unauthorized exportations contrary to the statutes and regulations relating to export control.

It appears that all of the above-named respondents, with the advice of their respective counsel and through such counsel, have submitted to the Office of International Trade statements to the effect that they do not desire to contest the above charges as set forth in the said charging letter of July 28, 1949, and that they waive their right to a hearing on such charges and consent to the entry of an order (1) revoking all outstanding export licenses issued to them, (2) suspending their export license privileges with respect to shipment to any destination of any commodity included in the Positive List of Commodities promulgated by the Office of International Trade, such suspension to run for a period of nine months from the date of the above-mentioned charging letter in the case of respondents Maxwell Meyers Affiliation, Ltd., Inc., and Louis Meyers, and for a period of one year from such date in the case of respondents Dalmell Trading Company, Inc., and Dennis W. Cronin, and (3) extending not only to said named respondents but also to any other person, firm or corporation with which they may be related by ownership, control, or other connection in the conduct of export trade.

It further appears that the evidence in the possession of the Office of International Trade, as well as the information furnished by respondents, has been carefully reviewed by the Compliance Commissioner; that he has found that the above charges as set forth in the charging letter are supported by substantial evidence and that the terms and conditions of the proposed order as consented to by respondents are fair and reasonable; and that he has recommended that such proposal be accepted by the Office of International Trade and such order issued.

The findings and recommendations of the Compliance Commissioner have been carefully considered, together with the investigation reports and other evidence, and it appears that such findings and recommendations are reasonable and should be adopted. *Now, therefore, it is ordered, As follows:*

(1) All outstanding export licenses issued to respondents or any of them are hereby revoked and shall be returned forthwith to the Office of International Trade for cancellation.

(2) Respondents and each of them are hereby denied the privilege of obtaining or using, or participating directly or indirectly in the obtaining or using of export licenses, including general licenses as well as validated licenses, for shipment (regardless of destination) of any commodity included in the Positive List of Commodities as promulgated by the Office of International Trade, as such Positive List may exist at the time of any proposed shipment, such denial of license privileges to continue, in the case of respondents Maxwell Meyers Affiliation, Ltd., Inc., and Louis Meyers, for a period of nine months, and, in the case of respondents Dalmell Trading Company, Inc., and Cronin, for a period of one year, from July 28, 1949.

(3) Such denial of export license privileges shall extend not only to respondents personally but also to any person, firm, or corporation with which said respondents or any of them may be related by ownership, control or other connection in the conduct of export trade.

Dated: November 9, 1949.

JAMES C. FOSTER,
Director,
Commodities Division.

[F. R. Doc. 49-9206; Filed, Nov. 15, 1949;
8:49 a. m.]

[Case No. 69]

INTERNATIONAL MANUFACTURING &
EQUIPMENT CO., INC., ET AL.

ORDER SUSPENDING LICENSE PRIVILEGES

In the matter of International Manufacturing & Equipment Co., Inc., David E. Morgan, George J. Morgan, 220 Broadway, New York, New York.

This proceeding was begun on July 25, 1949, by the mailing of a charging letter to the above-named respondents, wherein the Office of International Trade charged respondents with having violated section 6 of the act of July 2, 1940 (54 Stat. 714), as amended, and the regulations promulgated thereunder, by making application for and securing a license to export, and by filing a shippers' export declaration and in fact exporting, one mine car loader pursuant to the representation and certification that the ultimate destination was Switzerland, whereas respondents knew and intended that the mine car loader would be transhipped from Switzerland to Czechoslovakia and that it was in fact so transhipped.

It appears that the above-named respondents, with the advice of their counsel and through such counsel, have submitted to the Office of International Trade a statement to the effect that they do not desire to contest the above charges as set forth in said charging letter of July 25, 1949, and that they waive their right to a hearing on such charges and consent to the entry of an order (1) revoking all outstanding licenses issued to them for the export of any commodity included in the Positive List as promulgated by the Office of International Trade to any destination in country Group "R", (2) suspending their export license privileges to make shipment of any commodity included in the Positive List as promulgated by the Office of International Trade to any destination in country Group "R" for a period of six months, and (3) extending not only to said named respondents but also to any other person, firm or corporation with whom any of the respondents may be related by ownership, control or other connection in the conduct of export trade.

It further appears that counsel for respondents and for the Office of International Trade have personally appeared before the Compliance Commissioner and have discussed with him the facts of the case, the nature and volume of respondents' business, and the propriety and reasonableness of various possible periods

of suspension; that the evidence in the possession of the Office of International Trade, as well as that informally submitted by counsel for respondents, has been carefully reviewed by the Compliance Commissioner; that he has found that the charges as set forth in the charging letter are supported by substantial evidence and that the terms and conditions of the proposed order as consented to by respondents are fair and reasonable; and that he has recommended that such proposal be accepted by the Office of International Trade and such order issued.

The findings and recommendations of the Compliance Commissioner have been carefully considered, together with the investigation reports and other evidence, and it appears that such findings and recommendations are reasonable and should be adopted. *Now, therefore, it is ordered, As follows:*

(1) All outstanding validated export licenses issued to respondents or any of them, authorizing the exportation of any commodity included in the Positive List as promulgated by the Office of International Trade to any destination in country Group "R," are hereby revoked and shall be returned forthwith to the Office of International Trade for cancellation.

(2) Respondents and each of them are hereby denied the privilege of obtaining or using or participating directly or indirectly in the obtaining or using of validated export licenses for shipment of any commodity included in the Positive List as promulgated by the Office of International Trade to any destination in country Group "R," as such Positive List and such country Group "R" may exist at the time of any proposed shipment, for a period of six months from the date of this order.

(3) Such denial of export license privileges shall extend not only to respondents personally but also to any person, firm or corporation with which said respondents or any of them may be related by ownership, control or other connection in the conduct of export trade.

Dated: November 9, 1949.

JAMES C. FOSTER,
Director,
Commodities Division.

[F. R. Doc. 49-9232; Filed, Nov. 15, 1949; 8:54 a. m.]

FEDERAL COMMUNICATIONS COMMISSION

[Docket Nos. 8736, 8975, 8976, 9175]

TELEVISION BROADCAST SERVICE

FURTHER NOTICE ON COMPARATIVE DEMONSTRATIONS

Amendment of § 3.606 of the Commission's rules and regulations, Docket Nos. 8736 and 8975; amendment of the Commission's rules, regulations and Engineering Standards Concerning the Television Broadcast Service, Docket No. 9175; utilization of frequencies in

the Band 470 to 690 Mcs. for Television Broadcasting, Docket No. 8976.

The comparative demonstrations by Columbia Broadcasting System, Inc., Radio Corporation of America and Allen B. DuMont Laboratories, Inc., heretofore scheduled for the week of November 14, 1949, have been postponed to November 21 and 22, 1949, and will be held at Temporary E Building, Fourth Street and Adams Drive, SW., Washington, D. C., commencing at 9:00 a. m.

Adopted: November 8, 1949.

Released: November 8, 1949.

FEDERAL COMMUNICATIONS COMMISSION,
[SEAL] T. J. SLOWIE,
Secretary.

[F. R. Doc. 49-9212; Filed, Nov. 15, 1949; 8:50 a. m.]

[Docket No. 9189]

HUSH-A-PHONE CORP. ET AL.
ORDER CONTINUING HEARING

Hush-A-Phone Corporation and Harry C. Tuttle, complainants, v. American Telephone and Telegraph Company et al., Docket No. 9189.

The Commission having under consideration the above-entitled case; and It appearing, that because of circumstances beyond the control of the Commission, it is impossible to hold the hearing at the offices of the Commission commencing November 2, 1949, as presently scheduled;

It is ordered, This 1st day of November 1949, that the hearing presently scheduled for November 2, 1949, at the offices of the Commission be, and it is hereby continued to a subsequent time and place to be designated by further order.

FEDERAL COMMUNICATIONS COMMISSION,
[SEAL] T. J. SLOWIE,
Secretary.

[F. R. Doc. 49-9217; Filed, Nov. 15, 1949; 8:51 a. m.]

[Docket No. 9283]

LAWRENCE BROADCASTING CO.
MEMORANDUM OPINION AND ORDER
SCHEDULING HEARING

In re application of Loula Mae Harrison, executrix of the estate of L. C. Harrison tr/as Lawrence Broadcasting Company, Lawrence, Kansas, for construction permit; Docket No. 9283, File No. BP-6827.

It is ordered, This 27th day of October 1949, that the said petition of Lawrence Broadcasting Company for reconsideration and grant of its application without hearing is denied.

It is further ordered, That the hearing in the above-entitled proceeding, heretofore continued indefinitely pending action on the instant petition, be scheduled to commence at 10 a. m., on

the 28th day of November 1949, at Washington, D. C.

Released: November 7, 1949.

FEDERAL COMMUNICATIONS COMMISSION,
[SEAL] T. J. SLOWIE,
Secretary.

[F. R. Doc. 49-9214; Filed, Nov. 15, 1949; 8:51 a. m.]

[Docket No. 9489]

EASTON BROADCASTING CO., INC.

ORDER DESIGNATING APPLICATION FOR HEARING ON STATED ISSUES

In re application of Easton Broadcasting Company, Inc., Easton, Maryland, for extension of completion date; Docket No. 9489, File No. BMP-4730.

At a session of the Federal Communications Commission, held at its offices in Washington, D. C., on the 27th day of October 1949;

The Commission having under consideration the above-entitled application of Easton Broadcasting Company, Inc. requesting an extension of completion date of construction permit File No. BP-6231 as modified, which authorized a new standard broadcasting station at Easton, Maryland;

It appearing, that, on December 23, 1947, the Commission granted the Easton Broadcasting Company, Inc., a construction permit which authorized the construction of a new standard broadcasting station to be operated on the frequency 1480 kilocycles, with 1 kilowatt power, unlimited time employing a directional antenna day and night at Easton, Maryland, subject to approval of the proposed antenna system and transmitter site by the Civil Aeronautics Administration; and

It further appearing, that, the Civil Aeronautics Administration, on February 10, 1948, approved the proposed antenna system and transmitter site; and

It further appearing, that, the Easton Broadcasting Company, Inc., has not completed the construction of the authorized standard broadcast station within the time specified in the construction permit, as modified, and that the new standard broadcast station at Easton, Maryland, is not ready for operation; and

It further appearing, that, on September 15, 1949, the Commission denied the above-entitled application and by letter dated September 15, 1949, gave the above applicant 20 days within which to request a hearing on the above-entitled application; and

It further appearing, that, on October 3, 1949, the Easton Broadcasting Company, Inc., filed a request for a hearing on the above-entitled application for extension of completion date for the construction of the station at Easton, Maryland;

It is ordered, That, the Commission's action of September 15, 1949, denying the above-entitled application is set aside; and

It is further ordered, That, pursuant to sections 309 and 319 of the Communica-

tions Act of 1934, as amended, the above-entitled application is designated for hearing at 10:00 a. m., November 18, 1949, at Washington, D. C., upon the following issues:

1. To determine whether failure of the Easton Broadcasting Company, Inc., to complete construction of the authorized standard broadcast station at Easton, Maryland, and to have the station ready for operation was due to causes not under its control.

2. To determine whether said company has been diligent in proceeding with the construction of the authorized standard broadcast station at Easton, Maryland.

3. To determine whether, in view of the evidence adduced in connection with the foregoing issues, the date specified for completion of construction of the station should be extended, and if so, to what date.

FEDERAL COMMUNICATIONS
COMMISSION,
[SEAL] T. J. SLOWIE,
Secretary.

[F. R. Doc. 49-9213; Filed, Nov. 15, 1949;
8:51 a. m.]

[Docket No. 9494]

COEUR D'ALENE BROADCASTING CO.
(KNEW)

ORDER DESIGNATING APPLICATION FOR
HEARING ON STATED ISSUES

In re application of Coeur D'Alene Broadcasting Company (KNEW), Spokane, Washington, for construction permit; Docket No. 9494, File No. BP-7064.

At a session of the Federal Communications Commission, held at its offices in Washington, D. C., on the 27th day of October 1949;

The Commission having under consideration the above-entitled application of Coeur d'Alene Broadcasting Company requesting change of frequency from 1430 kc to 790 kc and installation of directional antenna for nighttime use with the power of 5 kw, day and night, at station KNEW, Spokane, Washington;

It appearing, that the applicant is legally, technically, financially and otherwise qualified except as may appear under Issue No. 5 below and that its proposed program service will meet the needs of the populations and areas to be served, but that interference may be involved with existing stations and the proposal may otherwise not comply with the Standards of Good Engineering Practice; and

It further appearing, that the proposed operation of Station KNEW would cause interference within the present interference-free contour of Station KGHL, Billings, Montana, in an area which receives no other primary service;

It is ordered, That, pursuant to section 309 (a) of the Communications Act of 1934, as amended, the said application is hereby designated for hearing at a time and place to be designated by subsequent order of the Commission, upon the following issues:

1. To determine the areas and populations which may be expected to gain or lose primary service from the operation of Station KNEW as proposed and the

character of other broadcast service available to those areas and populations.

2. To determine whether the operation of Station KNEW as proposed would involve objectionable interference with Station KGHL, Billings, Montana, or with any other existing broadcast stations, and, if so, the nature and extent thereof, the areas and populations affected thereby, and the availability of other broadcast service to such areas and populations.

3. To determine whether the operation of Station KNEW as proposed would involve objectionable interference with the service proposed in any pending applications for broadcast facilities and, if so, the nature and extent thereof, the areas and populations affected thereby, and the availability of other broadcast service to such areas and populations.

4. To determine whether the installation and operation of Station KNEW as proposed would be in compliance with the Commission's rules and Standards of Good Engineering Practice Concerning Standard Broadcast Stations.

5. To determine the overlap, if any, that will exist between the service areas of the proposed station and of station KVNI at Coeur d'Alene, Idaho, the nature and extent thereof, and whether such overlap, if any, is in contravention of § 3.35 of the Commission's rules.

6. To determine whether the operation of Station KNEW as proposed would involve interference within the interference-free primary service area of Station KGHL, Billings, Montana, presently receiving no other service but outside its normally protected contour, and, if so, whether the proposed operation of KNEW would better serve the public interest than the existing operation of KGHL within such area of interference.

It is further ordered, That Northwest-ern Auto Supply Company, Inc., licensee of Station KGHL, Billings, Montana, is hereby made a party to this proceeding.

FEDERAL COMMUNICATIONS
COMMISSION,
[SEAL] T. J. SLOWIE,
Secretary.

[F. R. Doc. 49-9215; Filed, Nov. 15, 1949;
8:51 a. m.]

STANDARD AND FM BROADCAST APPLICATIONS
SCHEDULE OF HEARINGS FOR NOVEMBER AND
DECEMBER 1949, AND JANUARY 1950

NOVEMBER 8, 1949.

The Commission released today a hearing schedule for all standard and FM broadcast applications designated for hearing between June 24, 1949, and October 28, 1949, inclusive. The schedule is composed of two parts. Part I contains an alphabetical list of all the applications scheduled for hearing. In Part I the applications that are to be heard in the field are marked with an "(F)" after the date, all others are to be heard in Washington. Part II is a chronological list of hearings containing first the list of hearings to be held in the field and second the hearings to be held in Washington, D. C.

In accordance with established practice, the hearings in the District of Columbia will be heard in order of docket numbers, the lowest docket number being heard first. Cases which have heretofore been assigned hearing dates are not included in this calendar.

FEDERAL COMMUNICATIONS
COMMISSION,
[SEAL] T. J. SLOWIE,
Secretary.

PART I

Name	Docket No.	Frequency	Date
Adeok, Tildon M. and Starlon S., Goldsboro, N. C.	9482	570	Jan. 16.
Belo, A. H., Corp. (WFAA), Dallas, Tex.	9428	570	Dec. 12.
Blue Bonnett Broadcasting Corp. (KCNC), Fort Worth, Tex.	9410	870	Dec. 1.
Broadcasting Corp. of America (KREO), Indio, Calif.	9392	1380	Jan. 9.
Carlsteo Radio Corp. (WLEA), Hornell, N. Y.	9440	1420	Jan. 4.
Cape Fear Broadcasting Co. (WFNC), Fayetteville, N. C.	9414	1390	Dec. 22.
Capital Broadcasting Corp., Harrisburg, Pa.	9475	1460	Nov. 28.
Carter Publications, Inc. (WBAP), Fort Worth, Tex.	9427	570	Dec. 12.
Central Ohio Broadcasting Co., Galion, Ohio	9487	560	Jan. 18.
Chronicle Publishing Co., Inc., Marion, Ind.	9445	1400	Dec. 5.
Clearwater Broadcasting Co., Inc. (WCLE), Clearwater, Fla.	9484	TC	Dec. 12 (F).
Collup, Doyle E. (KSTV), Stephenville, Tex.	9372	1240	Dec. 19.
Delta Broadcasters, Inc., Thibodaux, La.	8602	630	Dec. 14.
Eastern Idaho Broadcasting and Television Co. (KIFI), Idaho Falls, Idaho.	8343	1060	Dec. 7.
Eastern Indiana Radio Corp., Muncie, Ind.	9443	1400	Dec. 5.
Epperson, Ralph D. (WPAQ), Mount Airy, N. C.	9479	550	Do.
The First National Bank of Montgomery and Margaret Covington Millwee, executors of the estate of G. W. Covington, Jr., deceased, Gadsden, Ala.	9364	R	Nov. 28 (F).
Gibbons, T. M. and J. M., Phoenix, Ariz.	9490	1230	Jan. 23.
Greenhow, W. H., Co. (WWHG), Hornell, N. Y.	9441	1420	Jan. 4.
Greylock Broadcasting Co. (WBRK), Pittsfield, Mass.	9373	610	Dec. 8.
Grove, William C., Denver, Colo.	9368	910	Do.
Harrisburg Broadcasting Co. (WHGB), Harrisburg, Pa.	9477	1460	Nov. 28.
Hutchinson Publishing Co., Hutchinson, Kans.	9394	1260	Dec. 19.
Jenkins, Orville L., Quanah, Tex.	9438	1150	Jan. 4.
Jennings Broadcasting Co., Inc., Jennings, La.	9485	1490	Jan. 19.
KAVR, Inc. (KAVR), Havre, Mont.	9422	910	Jan. 9.
Keel, John J., Reading, Pa.	9446	1400	Dec. 5.
Keystone Broadcasting Corp. (WKBO), Harrisburg, Pa.	9474	1460	Nov. 28.
Kokomo Pioneer Broadcasters, Kokomo, Ind.	9444	1400	Dec. 5.
KVLH Broadcasting Co. (KVLH), Pauls Valley, Okla.	9466	ML	Nov. 28.
KWHK Broadcasting Co., Inc. (KWHK), Hutchinson, Kans.	9393	1260	Dec. 19.
Lake Area Broadcasting Co. Pryor, Okla.	8406	1570	Jan. 18.
Lamar, Charles Wilbur, Jr. (KCHL), Houma, La.	9442	630	Dec. 14.
Loew, Howard M., Phoenix, Ariz.	9491	1230	Jan. 23.
Lubbock County Broadcasting Co. (KVLU) Lubbock, Tex.	7334	790 MP	Nov. 28.
	and 9448		
McEvoy Broadcasting Co. (KSWs) Roswell, N. Mex.	9418	580	Dec. 12.
Music Broadcasting Co. (WGRD), Grand Rapids, Mich.	9493	1410	Dec. 20.
Nebraska Rural Radio Association, Lexington, Nebr.	9481	1010	Jan. 16.
Nevada Broadcasting Co. (KNO), Las Vegas, Nev.	9459	1460	Dec. 14.
North Montana Broadcasting Co. (KOJM), Havre, Mont.	9121	910	Jan. 9.
Olney Broadcasting Co., Olney, Tex.	9072	1590	Dec. 20.

PART I—Continued

Name	Docket No.	Frequency	Date
Pass Broadcasting Co. (KPAS), Banning, Calif.	9391	1330	Jan. 9.
Peoples Forum of the Air (KXLJ), Helena, Mont.	9472	R	Nov. 28.
Pioneer FM Co., Madison, Ind.	9365	FM	Jan. 12.
Plains Radio Broadcasting Co. (KFYO), Lubbock, Tex.	7335	790	Nov. 28.
Rossmoyne Corp. (WCMB), Lemoyne, Pa.	9476	1460	Do.
Sandusky Newspapers, Inc., Sandusky, Ohio	9486	1570	Jan. 23.
Shepherd, Jerrell A., Moberly, Mo.	9465	1230	Jan. 9.
Sinyard, James D., Moundsville, W. Va.	9463	990	Jan. 11.
Sligar, James H., Wichita Falls, Tex.	9411	860	Dec. 1.
Southern Radio & Equipment Co. (WOBS), Jacksonville, Fla.	9303	1360	Jan. 19.
Steltz Newspapers, Inc., Lebanon, Pa.	9456	1430	Jan. 4.
Teletronics, Inc., Waycross, Ga.	9420	570	Jan. 16.
Townsend, John, North Platte, Nebr.	9480	1010	Do.
Tri-City Broadcasting Co. (WTRF), Bellaire, Ohio.	9426	1290	Dec. 15.
Tri-State Broadcasting Co. (WCPM), Middlesboro, Ky.	9417	MP	Dec. 1.
Tullie Broadcasting Co., Tullia, Tex.	9439	1150	Jan. 4.
Walker Newspapers, Inc. (KFGT), Fremont, Nebr.	9492	1340	Jan. 23.
Waycross Broadcasting Co., Waycross, Ga.	9419	570	Jan. 16.
Western Massachusetts Broadcasting Co., Great Barrington, Mass.	9226	1240	Dec. 22.
Winston, George R., Cisco, Tex.	9371	1250	Dec. 19.
Winston-Salem Broadcasting Co., Inc. (WTOB), Winston-Salem, N. C.	9478	550	Dec. 5.

PART II

FIELD HEARINGS

Date	Docket No.	Place	Type of hearing
1949			
Nov. 28	9472	Helena, Mont. (KXLJ)	R
Nov. 28	9364	Gadsden, Ala. (WGWJ)	R
Dec. 12	9484	Clearwater, Fla. (WCLE)	TC

WASHINGTON HEARINGS

Date	DC-1 Docket No.	Place	Frequency	DC-2 Docket No.	Place	Frequency
1949						
Nov. 28	7334	Lubbock, Tex. (KVLU)	790			
	7335	Lubbock, Tex. (KFYO)	790			
	9448	Lubbock, Tex. (KVLU)	MP			
Do.	9466	Paul's Valley, Okla. (KVLH)	1470	9474	Harrisburg, Pa. (WKBO)	1460
				9475	Harrisburg, Pa.	1460
				9476	Lemoyne, Pa. (WCMB)	1460
				9477	Harrisburg, Pa. (WHGB)	1460
				9417	Middlesboro, Ky. (WCPM)	MP
Dec. 1	9410	Fort Worth, Tex. (KCNC)	870			
	9411	Wichita Falls, Tex.	860			
Dec. 5	9443	Muncie, Ind.	1400	9478	Winston-Salem, N. C. (WTOB)	530
	9444	Kokomo, Ind.	1400			
	9445	Marion, Ind.	1400	9479	Mt. Airy, N. C. (WPAQ)	530
Do.	9446	Reading, Pa.	1400			
Dec. 7	8343	Idaho Falls, Idaho (KIFI)	1060			
Dec. 8	9373	Pittsfield, Mass. (WBRK)	610	9368	Denver, Colo.	910
Dec. 12	9418	Roswell, N. Mex. (KSWs)	580	9427	Fort Worth, Tex. (WBAP)	570
				9428	Dallas, Tex. (WFAA)	570
				8602	Thibodaux, La.	630
				9442	Houma, La. (KCLL)	620
Dec. 14	9459	Las Vegas, Nev. (KENO)	1460			
Dec. 15	9426	Bellaire, Ohio (WTRF)	1290			
Dec. 19	9393	Hutchinson, Kans. (KWHK)	1260	9371	Cisco, Tex.	1250
	9394	Hutchinson, Kans.	1260	9372	Stephenville, Tex. (KSTV)	1240
Dec. 20	9493	Grand Rapids, Mich. (WGRD)		9072	Omey, Tex.	1590
Dec. 22	9226	Great Barrington, Mass.	1240	9414	Fayetteville, N. C. (WFNC)	1390
1950						
Jan. 4	9438	Quanah, Tex.	1150	9456	Lebanon, Pa.	1430
	9439	Tullia, Tex.	1150			
Do.	9440	Hornell, N. Y. (WLEA)	1420			
	9441	Hornell, N. Y. (WWHG)	1420			
Jan. 9	9391	Banning, Calif. (KPAS)	1380	9421	Havre, Mont. (KOJM)	910
	9392	Indio, Calif. (KREO)	1380	9422	Havre, Mont. (KAVR)	910
Do.	9465	Moberly, Mo.	1230			
Jan. 11	9463	Moundsville, W. Va.	990			
Jan. 12				9365	Madison, Ind.	FM
Jan. 16	9419	Waycross, Ga.	570	9480	North Platte, Nebr.	1010
	9420	do.	570	9481	Lexington, Nebr.	1010
Do.	9482	Goldsboro, N. C.	570			
Jan. 18	8466	Pryor, Okla.	1570	9487	Galion, Ohio	560
Jan. 19	9303	Jacksonville, Fla. (WOBS)	1360	9485	Jennings, La.	1490
Jan. 23	9490	Phoenix, Ariz.	1230	9492	Fremont, Nebr. (KFGT)	1340
	9491	do.	1230			
Do.	9486	Sandusky, Ohio	1570			

[F. R. Doc. 49-9216; Filed, Nov. 15, 1949; 8:51 a. m.]

[Docket No. 8963]

AMERICAN TELEPHONE AND TELEGRAPH CO.
AND WESTERN UNION TELEGRAPH CO.

NOTICE OF ORAL ARGUMENT

In the matter of American Telephone & Telegraph Company, and The Western No. 221—12

Union Telegraph Company, charges and regulations for television transmission services and facilities; Docket No. 8963.

Exceptions to the Commission's proposed report and requests for oral argument thereon having been filed in the above-entitled proceeding, the Commis-

sion on the 31st day of October 1949, scheduled oral argument before the Commission at 10:00 o'clock a. m., on November 28, 1949.

Dated: October 31, 1949.

FEDERAL COMMUNICATIONS COMMISSION,

[SEAL] T. J. SLOWIE,
Secretary.

[F. R. Doc. 49-9218; Filed, Nov. 15, 1949; 8:52 a. m.]

FEDERAL POWER COMMISSION

[Docket No. G-1288]

TENNESSEE GAS TRANSMISSION CO.

NOTICE OF APPLICATION

NOVEMBER 9, 1949.

Take notice that Tennessee Gas Transmission Company (Applicant), a Delaware corporation, having its principal place of business in the Commerce Building, Houston, Texas, filed on October 13, 1949, an application for a certificate of public convenience and necessity pursuant to section 7 of the Natural Gas Act, as amended, authorizing the construction and operation of certain natural-gas transmission pipe line facilities hereinafter described.

Applicant proposes to construct, install and operate four 26-inch gas transmission pipe lines on the Greenville Highway bridge, over the Mississippi River between the States of Mississippi and Arkansas, together with 28,800 feet of 26-inch pipe line connecting the pipe lines supported by the bridge to Applicant's existing pipe lines on either side of the river. Applicant states that in accordance with a contract between the Applicant and the City of Greenville, Mississippi, dated June 4, 1949, the installation of the four 26-inch pipe lines on the bridge will require reinforcement of the present bridge superstructure and replacement of the concrete roadway to provide adequate load-carrying capacity. Applicant further states that the present 600,000,000 cubic feet per day delivery capacity of its pipe line system will not be affected by the construction, installation and operation of the proposed facilities, and that such facilities are required to assure the uninterrupted transportation and delivery of natural gas to its present customers.

The estimated cost of the proposed facilities is approximately \$2,355,880, all of which Applicant proposes to finance out of funds on hand and funds resulting from operations.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington 25, D. C., in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) within 15 days from the date of publication hereof in the FEDERAL REGISTER. The application is on file with the Commission for public inspection.

[SEAL] J. H. GUTRIDE,
Acting Secretary.

[F. R. Doc. 49-9188; Filed, Nov. 15, 1949; 8:46 a. m.]

[Project No. 2026]

UGANIK FISHERIES, INC.

NOTICE OF APPLICATION FOR LICENSE
(MAJOR)

NOVEMBER 10, 1949.

Public notice is hereby given pursuant to the provisions of the Federal Power Act (16 U. S. C. 791a-825r) that Uganik Fisheries, Inc., of Seattle, Washington, has made application for license for constructed major Project No. 2026 located on and along Crater and Ash Creeks and an unnamed creek, tributaries of the Northeast Arm of Uganik Bay in Third Judicial Division, Alaska, on Kodiak Island. The project affects public lands of the United States and consists of two low diversion dams in Crater Creek; conduits with aggregate length of 7,860 feet; a powerhouse containing a 49-horsepower waterwheel driving a 30-kilowatt generator; 10 additional water wheels with aggregate capacity of 222 horsepower driving machinery in applicant's fish-reduction plant; 220-volt lines; and appurtenant facilities.

Any protest against approval of this application or request for hearing thereon, with the reasons for such protest or request, and the name and address of the party or parties so protesting or requesting, should be submitted on or before January 9, 1950 to the Federal Power Commission, Washington 25, D. C.

[SEAL] J. H. GUTRIDE,
Acting Secretary.

[F. R. Doc. 49-9205; Filed, Nov. 15, 1949;
8:49 a. m.]

**INTERSTATE COMMERCE
COMMISSION**

[4th Sec. Application 24655]

BAGGING FROM NEW ORLEANS, LA., TO
MEMPHIS, TENN.

APPLICATION FOR RELIEF

NOVEMBER 10, 1949.

The Commission is in receipt of the above-entitled and numbered application for relief from the long-and-short-haul provision of section 4 (1) of the Interstate Commerce Act.

Filed by: D. Q. Marsh, Agent, pursuant to fourth-section order No. 16101.

Commodities involved: Bagging, bur-lap or gunny, import, carloads.

From: New Orleans, La.

To: Memphis, Tenn.

Grounds for relief: Circuitous routes.

Any interested person desiring the Commission to hold a hearing upon such application shall request the Commission in writing so to do within 15 days from the date of this notice. As provided by the general rules of practice of the Commission, Rule 73, persons other than applicants should fairly disclose their interest, and the position they intend to take at the hearing with respect to the application. Otherwise the Commission, in its discretion, may proceed to investigate and determine the matters involved in such application without further or formal hearing. If because of an emergency a grant of temporary relief is found to be necessary before the expiration of the 15-day period, a hearing, upon

a request filed within that period, may be held subsequently.

By the Commission, Division 2.

[SEAL] W. P. BARTEL,
Secretary.

[F. R. Doc. 49-9189; Filed, Nov. 15, 1949;
8:47 a. m.]

**SECURITIES AND EXCHANGE
COMMISSION**

[File No. 70-2223]

CENTRAL MAINE POWER CO.

SUPPLEMENTAL ORDER RELEASING JURISDICTION AND GRANTING APPLICATION

At a regular session of the Securities and Exchange Commission held at its office in the city of Washington, D. C., on the 8th day of November A. D. 1949.

Central Maine Power Company ("the Company"), an operating public utility and a direct subsidiary of New England Public Service Company, a registered holding company, which in turn is a direct subsidiary of Northern New England Company, also a registered holding company, having filed an application and amendments thereto, pursuant to section 6 (b) of the Public Utility Holding Company Act of 1935 and Rules U-23, U-24 and U-50 thereunder, regarding the issu-

ance and sale of three several issues of its securities, as follows: \$5,000,000 principal amount of First and General Mortgage Bonds of a new series to be designated "Series S"; 30,000 shares of the Company's Preferred Stock, --% Series, \$100 par value; 200,548 shares of the Company's Common Stock, \$10 par value, to be offered first on warrants to holders of the Company's outstanding Common Stock and 6% Preferred Stock for subscription under their statutory preemptive rights; and

The Commission having granted said application as amended by order dated October 24, 1949, subject to the condition that none of the proposed sales should be consummated until the results of competitive bidding, pursuant to Rule U-50, and a final order of the Public Utilities Commission of Maine approving same, had been made a matter of record in this proceeding and a further order entered by the Commission in the light of the record as so completed, and subject also to reservation of jurisdiction with respect to legal and accounting fees; and

The Company having filed on November 8, 1949, a further amendment to its application, setting forth the action taken to comply with the requirements of Rule U-50 and stating that, pursuant to invitations for competitive bids, the following bids on the several issues were received:

BIDS ON \$5,000,000 PRINCIPAL AMOUNT OF BONDS

Bidding group headed by--	Interest rate	Price to company ¹	Annual cost to company
	Percent		Percent
Halsey, Stuart & Co., Inc.....	2 7/8	101.3251	2.8093
Merrill Lynch, Pierce, Fenner & Beane and White, Weld & Co.....	2 7/8	100.719	2.8302
Coffin & Burr, Inc., and The First Boston Corp.....	2 7/8	100.41	2.8546
Otis & Co.....	2 7/8	100.3019	2.8599
Salomon Bros. & Hutzler.....	2 7/8	100.2117	2.8644
Harriman Ripley & Co., Inc.....	2 7/8	100.207	2.8647
Blyth & Co., Inc., Kidder, Peabody & Co., and W. E. Hutton & Co.....	2 7/8	100.109	2.8696
Lee Higginson Corp.....	3	102.019	2.8988

¹ Plus accrued interest from Nov. 1, 1949.

BIDS ON 30,000 SHARES OF PREFERRED STOCK, \$100 PAR VALUE

Bidding group headed by--	Dividend rate	Price to company ¹	Annual cost to company
			Percent
Blyth & Co., Inc., and Kidder, Peabody & Co.....	\$4.60	100.179	4.5918
Harriman Ripley & Co., Inc.....	4.70	100.80	4.6627
Coffin & Burr, Inc.....	4.80	101.663	4.7215

¹ Plus accumulated dividends from Oct. 1, 1949.

BIDS ON 200,548 SHARES OF COMMON STOCK, SUBJECT TO PREEMPTIVE RIGHTS

Bidding group headed by--	Price per share to company	Compensation to underwriters		Net per share to company
		Aggregate	Per share	
Harriman Ripley & Co., Inc.....	\$16.50	\$138,578.66	\$0.691	\$15.809
Coffin & Burr, Inc.....	16.50	232,634.52	1.16	15.34
Blyth & Co., Inc., and Kidder, Peabody & Co.....	16.25	184,504.00	.92	15.33

The amendment of November 8, 1949, further containing a statement that the Company has accepted the bid of Halsey, Stuart & Co., Inc., for said Bonds, as set forth above, and that said Bonds will be offered to the public at a price of 101.515% of the principal amount thereof, plus accrued interest from November 1, 1949, to the date of delivery of and payment for said Bonds, resulting in an underwriter's spread of 0.1899 of 1% of the principal amount of said

Bonds or an aggregate amount of \$9,495; also that the Company has accepted the bid of Blyth & Co., Inc., and Kidder, Peabody & Co. for said Preferred Stock, as set forth above, and that said Preferred Stock will be offered to the public at a price of \$102.22 per share, plus accrued dividends from October 1, 1949, to the date of delivery of and payment for said Preferred Stock, resulting in an underwriter's spread of 2.041% of the par value of said Preferred Stock or an aggregate

amount of \$61,230; also that the Company has accepted the bid of Harriman Ripley & Co., Incorporated, for said Common Stock, as set forth above, whereunder said bidder has agreed to underwrite the issue and to purchase all unsubscribed shares at the subscription price of \$16.50 per share, less compensation of \$138,578.66 or \$0.691 per share, resulting in net to the Company of \$15.809 per share; and

The Public Utilities Commission of Maine having entered a further order approving the prices and terms under which the Company proposes to issue and sell said securities, as aforesaid; and
The Company having also by amendment set forth the nature and extent of the legal and accounting services for which requests for payment have been made, and having submitted a revised estimate of fees and expenses for such services as follows:

	Series S bonds	Preferred stock	Common stock
<i>Counsel for the company</i>			
Ropes, Gray, Best, Coolidge & Rugg:			
Fees.....	\$5,000.00	\$6,000.00	\$7,000.00
Disbursements.....	223.12	223.13	223.13
E. H. Maxey, Esq. ¹	2,089.50	2,059.50	2,089.50
N. W. Wilson, Esq. ¹	1,932.52	322.09	322.09
<i>Counsel for the underwriters</i>			
Choate, Hall & Stewart:			
Fees.....	4,000.00	4,000.00	4,000.00
Disbursements (included in fees).....			
<i>Independent public accountant</i>			
Barrow, Wade, Guthrie & Co.....	2,500.00	2,500.00	2,500.00

¹ Messrs. Maxey and Wilson are on an annual retainer fee basis by New England Public Service Company and system companies. The amounts charged above for their services represent allocation of services on a per diem basis and result in no increase in the amounts paid to them under their annual retainer fees from New England Public Service Company and system companies.

The Commission having examined said amendment and the evidence submitted with respect to said fees and expenses, and having considered the record herein, and finding that the payment of fees and expenses in the amounts proposed is not unreasonable and that it is appropriate in the public interest to release jurisdiction with respect thereto; and finding no reason for imposing terms and conditions with respect to said matters;

It is ordered, That jurisdiction heretofore reserved with respect to the matters to be determined as a result of competitive bidding for said securities under Rule U-50 and with respect to fees and expenses be and the same hereby is released, and that said application as further amended be and the same hereby is granted forthwith; subject, however, to the terms and conditions prescribed in Rule U-24.

By the Commission.

[SEAL] ORVAL L. DuBois,
Secretary.

[F. R. Doc. 49-9192; Filed, Nov. 15, 1949; 8:47 a. m.]

FEDERAL SECURITY AGENCY

Food and Drug Administration

ORGANIZATION AND FUNCTIONS

WASHINGTON HEADQUARTERS

The description of the organization, functions, and procedure of the Food and Drug Administration as published in the FEDERAL REGISTER of November 27, 1948 (13 F. R. 6983), and amended in the FEDERAL REGISTER of May 6, 1949 (14 F. R. 2362), is amended in the following respect:

In section I, *Organization*, paragraph B, *Washington headquarters*, change the

name "Division of Litigation" to "Division of Regulatory Management."

This notice is published pursuant to § 1.45 (a) of the Federal Register Regulations (13 F. R. 5929).

Dated: November 8, 1949.

[SEAL] OSCAR R. EWING,
Administrator.

[F. R. Doc. 49-9204; Filed, Nov. 15, 1949; 8:48 a. m.]

DEPARTMENT OF JUSTICE

Office of Alien Property

AUTHORITY: 40 Stat. 411, 55 Stat. 839, Pub. Laws 322, 671, 79th Cong., 60 Stat. 50, 925; 50 U. S. C. and Supp. App. 1, 616; E. O. 9193, July 6, 1942, 3 CFR, Cum. Supp., E. O. 9567, June 8, 1945, 3 CFR, 1945 Supp., E. O. 9788, Oct. 14, 1946, 11 F. R. 11981.

[Vesting Order 10654, Amdt.]

HILDA PFISTERER ET AL.

In re: Real property and a property insurance policy owned by Hilda Pfisterer, Ella Pfisterer, Albert Pfisterer, Hans Pfisterer, and Gerd Pfisterer.

Vesting Order 10654, dated February 9, 1948, is hereby amended as follows and not otherwise:

By deleting the description of Parcel 3 appearing in Exhibit A, attached to said Vesting Order and made a part thereof, and substituting therefor the following:

The Northerly One hundred (100) feet of the East Half (E ½) of Lot Six (6) in Block One Hundred Seventy-two (172) in Frederick H. Bartlett's "Lake Shore, Unit No. 3," being a subdivision in fractional Section Thirty-five (35), Township Thirty-eight (38), and the North Half (N ½) of Section Two (2), Township Thirty-seven (37) North, all in Range Five (5), West of the Second Principal Meridian, in Porter County, Indiana.

All other provisions of said Vesting Order 10654 and all actions taken by or

on behalf of the Attorney General of the United States in reliance thereon, pursuant thereto and under the authority thereof are hereby ratified and confirmed.

Executed at Washington, D. C., on November 4, 1949.

For the Attorney General.

[SEAL] HAROLD I. BAYNTON,
Acting Director,
Office of Alien Property.

[F. R. Doc. 49-9173; Filed, Nov. 14, 1949; 8:50 a. m.]

[Vesting Order 13938]

IRENE RENATE ALICE VON RIBBECK AND
CARL WILLIAM HOLM HANS HENNING
VON BOSE

In re: Stock, bonds and bank accounts owned by Irene Renate Alice von Ribbeck and Carl William Holm Hans Henning von Bose, also known as Hans Henning von Bose. F-28-13389-A-1, E-1, D-1, F-28-8780-A-1, E-1.

Under the authority of the Trading With the Enemy Act, as amended, Executive Order 9193, as amended, and Executive Order 9788, and pursuant to law, after investigation, it is hereby found:

1. That Irene Renate Alice von Ribbeck, whose last known address is Schloss Zeil, Leutkirch, Kreis Wangen, Germany, is a resident of Germany and a national of a designated enemy country (Germany);

2. That Carl William Holm Hans Henning von Bose, also known as Hans Henning von Bose, on or since the effective date of Executive Order 8389, as amended, and on or since December 11, 1941, has been a resident of Germany and is a national of a designated enemy country (Germany);

3. That the property described as follows:

a. Twenty-five (25) shares of \$100 par value capital stock of American Telephone & Telegraph Company, 195 Broadway, New York, New York, a corporation organized under the laws of the State of New York, evidenced by certificate number NL 68756, presently in the custody of Mercantile Trust Company of Baltimore, Baltimore, Maryland, in an account entitled Agency Irene Renate Alice von Ribbeck, together with all declared and unpaid dividends thereon.

b. Forty (40) shares of \$25 par value class "B" common capital stock of The American Tobacco Company, 111 Fifth Avenue, New York, New York, a corporation organized under the laws of the State of New Jersey, evidenced by certificate number BB 232056, presently in the custody of Mercantile Trust Company of Baltimore, Baltimore, Maryland, in an account entitled Agency Irene Renate Alice von Ribbeck, together with all declared and unpaid dividends thereon.

c. Ninety-five (95) shares of no par value common capital stock of Public Service Corporation of New Jersey, Newark, New Jersey, a corporation organized under the laws of the State of New Jersey, evidenced by certificate number YO-257382, presently in the custody of

Mercantile Trust Company of Baltimore, Baltimore, Maryland, in an account entitled Agency Irene Renate Alice von Ribbeck, together with all declared and unpaid dividends thereon, and together with all rights of exchange thereof for shares of common capital stock of Public Service Electric and Gas Company, Newark, New Jersey, a corporation organized under the laws of the State of New Jersey, and shares of common capital stock of South Jersey Gas Company, Atlantic City, New Jersey, a corporation organized under the laws of the State of New Jersey, under the plan of dissolution of Public Service Corporation of New Jersey,

d. That certain debt or other obligation of the Mercantile Trust Company of Baltimore, Baltimore, Maryland, arising out of an account entitled Agency Irene Renate Alice von Ribbeck, maintained at the aforesaid bank, and any and all rights to demand, enforce and collect the same, is property within the United States owned or controlled by, payable or deliverable to, held on behalf of or on account of, or owing to, or which is evidence of ownership or control by Carl William Holm Hans Henning von Bose, also known as Hans Henning von Bose, the aforesaid national of a designated enemy country (Germany);

4. That the property described as follows:

a. Twenty-five (25) shares of \$100 par value capital stock of American Telephone & Telegraph Company, 195 Broadway, New York, New York, a corporation organized under the laws of the State of New York, evidenced by certificate number NL 68757, presently in the custody of Mercantile Trust Company of Baltimore, Baltimore, Maryland, in an account entitled Agency Hans Henning von Bose, together with all declared and unpaid dividends thereon,

b. Forty (40) shares of \$25 par value class "B" common capital stock of The American Tobacco Company, 111 Fifth Avenue, New York, New York, a corporation organized under the laws of the State of New Jersey, evidenced by certificate number BB 232055, presently in the custody of Mercantile Trust Company of Baltimore, Baltimore, Maryland, in an account entitled Agency Hans Henning von Bose, together with all declared and unpaid dividends thereon,

c. Ninety-five (95) shares of no par value common capital stock of Public Service Corporation of New Jersey, Newark, New Jersey, a corporation organized under the laws of the State of New Jersey, evidenced by certificate number YO-257384, presently in the custody of Mercantile Trust Company of Baltimore, Baltimore, Maryland, in an account entitled Agency Hans Henning von Bose, together with all declared and unpaid dividends thereon, and together with all rights of exchange thereof for shares of common capital stock of Public Service Electric and Gas Company, Newark, New Jersey, a corporation organized under the laws of the State of New Jersey, and shares of common capital stock of South Jersey Gas Company, Atlantic City, New Jersey, a corporation organized under the laws of the State of New Jersey, under the plan of dissolution of Public Service Corporation of New Jersey,

d. That certain debt or other obligation of the Mercantile Trust Company of Baltimore, Baltimore, Maryland, arising out of an account entitled Agency Hans Henning von Bose, maintained at the aforesaid bank, and any and all rights to demand, enforce and collect the same,

is property within the United States owned or controlled by, payable or deliverable to, held on behalf of or on account of, or owing to, or which is evidence of ownership or control by Carl William Holm Hans Henning von Bose, also known as Hans Henning von Bose, the aforesaid national of a designated enemy country (Germany);

5. That the property described as follows:

a. Those certain bonds described in Exhibit A, attached hereto and by reference made a part hereof, presently in the custody of Mercantile Trust Company of Baltimore, Baltimore, Maryland, in an account entitled Trust Anna Maria von Oehmichen, together with any and all rights thereunder and thereto,

b. Ninety-five (95) shares of \$100 par value preferred capital stock of The Baltimore Transit Company, 1515 Washington Boulevard, Baltimore, Maryland, a corporation organized under the laws of the State of Maryland, evidenced by certificate number PL 2396, presently in the custody of Mercantile Trust Company of Baltimore, Baltimore, Maryland, in an account entitled Trust Anna Maria von Oehmichen; together with all declared and unpaid dividends thereon,

c. Sixty (60) shares of \$100 par value 4½% preferred capital stock, Series "B", of Consolidated Gas Electric Light and Power Company of Baltimore, Lexington and Liberty Streets, Baltimore, Maryland, a corporation organized under the laws of the State of Maryland, evidenced by certificate number TBF 6268, presently in the custody of Mercantile Trust Company of Baltimore, Baltimore, Maryland, in an account entitled Trust Anna Maria von Oehmichen, together with all declared and unpaid dividends thereon,

d. That certain debt or other obligation of the Mercantile Trust Company of Baltimore, Baltimore, Maryland, arising out of an account entitled Trust Anna Maria von Oehmichen, maintained at the aforesaid bank, and any and all rights to demand, enforce and collect the same,

e. That certain debt or other obligation of the Mercantile Trust Company of Baltimore, Baltimore, Maryland, arising out of an account entitled Agency Anna Maria von Oehmichen, maintained at the aforesaid bank, and any and all rights to demand, enforce and collect the same,

is property within the United States owned or controlled by, payable or deliverable to, held on behalf of or on account of, or owing to, or which is evidence of ownership or control by Irene Renate Alice von Ribbeck and Carl William Holm Hans Henning von Bose, also known as Hans Henning von Bose, the aforesaid nationals of a designated enemy country (Germany);

and it is hereby determined:

6. That to the extent that the persons named in subparagraph 1 hereof are not within a designated enemy country,

the national interest of the United States requires that such persons be treated as nationals of a designated enemy country (Germany).

All determinations and all action required by law, including appropriate consultation and certification, having been made and taken, and, it being deemed necessary in the national interest,

There is hereby vested in the Attorney General of the United States the property described above, to be held, used, administered, liquidated, sold or otherwise dealt with in the interest of and for the benefit of the United States.

The terms "national" and "designated enemy country" as used herein shall have the meanings prescribed in section 10 of Executive Order 9193, as amended.

Executed at Washington, D. C., on October 18, 1949.

For the Attorney General.

[SEAL] HAROLD I. BAYNTON,
Acting Director,
Office of Alien Property.

EXHIBIT A

Description of Issue	Bond No.	Face value
City of Baltimore 4% school bonds, due Mar. 1, 1961.	1184.....	\$6,000
City of Baltimore 3½% bonds due 1980.	2017.....	8,700
The Baltimore & Ohio R. R. Co., Pittsburgh, Lake Erie & West Virginia 4% refunding bonds, due Nov. 1, 1951.	35795.....	1,000
The Baltimore Transit Co., 4% cumulative income debentures, Series A, due July 1, 1975.	M7765 through M7772, inclusive.	11,000
The Baltimore Transit Co., 5% cumulative income debentures, Series A, due July 1, 1975.	M3884..... D1860.....	1,000 500
Florida East Coast Ry. Co., first and refunding 5% bonds, Series A, due Sept. 1, 1974.	M2185..... M35380..... M34349..... M34350.....	1,000 1,000 1,000 1,000
Southern Ry. Co., development and general 6% bonds, Series A, due Apr. 1, 1955.	109195.....	1,000
Southern Ry. Co., development and general 4% bonds, Series A, due Apr. 1, 1956.	6750..... 35562.....	1,000 1,000

¹ Each.

[F. R. Doc. 49-9220; Filed, Nov. 15, 1949; 8:52 a. m.]

[Vesting Order 13984]

ALOIS KLOSE

In re: Trust under will of Alois Klose, deceased. File D-28-2243; E. T. sec. 3152.

Under the authority of the Trading With the Enemy Act, as amended, Executive Order 9193, as amended, and Executive Order 9788, and pursuant to law, after investigation, it is hereby found:

1. That Gertrude Klose whose last known address is Germany is a resident and national of a designated enemy country (Germany);

2. That the brothers of Gertrude Klose and the issue of the brothers of Gertrude Klose, who there is reasonable cause to believe are residents of Germany, are nationals of a designated enemy country (Germany);

3. That all right, title, interest and claim of any kind or character whatsoever of the persons identified in subparagraphs 1 and 2 hereof, and each of them, in and to trust created under the will of Alois Klose, deceased, is property payable or deliverable to, or claimed by the aforesaid nationals of a designated enemy country (Germany);

4. That such property is in the process of administration by the United States National Bank, 321 S. W. Sixth Avenue, Portland, Oregon, as trustee, acting under the judicial supervision of the Circuit Court for Multnomah County, Oregon;

and it is hereby determined:

5. That to the extent that the person named in subparagraph 1 hereof and the brothers of Gertrude Klose and the issue of the brothers of Gertude Klose, are not within a designated enemy country, the national interest of the United States requires that such persons be treated as nationals of a designated enemy country (Germany).

All determinations and all action required by law, including appropriate consultation and certification, having been made and taken, and, it being deemed necessary in the national interest,

There is hereby vested in the Attorney General of the United States the property described above, to be held, used, administered, liquidated, sold or otherwise dealt with in the interest of and for the benefit of the United States.

The terms "national" and "designated enemy country" as used herein shall have the meanings prescribed in section 10 of Executive Order 9193, as amended.

Executed at Washington, D. C., on October 31, 1949.

For the Attorney General.

[SEAL] DAVID L. BAZELON,
Assistant Attorney General,
Director, Office of Alien Property.

[F. R. Doc. 49-9221; Filed, Nov. 15, 1949; 8:52 a. m.]

[Vesting Order 13985]

PHILOMENA KRAETZIG ET AL.

In re: Cash owned by Philomena Kraetzig et al. File D-28-2243; E. T. sec. 3152.

Under the authority of the Trading With the Enemy Act, as amended, Executive Order 9193, as amended, and Executive Order 9788, and pursuant to law, after investigation, it is hereby found:

1. That Philomena Kraetzig, Selma Klose, Elizabeth Nieder, Helene Nikolaicz, Hildegard Rottger, Gertrud Buttertewegge, Johann Olbrich, Karl Olbrich, Maria Olbrich, Otilie Janitschke, August Munzer, Helena Munzer Weiss, Angela Munzer, Otilie Munzer, Auguste Olbrich, Willi Olbrich, Ella Klemt, Max Olbrich, Gertrud Spathe and Fritz Olbrich, whose last known address is Germany, are residents of Germany and nationals of a designated enemy country (Germany);

2. That the property described as follows: Those certain debts or other obligations of the United States National

Bank, 321 S. W. Sixth Avenue, Portland, Oregon, as agent under powers of attorney executed by the persons identified in subparagraph 1 hereof or their predecessors in interest, arising out of and by reason of the liquidation of certain property obtained by the aforesaid persons as legatees under the will of Alois Klose, deceased, and any and all rights to demand, enforce and collect the same.

is property within the United States owned or controlled by, payable or deliverable to, held on behalf of, or on account of, or owing to, or which is evidence of ownership or control by, the aforesaid nationals of a designated enemy country (Germany);

and it is hereby determined:

3. That to the extent that the persons named in subparagraph 1 hereof are not within a designated enemy country, the national interest of the United States requires that such persons be treated as nationals of a designated enemy country (Germany).

All determinations and all action required by law, including appropriate consultation and certification, having been made and taken, and, it being deemed necessary in the national interest,

There is hereby vested in the Attorney General of the United States the property described above, to be held, used, administered, liquidated, sold or otherwise dealt with in the interest of and for the benefit of the United States.

The terms "national" and "designated enemy country" as used herein shall have the meanings prescribed in section 10 of Executive Order 9193, as amended.

Executed at Washington, D. C., on October 31, 1949.

For the Attorney General.

[SEAL] DAVID L. BAZELON,
Assistant Attorney General,
Director, Office of Alien Property.

[F. R. Doc. 49-9222; Filed, Nov. 15, 1949; 8:52 a. m.]

[Vesting Order 13997] •

ALBERT E. DOMAN

In re: Debt owing to Albert E. Doman.

Under the authority of the Trading With the Enemy Act, as amended, Executive Order 9193, as amended, and Executive Order 9788, and pursuant to law, after investigation, it is hereby found:

1. That Albert E. Doman, whose last known address is Berlin-Grunewald, Trabenerstrasse 21, Germany, is a resident of Germany and a national of a designated enemy country (Germany);

2. That the property described as follows: That certain debt or other obligation owing to Albert E. Doman by Topken & Farley, 250 Park Avenue, New York 17, New York, in the amount of \$200.00 as of December 31, 1945, together with any and all accruals to the aforesaid debt or other obligation, and any and all rights to demand, enforce and collect the same,

is property within the United States owned or controlled by, payable or deliverable to, held on behalf of or on account of, or owing to, or which is evi-

dence of ownership or control by, the aforesaid national of a designated enemy country (Germany);

and it is hereby determined:

3. That to the extent that the person named in subparagraph 1 hereof is not within a designated enemy country, the national interest of the United States requires that such person be treated as a national of a designated enemy country (Germany).

All determinations and all action required by law, including appropriate consultation and certification, having been made and taken, and, it being deemed necessary in the national interest,

There is hereby vested in the Attorney General of the United States the property described above, to be held, used, administered, liquidated, sold or otherwise dealt with in the interest of and for the benefit of the United States.

The terms "national" and "designated enemy country" as used herein shall have the meanings prescribed in section 10 of Executive Order 9193, as amended.

Executed at Washington, D. C., on October 31, 1949.

For the Attorney General.

[SEAL] DAVID L. BAZELON,
Assistant Attorney General,
Director, Office of Alien Property.

[F. R. Doc. 49-9223; Filed, Nov. 15, 1949; 8:52 a. m.]

[Vesting Order 13998]

DRESDNER BANK

In re: Debt owing to Dresdner Bank. F-28-176-C-5.

Under the authority of the Trading With the Enemy Act, as amended, Executive Order 9193, as amended, and Executive Order 9788, and pursuant to law, after investigation, it is hereby found:

1. That Dresdner Bank, the last known address of which is 2 Buergermeister-Fischer Strasse, Augsburg, Germany, is a corporation, partnership, association or other business organization, organized under the laws of Germany, and which has or, since the effective date of Executive Order 8389, as amended, has had its principal place of business in Augsburg, Germany, and is a national of a designated enemy country (Germany);

2. That the property described as follows: That certain debt or other obligation owing to Dresdner Bank, 2 Buergermeister-Fischer Strasse, Augsburg, Germany, by August Hummel, 90 West Street, New York, New York, in the amount of \$1,400.00 as of December 31, 1945, together with any and all accruals thereto and any and all rights to demand, enforce and collect the same,

is property within the United States owned or controlled by, payable or deliverable to, held on behalf of or on account of, or owing to, or which is evidence of ownership or control by Dresdner Bank, the aforesaid national of a designated enemy country (Germany);

and it is hereby determined:

3. That to the extent that the person named in subparagraph 1 hereof is not

within a designated enemy country, the national interest of the United States requires that such person be treated as a national of a designated enemy country (Germany).

All determinations and all action required by law, including appropriate consultation and certification, having been made and taken, and, it being deemed necessary in the national interest,

There is hereby vested in the Attorney General of the United States the property described above, to be held, used, administered, liquidated, sold or otherwise dealt with in the interest of and for the benefit of the United States.

The terms "national" and "designated enemy country" as used herein shall have the meanings prescribed in section 10 of Executive Order 9193, as amended.

Executed at Washington, D. C., on October 31, 1949.

For the Attorney General.

[SEAL] DAVID L. BAZELON,
Assistant Attorney General,
Director, Office of Alien Property.

[F. R. Doc. 49-9224; Filed, Nov. 15, 1949;
8:52 a. m.]

[Vesting Order 14000]

GEBRUDER MARTIN ET AL.

In re: Debts owing to Gebruder Martin, and others. F-28-29556-C-2, F-28-13257-C-1, F-28-30535-C-1, F-28-30536-C-1, F-28-30537-C-1, F-28-30538-C-1, F-28-30539-C-1, F-28-30510-C-1.

Under the authority of the Trading With the Enemy Act, as amended, Executive Order 9193, as amended, and Executive Order 9788, and pursuant to law, after investigation, it is hereby found:

1. That Gebruder Martin, Johann Ambrosius Barth, Friedrich Haaga, Meyer Petri & Holland, George Schwarz Export and Wilhelm Walb Nachf, the last known addresses of which are Germany are corporations, partnerships, associations or other business organizations, organized under the laws of Germany, and which have or, since the effective date of Executive Order 8389, as amended, have had their principal places of business in Germany, and are nationals of a designated enemy country (Germany);

2. That C. Bruna Bayha and Albert Heiss, each of whose last known address is Germany are residents of Germany and nationals of a designated enemy country (Germany);

3. That the property described as follows: Those certain debts or other obligations owing to the persons listed below, by E. B. Meyowitz Surgical Instruments Co. Inc., 520 Fifth Avenue, New York 18, New York, in the amounts appearing opposite said names as of December 31, 1945:

Names:	Amount
Gebruder Martin.....	\$ 192.65
Johann Ambrosius Barth.....	38.11
C. Bruna Bayha.....	69.52
Friedrich Haaga.....	54.42
Albert Heiss.....	1,414.76
Meyer, Petri & Holland.....	29.66
Georg Schwarz Export.....	452.04
Wilhelm Walb Nachf.....	394.44

together with any and all accruals there-to, and any and all rights to demand, enforce and collect the same,

is property within the United States owned or controlled by, payable or deliverable to, held on behalf of, or on account of, or owing to, or which is evidence of ownership or control by, the aforesaid nationals of a designated enemy country (Germany);

and it is hereby determined:

4. That to the extent that the persons named in subparagraphs 1 and 2 hereof are not within a designated enemy country, the national interest of the United States requires that such persons be treated as nationals of a designated enemy country (Germany).

All determinations and all action required by law, including appropriate consultation and certification, having been made and taken, and, it being deemed necessary in the national interest,

There is hereby vested in the Attorney General of the United States the property described above, to be held, used, administered, liquidated, sold or otherwise dealt with in the interest of and for the benefit of the United States.

The terms "national" and "designated enemy country" as used herein shall have the meanings prescribed in section 10 of Executive Order 9193, as amended.

Executed at Washington, D. C., on October 31, 1949.

For the Attorney General.

[SEAL] DAVID L. BAZELON,
Assistant Attorney General,
Director, Office of Alien Property.

[F. R. Doc. 49-9225; Filed, Nov. 15, 1949;
8:52 a. m.]

[Vesting Order 14001]

MARTHA L. DE SCHMIDT ET AL.

In re: Stock owned by Martha L. de Schmidt and others. F-63-35-A-1.

Under the authority of the Trading With the Enemy Act, as amended, Executive Order 9193, as amended, and Executive Order 9788, and pursuant to law, after investigation, it is hereby found:

1. That Martha L. de Schmidt, on or since the effective date of Executive Order 8389, as amended, and on or since December 11, 1941 has been a resident of Germany and is a national of a designated enemy country (Germany);

2. That Christoph Schmidt, Jr., also known as Christopher Schmidt, Jr., whose last known address is 37 Scheffel Strasse, Hamburg, Germany and Helwig Schmidt, whose last known address is 48 Bellevue Strasse, Hamburg, Germany, are residents of Germany and nationals of a designated enemy country (Germany);

3. That the property described as follows: Sixty two-hundredths (60/200ths) of a share of \$25.00 par value capital stock of the Standard Oil Company of New Jersey, 15 West 51st Street, New York City, evidenced by a certificate numbered 210885, Series F, presently in the custody of the Federal Reserve Bank of New York, together with all declared and unpaid dividends thereon,

is property within the United States owned or controlled by, payable or deliverable to, held on behalf of or on account of, or owing to, or which is evidence of ownership or control by, Martha L. de Schmidt, Christoph Schmidt, Jr., also known as Christopher Schmidt, Jr., and Helwig Schmidt, the aforesaid nationals of a designated enemy country (Germany);

and it is hereby determined:

4. That to the extent that the persons named in subparagraphs 1 and 2 hereof are not within a designated enemy country, the national interest of the United States requires that such persons be treated as nationals of a designated enemy country (Germany);

All determinations and all action required by law, including appropriate consultation and certification, having been made and taken, and, it being deemed necessary in the national interest,

There is hereby vested in the Attorney General of the United States the property described above, to be held, used, administered, liquidated, sold or otherwise dealt with in the interest of and for the benefit of the United States.

The terms "national" and "designated enemy country" as used herein shall have the meanings prescribed in section 10 of Executive Order 9193, as amended.

Executed at Washington, D. C., on October 31, 1949.

For the Attorney General.

[SEAL] DAVID L. BAZELON,
Assistant Attorney General,
Director, Office of Alien Property.

[F. R. Doc. 49-9226; Filed, Nov. 15, 1949;
8:53 a. m.]

[Vesting Order 14002]

LOUIS HORIMOTO AND LOUISE MEYERLING

In re: Stock owned by the personal representatives, heirs, next of kin, legatees and distributees of Louis Horimoto, deceased, and Louise Meyerling. F-39-4598-D-1, F-28-23031-D-1.

Under the authority of the Trading With the Enemy Act, as amended, Executive Order 9193, as amended, and Executive Order 9788, and pursuant to law, after investigation, it is hereby found:

1. That the personal representatives, heirs, next of kin, legatees and distributees of Louis Horimoto, deceased, who there is reasonable cause to believe are residents of Japan are nationals of a designated enemy country (Japan);

2. That Louise Meyerling, whose last known address is Germany is a resident of Germany and a national of a designated enemy country (Germany);

3. That the property described as follows: One hundred (100) shares of \$5.00 par value common capital stock of Electric Bond and Share Company, 2 Rector Street, New York 6, New York, a corporation organized under the laws of the State of New York, evidenced by a certificate numbered 82712, registered in the name of Louis Horimoto, together with all declared and unpaid dividends thereon,

is property within the United States owned or controlled by, payable or deliverable to, held on behalf of or on account of, or owing to, or which is evidence of ownership or control by, the personal representatives, heirs, next of kin, legatees and distributees of Louis Horimoto, deceased, the aforesaid nationals of a designated enemy country (Japan);

4. That the property described as follows: Seven (7) shares of \$5.00 par value common capital stock of Electric Bond and Share Company, 2 Rector Street, New York 6, New York, a corporation organized under the laws of the State of New York, evidenced by a certificate numbered 309303, registered in the name of Miss Louise Meyerling, together with all declared and unpaid dividends thereon,

is property within the United States owned or controlled by, payable or de-

liverable to, held on behalf of or on account of, or owing to, or which is evidence of ownership or control by, Louise Meyerling, the aforesaid national of a designated enemy country (Germany);

and it is hereby determined:

5. That to the extent that the personal representatives, heirs, next of kin, legatees and distributees of Louis Horimoto, deceased, are not within a designated enemy country, the national interest of the United States requires that such persons be treated as nationals of a designated enemy country (Japan);

6. That to the extent that the person named in subparagraph 2 hereof is not within a designated enemy country, the national interest of the United States requires that such person be treated as a national of a designated enemy country (Germany);

All determinations and all action required by law, including appropriate con-

sultation and certification, having been made and taken, and, it being deemed necessary in the national interest,

There is hereby vested in the Attorney General of the United States the property described above, to be held, used, administered, liquidated, sold or otherwise dealt with in the interest of and for the benefit of the United States.

The terms "national" and "designated enemy country" as used herein shall have the meanings prescribed in section 10 of Executive Order 9193, as amended.

Executed at Washington, D. C., on October 31, 1949.

For the Attorney General.

[SEAL] DAVID L. BAZELON,
Assistant Attorney General,
Director, Office of Alien Property.

[F. R. Doc. 49-9227; Filed, Nov. 15, 1949;
8:53 a. m.]

RECEIVED AT THE NATIONAL ARCHIVES