

# THE NATIONAL ARCHIVES

# FEDERAL REGISTER

VOLUME 26      NUMBER 117      THE UNIVERSITY OF MICHIGAN

Washington, Tuesday, June 20, 1961

JUN 26 1961

MAIN READING ROOM

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# FEDERAL REGISTER

Telephone

WOrth 3-3261

Published daily, except Sundays, Mondays, and days following official Federal holidays, by the Office of the Federal Register, National Archives and Records Service, General Services Administration, 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 of the Federal Register, approved by the President. Distribution is made only by the Superintendent of Documents, Government Printing Office, Washington 25, D.C.

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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 August 5, 1953. The CODE OF FEDERAL REGULATIONS is sold by the Superintendent of Documents. Prices of books and pocket supplements vary.

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# Rules and Regulations

## Title 46—SHIPPING

Chapter II—Federal Maritime Board,  
Maritime Administration, Department  
of Commerce

SUBCHAPTER G—EMERGENCY OPERATIONS  
[General Order 82, 4th Rev.]

### PART 309—VESSEL VALUES FOR WAR RISK INSURANCE

Part 309 is hereby revised by changing  
the existing text to read as follows:

#### FINDINGS AND SCOPE

Sec.  
309.1 Findings.  
309.2 Scope.

#### BASIC VALUES

309.3 Vessels built during or after 1939.  
309.4 Vessels built prior to 1939.

#### GENERAL PROVISIONS

309.5 Adjustments for condition, equip-  
ment and other considerations.  
309.6 Definitions.  
309.7 Modifications.  
309.8 Vessel data forms.

#### VALUES FOR INDIVIDUAL VESSELS

309.101 Determination of values.

AUTHORITY: §§ 309.1 to 309.101 issued under  
sec. 204, 49 Stat. 1987, as amended, sec. 1209,  
64 Stat. 775, as amended, 70 Stat. 984; 46  
U.S.C. 1114, 1289.

#### FINDINGS AND SCOPE

§ 309.1 Findings.

The Maritime Administrator has found  
that the values provided in this part  
constitute just compensation for the ves-  
sels to which they apply, computed in  
accordance with subsection 902(a) of the  
Merchant Marine Act, 1936, as amended  
(46 U.S.C. 1242), pursuant to section  
1209(a), Merchant Marine Act, 1936, as  
amended (46 U.S.C. 1289(a)), Public Law  
958, 84th Congress, and the authority  
delegated to the Maritime Administrator  
by the Secretary of Commerce in section  
8.01, subsection 3, of Department Order  
No. 117 (Revised) (25 F.R. 6934, July 21,  
1960).

§ 309.2 Scope.

(a) *Vessels included.* This part es-  
tablishes values for self-propelled ocean-  
going iron and steel vessels (other than  
vessels excluded pursuant to paragraph  
(b) of this section) for which war risk  
insurance is provided by the Maritime  
Administrator pursuant to Title XII,  
Merchant Marine Act, 1936, as amended  
(46 U.S.C. 1281-1294), Public Law 763,  
81st Congress, Public Law 209, 84th Con-  
gress, Public Law 958, 84th Congress.  
The values established by this part repre-  
sent the maximum amounts for which  
the Maritime Administrator will provide  
war risk hull insurance for damage to or  
actual or constructive total loss of the  
vessel and for which claims for damage  
to or actual or constructive total loss  
of such insured vessels may be adjusted,  
compromised, settled, adjudged, or paid,

by the Maritime Administrator with re-  
spect to insurance attaching on or after  
January 1, 1961, under the Standard  
Forms of War Risk Hull insurance In-  
terim Binder or policy prescribed by  
§§ 308.106 and 308.107 of this chapter  
(General Order 75, 2d Rev., 26 F.R. 4541,  
May 26, 1961). Revised values will be  
prescribed in subsequent revisions of  
this part, which are expected to be is-  
sued at least every six months. The  
latest published values will remain in  
effect until new ones are published.

(b) *Vessels excluded.* The values es-  
tablished pursuant to §§ 309.3 to 309.5  
do not apply to passenger vessels, lumber  
schooners, car ferries, seatrains, cable  
ships, bulk cement and ore carriers other  
than colliers built prior to 1939, vessels  
operated on the Great Lakes and inland  
waterways, fully refrigerated vessels,  
vessels of less than 1,500 gross tons, or  
any other vessels or class of vessels to  
which the Maritime Administrator finds  
that the provisions of said sections would  
not be appropriate. Values for vessels  
excluded by this paragraph shall be spe-  
cifically determined by the Maritime Ad-  
ministrator and set forth in § 309.101.

(c) *Fuel, stores, and supplies.* Values  
for fuel, stores and supplies will be pre-  
scribed at a later date.

#### BASIC VALUES

§ 309.3 Vessels built during or after  
1939.

(a) *Basic values.* The values of ves-  
sels built during or after 1939 shall be  
determined in accordance with this sec-  
tion, subject to the applicable adjust-  
ments provided in § 309.5.

(b) *War-built vessels.* (1) The values  
of the standard types of war-built ves-  
sels listed in this subparagraph which  
have the lawful right to engage in the  
coastwise trade of the United States  
are as follows:

Standard-type vessel	Value
EC2-S-C1	\$220,000
EC2-S-AW1	295,000
VC2-S-AP2	510,000
C1-M-AV1	325,000
C1-A and B (Steam)	400,000
C1-A and B (Diesel)	380,000
C2-S-B1	675,000
C3-S-A2	850,000
C4-S-A4	995,000
T1-M-BT	350,000
T2-SE-A1	420,000
T3-S-A1	460,000
T3-S-BZ1	1,000,000

(2) The values of the standard types  
of war-built vessels (whether under  
United States or foreign flag) listed in  
this subparagraph which do not have  
the lawful right to engage in the coast-  
wise trade of the United States are as  
follows:

Standard-type vessel	Value
EC2-S-C1	\$210,000
EC2-S-AW1	285,000
VC2-S-AP2	425,000
T2-SE-A1	260,000
C1-MT-BU1	220,000
T3-S-BZ1	750,000

(3) The values of the standard sub-  
types of warbuilt vessels listed in this  
subparagraph shall be determined as  
follows:

(i) If the subtype vessel has the law-  
ful right to engage in the coastwise trade  
of the United States, by multiplying the  
basic value of the standard-type vessel  
listed in subparagraph (1) of this para-  
graph by the factor shown opposite the  
subtype in the table set forth in this sub-  
paragraph, or

(ii) If the subtype vessel does not  
have the lawful right to engage in the  
coastwise trade of the United States, by  
multiplying the basic value of the stand-  
ard-type vessel listed in subparagraph  
(2) of this paragraph by the factor  
shown opposite the subtype in the table  
set forth in this subparagraph.

TABLE

Subtype	Factor
VC2-S-AP3	112%—VC2-S-AP2
VC2-M-AP4	90%—VC2-S-AP2
C1-M-AV6	100%—C1-M-AV1
C1-M-AV8	100%—C1-M-AV1
C2-S-A1	85%—C2-S-B1
C2-S-AJ1	100%—C2-S-B1
C2-S-AJ2	110%—C2-S-B1
C2-S-AJ3	100%—C2-S-B1
C2-S-AJ5	105%—C2-S-B1
C2-Cargo	100%—C2-S-B1
C2-S-E1	100%—C2-S-B1
C2-F	100%—C2-S-B1
C2-S	103%—C2-S-B1
C2-SU	95%—C2-S-B1
C2-T	100%—C2-S-B1
C3-Cargo	100%—C3-S-A2
C3-S-A1	100%—C3-S-A2
C3-S-A3	80%—C3-S-A2
C3-S-A4	109%—C3-S-A2
C3-S-A5	109%—C3-S-A2
C3-E	74%—C3-S-A2
C3-M	100%—C3-S-A2
C3-S-BH1	100%—C3-S-A2
C3-S-BH2	105%—C3-S-A2
C4-S-B5	100%—C4-S-A4
T1-M-BT1	100%—T1-M-BT
T1-M-BT2	100%—T1-M-BT
T2-SE-A2	108%—T2-SE-A1
T2-SE-A3	108%—T2-SE-A1
T2	108%—T2-SE-A1
T3-M-AZ1	112%—T3-S-A1
T3-S-BF1	132%—T3-S-A1

(c) *Other vessels.* The value of a ves-  
sel built during or after 1939 which is  
not included in paragraph (b) of this  
section shall be the current domestic  
market value as determined by the Mar-  
itime Administrator.

§ 309.4 Vessels built prior to 1939.

The basic values of vessels built prior  
to 1939 shall be as follows, subject to  
applicable adjustments provided in  
§ 309.5:

(a) For dry cargo vessels, \$5.25 per  
deadweight ton;

(b) For tank vessels, \$5.00 per dead-  
weight ton;

(c) For collier vessels, \$5.25 per dead-  
weight ton.

#### GENERAL PROVISIONS

§ 309.5 Adjustments for condition,  
equipment and other considerations.

The basic values provided in § 309.3  
shall be adjusted for individual vessels



to the extent provided in paragraphs (a) to (d) of this section. The basic values provided in § 309.4 shall be adjusted for individual vessels to the extent provided in paragraphs (a) to (f) of this section.

(a) *Adjustment for a vessel of substandard condition.* If the Maritime Administrator is of the opinion that a vessel is not in class or is in substandard condition for a vessel of her type or subtype and age, there shall be subtracted from the basic value of such vessel, as determined pursuant to §§ 309.3 and 309.4, the amount estimated by the Administrator as the cost of putting the vessel in class or the amount estimated by the Administrator as the difference in value of the substandard vessel and a vessel in standard condition.

(b) *Special equipment.* For any special equipment of material utility in the handling of cargo or utilization of the vessel, not otherwise included in determining the basic value pursuant to § 309.3 or § 309.4, if the depreciated reproduction cost less construction subsidy, if any, of all such special equipment is in excess of \$50,000.00, an allowance in such amount as the Maritime Administrator shall determine to be the fair and reasonable value of such equipment less construction-differential subsidy thereon, shall be added to the basic value.

(c) *Government installations.* The values provided by this part shall not include any allowance for any special installations or equipment to the extent that their cost was borne by the United States.

(d) *Construction subsidized vessel.* In the case of a construction subsidized vessel, for the period of insurance prior to requisition for title or use the valuation determined in accordance with § 309.3 shall be reduced by such proportion as the amount of construction subsidy paid with respect to the vessel bears to the entire construction cost and capital improvements thereof (excluding the cost of national defense features), and for the period of insurance after requisition for use the valuation determined in accordance with § 309.3 shall not exceed the amount which would be payable under section 802 of the Merchant Marine Act, 1936, as amended (46 U.S.C. 1211), in the case of requisition for title or use.

(e) *Speed.* The basic values determined pursuant to § 309.4 for vessels built prior to 1939 shall be adjusted as provided in subparagraph (1) or (2) of this paragraph.

(1) *Allowance for speed of more than 11 knots.* For vessels having a speed of more than 11 knots, there shall be added to the basic values provided in § 309.4 \$0.15 per deadweight ton for each knot thereof in excess of 11 knots (fractions of knots to be prorated to the nearest one-fourth).

(2) *Deduction for speeds of less than 9 knots.* For vessels having a speed of less than 9 knots, there shall be deducted from the basic values provided in § 309.4 \$0.15 per deadweight ton for each knot thereof less than 9 knots (fractions of knots to be prorated to the nearest one-fourth).

(f) *Refrigeration.* (1) The basic values determined pursuant to § 309.4 shall be adjusted for refrigerated space as provided in this paragraph, subject to the limitation provided in paragraph (c) of this section.

(2) The net cubic capacity of each separately insulated refrigerated compartment of the vessel, exclusive of any refrigerated space ordinarily required for vessel's stores, shall be computed, and the total cubic capacity of all such compartments shall then be ascertained.

(3) The number of net cubic feet of the sum of all refrigerated compartments of the vessel, exclusive of the refrigerated space ordinarily required for the vessel's stores, shall then be multiplied by \$0.05 for vessels built prior to 1939.

#### § 309.6 Definitions.

(a) *Date vessel is built.* The date a vessel is built is the date upon which the vessel is delivered by the shipbuilder.

(b) *Deadweight tonnage.* The deadweight tonnage of a vessel means her deadweight capacity established in accordance with normal Summer Freeboard as assigned pursuant to the International Load Line Convention, 1930, and shall be her capacity (in tons of 2,240 pounds) for cargo, fuel, fresh water, spare parts and stores, but exclusive of permanent ballast.

(c) *Speed of vessel.* The speed of a vessel means the speed determined in accordance with the formulae provided in Part 246 of this chapter (General Order 43, 3d Revision, 24 F.R. 3793, May 12, 1959).

(d) *Passenger vessel.* A passenger vessel is a ship which carries more than twelve passengers.

(e) *Construction subsidized vessel.* A construction subsidized vessel is a vessel built, reconstructed, or reconditioned with the aid of a construction-differential subsidy under Title V of the Merchant Marine Act, 1936, as amended, or a vessel sold by the United States which is subject by operation of law or contract to the provisions of section 802 of the Merchant Marine Act, 1936, as amended.

(f) *Vessel.* The stated valuation of a vessel in this order applies to a vessel in Class A-1 American Bureau of Shipping or equivalent, with all required certificates, including but not limited to marine inspection certificates of the Coast Guard, Treasury Department, with all outstanding requirements and recommendations necessary for retention of class accomplished; and so far as due diligence can make her so, tight, staunch, strong and well and sufficiently tackled, appareled, furnished and equipped, and in every respect seaworthy and in good running condition and repair, with clean swept holds and in all respects fit for service. A vessel in substandard condition is subject to § 309.5 (a). The stated valuation of a vessel provided in this order does not include vessel stores and supplies, which consist of (1) consumable stores, (2) subsistence stores, (3) slop chest, (4) bar stock, and (5) fuel, as defined in Maritime Administration Inventory Manual, Vessel Inventories, Part 1, and Maritime Admin-

istration Inventory Books, Forms MA-4736, A through K, which will be valued separately.

#### § 309.7 Modifications.

The Maritime Administrator reserves the right to exempt specific vessels from the scope of this part, or to amend, modify, or terminate the provisions hereof.

#### § 309.8 Vessel data forms.

(a) *To accompany application for insurance.* Each application for war risk hull insurance submitted in accordance with § 308.101 of this chapter (General Order 75, 2d Rev., 26 F.R. 4541, May 26, 1961) shall be accompanied by information relating to the vessel for use by the Maritime Administrator in determining the value pursuant to this part. The information shall be submitted in duplicate on the applicable form prescribed in this section, copies of which may be obtained from the American War Risk Agency, 99 John Street, New York, N.Y., or the Chief, Division of Insurance, Maritime Administration, Washington 25, D.C.

(b) *Vessels of 1,500 gross tons or over—(1) War-built vessels.* If the vessel is a standard or subtype war-built vessel listed in § 309.3(b) (1), (2), or (3), vessel data shall be submitted on Form MA-470.

(2) *Construction subsidized vessels.* If the vessel is a construction subsidized vessel as defined in § 309.6(e) or a vessel for which the purchase price was adjusted under section 9 of the Merchant Ship Sales Act of 1946, vessel data shall be submitted on Form MA-471.

(3) *Other vessels built during or after 1939.* If the vessel was built during or after 1939, and if it is not included in subparagraph (1) or (2) of this paragraph, vessel data shall be submitted on Form MA-472.

(4) *Vessels built prior to 1939.* If the vessel is a dry cargo, tank or collier vessel built prior to 1939, vessel data shall be submitted on Form MA-473.

(5) *Vessels excluded by § 309.2(b).* If the vessel is 1,500 gross tons or more and is excluded by § 309.2(b), vessel data shall be submitted on Form MA-474.

(c) *Vessels of less than 1,500 gross tons.* If the vessel is of less than 1,500 gross tons, vessel data shall be submitted on Form MA-63.

(d) *Modifications to vessels.* Revised vessel data shall be submitted on the appropriate form prescribed above whenever a vessel undergoes a physical change which increases or decreases its value by five percent or more.

#### VALUES FOR INDIVIDUAL VESSELS

##### § 309.101 Determination of values.

(a) *Vessels covered by §§ 309.3 to 309.5.* (1) Whereas, the Maritime Administrator has found that the values established pursuant to §§ 309.3 to 309.5 constitute just compensation for the vessels to which they apply, computed in accordance with section 902(a) of the Merchant Marine Act, 1936, as amended (46 U.S.C. 1242); and section 1209(a) of the Merchant Marine Act, 1936, as amended (46 U.S.C. 1289), Public Law 958, 84th Congress (70 Stat. 984); and

pursuant thereto has determined the values of vessels covered by interim binders for war risk hull insurance, Form MA-184, prescribed by Part 308 of this chapter (General Order 75, 2d Rev., 26 F.R. 4541, May 26, 1961).

(2) Therefore, it is ordered that the interim binders listed below shall be deemed to have been amended as of January 1, 1961, by inserting in the space provided therefor or in substitution for any value now appearing in such space the stated valuation of the vessels set forth below for the binders and vessels as designated. Nevertheless, the Assured shall have the right within sixty days after date of publication of this order or within sixty days after the attachment of the insurance under said binder, whichever is later, to reject such valuation and proceed as authorized by section 1209(a) (2) of the Merchant Marine Act, 1936, as amended (46 U.S.C. 1289).

Binder No.	Name of vessel	Official No.	Stated valuation
2	Michael Tracy	248164	\$295,000
4	David D. Irwin	242354	454,000
7	American Mail	247321	850,000
8	Canada Mail	252476	850,000
10	India Mail	251767	850,000
12	Java Mail	252478	850,000
13	Ocean Mail	241750	641,000
14	Oregon Mail	248844	850,000
20	Texaco Alabama	246968	420,000
26	Texaco Illinois	246993	420,000
27	Indiana	244244	420,000
28	Texaco Louisiana	245053	420,000
34	New Jersey	245831	2,525,000
42	Texaco Wisconsin	247650	420,000
49	Raban	2813-53	245,000
67	African Glade	245035	675,000
68	African Glen	247294	675,000
69	African Grove	244877	675,000
72	African Patriot	245795	675,000
73	African Pilgrim	245431	675,000
74	African Pilot	245725	675,000
86	Alameda	252492	675,000
87	Sierra	252355	675,000
88	Sonoma	245016	675,000
89	Ventura	252493	675,000
90	Hawaiian Banker	247831	868,000
91	Hawaiian Builder	247386	1,075,000
92	Hawaiian Citizen	252149	891,000
93	Hawaiian Craftsman	247826	929,000
94	Hawaiian Educator	247322	902,000
95	Hawaiian Farmer	245860	955,000
96	Hawaiian Fisherman	247256	908,000
100	Hawaiian Merchant	248845	1,076,000
101	Hawaiian Paeker	243929	1,071,000
102	Hawaiian Pilot	252413	967,000
103	Hawaiian Planter	248741	920,000
104	Hawaiian Rancher	246204	1,067,000
105	Hawaiian Refiner	245594	1,018,000
106	Hawaiian Retailer	252477	850,000
107	Hawaiian Wholesaler	252633	1,061,000
113	Marine Courier	248019	250,000
114	Marine Merchant	245750	265,000
115	Marine Shipper	247596	295,000
116	Marine Trader	247274	295,000
117	Marine Transport	247991	329,000
171	Exermont	239017	629,000
175	Xrlona	252303	680,000
178	Exmouth	247370	571,000
180	Expeffitor	251971	680,000
183	Express	252376	680,000
185	Exton	246174	571,000
187	Michigan	240590	850,000
188	Idaho	252271	850,000
189	New York	248742	850,000
190	Ohio	246388	850,000
191	Illinois	247454	571,000
192	Clarke's Wharf	247758	420,000
193	Fort Mims	248736	420,000
195	Rock Landing	248802	420,000
196	Arlington	248386	295,000
197	Boston	247161	295,000
199	Concord	247870	295,000
201	Lexington	248276	295,000
202	Malden	247987	295,000
205	Newton	247414	295,000
206	Reading	248271	295,000
207	Winchester	247708	295,000
211	American Builder	247201	675,000
212	American Chief	246732	675,000
217	American Flyer	247417	675,000
221	Pioneer Surf	254842	754,000
225	American Leader	249517	675,000
226	American Manufacturer	247643	675,000
228	American Milner	243873	675,000
229	American Paeker	243982	675,000
230	American Planter	254670	675,000

Binder No.	Name of vesse	Official No.	Stated valuation
231	American Press	247590	\$675,000
232	American Producer	254616	675,000
235	American Scientist	254653	675,000
239	American Veteran	247296	675,000
240	American Gunner	252677	675,000
242	Pioneer Cove	249748	675,000
246	Pioneer Isle	256787	742,000
247	American Trapper	252678	675,000
250	Pioneer Reef	244020	750,000
251	American Hunter	252679	675,000
253	Pioneer Tide	249030	675,000
254	American Forester	248074	675,000
256	Green Harbour	247760	510,000
257	Green Valley	247950	510,000
262	Moline Victory	247346	510,000
263	Newberry Victory	248460	510,000
264	San Angelo Victory	248842	510,000
293	Penobscot	247706	295,000
294	Plymouth	247867	295,000
295	Seaconnet	247412	295,000
300	Byron D. Benson	246173	420,000
301	David McKelvy	246355	420,000
305	Frank Haskell	246307	420,000
307	Robert E. Hopkins	247757	420,000
308	Samuel Q. Brown	246982	420,000
315	Providence Getty	254689	350,000
318	Wm. F. Humphrey	246557	420,000
324	Chevron	250641	350,000
325	F. S. Bryant	250827	455,000
326	Oregon Standard	246773	420,000
331	Idaho Standard	245461	420,000
332	M. E. Lombardi	240228	270,000
334	R. G. Follis	251140	455,000
342	Del Campo	241923	426,000
350	Del Sol	245159	411,000
353	Del Viento	242343	426,000
354	Santa Adela	242243	426,000
362	Santa Flavia	242762	675,000
365	Santa Juana	242111	675,000
409	Catawba Ford	245520	420,000
415	Custis Woods	246029	420,000
418	Tullahoma	246662	420,000
425	Northfield	243253	420,000
428	Edison Mariner	247371	420,000
435	Four Lakes	244971	2,400,000
437	The Cabins	246143	2,525,000
439	Barbara Frietchie	244708	220,000
444	Oakey L. Alexander	247479	415,000
445	Pocahontas Fuel	248655	590,000
446	Olympic Pioneer	245529	220,000
447	Guif Banker	245169	675,000
448	Guif Farmer	244598	675,000
449	Guif Merchant	252445	675,000
450	Guif Shipper	252443	675,000
451	Natalie O. Warren	245077	1,070,000
452	American Sun	240147	370,000
453	Atlantic Sun	244086	515,000
459	Maryland Sun	246101	420,000
463	Ohio Sun	244089	420,000
465	Sabine Sun	241558	395,000
468	Sunoil	246908	420,000
484	Gulfbuff	254406	485,000
487	Gulfbulls	246575	420,000
488	Gulfbacon	248895	420,000
490	Gulfpump	248080	420,000
496	Gulfservice	264244	2,400,000
515	San Jacinto	248894	1,425,000
516	Fruitvale Hills	248716	420,000
517	La Brea Hills	247455	420,000
519	New Market	247276	420,000
521	Tillamook	245104	420,000
521	Ponea City	244335	420,000
557	Chena	242704	239,000
558	Coastal Monarch	248699	325,000
559	Coastal Rambler	248648	325,000
562	Ilanma	246848	239,000
564	Nadina	245864	232,000
568	Tanana	247310	325,000
569	Tatalina	247995	325,000
570	Susitna	248389	325,000
573	Arizona	247721	571,000
574	Utah	248206	571,000
576	Colorado	248786	571,000
577	Montana	247478	571,000
580	Wyoming	248243	571,000
591	Transunion	247060	220,000
653	Seatrains New Jersey	239688	775,000
655	Seatrains New York	231905	500,000
656	Seatrains Savannah	231916	500,000
657	Seatrains Texas	239549	775,000
701	P & T Adventurer	247220	571,000
702	P & T Builder	247121	571,000
703	P & T Explorer	252524	850,000
705	P & T Leader	245244	571,000
707	P & T Navigator	252304	850,000
710	P & T Voyager	248787	571,000
731	Hess Fuel	242867	1,550,000
736	Hillyer Brown	266233	2,500,000
746	Green Mountain State	247158	510,000
748	Empire State	248212	675,000
753	Beaver State	245583	571,000
754	Constitution State	245985	571,000
762	Pelican State	245354	571,000
792	Brooklyn Heights	247872	510,000
795	Flying Clipper	252891	675,000
796	Flying Cloud	247000	675,000
797	Flying Eagle	251604	675,000
798	Flying Enterprise II	245374	675,000
800	Flying Independent	245131	400,000
802	Flying Trader	248750	510,000

Binder No.	Name of vessel	Official No.	Stated valuation
803	Remsen Heights	247865	\$510,000
804	Sir John Franklin	244734	400,000
805	Dragon	266010	255,000
807	Texaco California	266730	3,100,000
808	Keystone	266730	2,625,000
815	Tonsina	252547	226,000
831	Keytrader	267905	2,625,000
834	Flying A California	268216	2,450,000
840	Flying A Washington	268783	2,500,000
846	Santa Fe	246602	400,000
858	Bents Fort	248910	420,000
859	Bradford Island	247640	420,000
860	Cantigny	247452	420,000
862	Council Grove	247896	420,000
863	Fort Hoskins	248735	420,000
865	Royal Oak	247574	420,000
868	Coeur d'Alene Victory	247113	571,000
870	Longview Victory	247077	571,000
871	Northwestern Victory	247492	571,000
877	Ames Victory	247292	571,000
878	Coe Victory	247894	571,000
879	Jefferson City Victory	247345	571,000
880	Menkato Victory	248739	571,000
885	Galena	248122	325,000
897	Marine Pioneer	245060	285,000
899	Hess Bunker	243804	420,000
921	Hess Trader	246104	420,000
923	Brant	472	285,000
926	Torn	440	285,000
927	Hoosier State	247762	995,000
928	Keystone State	247763	995,000
929	Wolverine State	248740	995,000
931	Chemical Transporter	244942	1,485,000
934	Villa Marion	554	210,000
935	Eastern Sun	270025	5,250,000
936	Fort Fetterman	244935	2,325,000
941	Julesburg	243523	2,450,000
942	Spirit of Liberty	243263	420,000
943	Santa Anita	245130	400,000
944	Pine Ridge	248303	420,000
946	Chico Logger	242495	220,000
948	Hawaiian Trader	248785	571,000
955	Hess Diesel	248127	610,000
956	Fortuna	245880	220,000
966	Atlantic Victory	248749	510,000
967	Ocean Victory	248013	510,000
979	Southstar	253289	675,000
980	Southport	253572	675,000
983	Hess Petrol	244735	420,000
984	Lonestar State	247265	850,000
986	Southland	245539	675,000
989	Southwind	252356	675,000
992	Marine Ranger	246574	255,000
999	Albatross	244486	220,000
1016	Hawaiian Tourist	248171	571,000
1026	Hawaiian Traveler	247316	571,000
1027	Josefina	247042	220,000
1038	Steel Admiral	252403	850,000
1039	Steel Advocate	245731	850,000
1040	Steel Age	244161	850,000
1041	Steel Apprentice	252498	850,000
1042	Steel Architect	247168	850,000
1043	Steel Artisan	247833	850,000
1044	Steel Chemist	252037	850,000
1045	Steel Designer	247832	850,000
1046	Steel Director	244978	850,000
1047	Steel Executive	248843	850,000
1048	Steel Fabricator	251781	850,000
1049	Steel Flyer	244831	850,000
1050	Steel King	252490	850,000
1051	Steel Maker	247221	850,000
1052	Steel Navigator	248846	850,000
1053	Steel Recorder	251847	850,000
1054	Steel Rover	252500	850,000
1055	Steel Scientist	245730	850,000
1056	Steel Seafarer	248738	850,000
1057	Steel Surveyor	244968	850,000
1058	Steel Traveler	247198	850,000
1059	Steel Vendor	246494	850,000
1060	Steel Voyager	252501	850,000
1061			



RULES AND REGULATIONS

Binder No.	Name of vessel	Official No.	Stated valuation
1223	Frank Lykes	245540	\$675,000
1226	Genevieve Lykes	252444	675,000
1227	George Lykes	245132	400,000
1228	Gibbes Lykes	245182	675,000
1230	Helen Lykes	245245	675,000
1231	Howell Lykes	239905	850,000
1241	Letitia Lykes	246897	675,000
1244	Mallory Lykes	244881	675,000
1245	Margaret Lykes	245853	675,000
1246	Marion Lykes	245458	400,000
1247	Mason Lykes	252446	675,000
1248	Mayo Lykes	247405	510,000
1253	Shirley Lykes	243799	400,000
1257	Sylvia Lykes	247841	675,000
1262	Virginia Lykes	245135	675,000
1310	Texan	249352	1,975,000
1334	Palmetto State	247823	510,000
1335	Angelina	244334	220,000
1337	Beatrice	252036	764,000
1338	Carolyn	241806	220,000
1339	Dorothy	242902	220,000
1340	Edith	248564	295,000
1341	Elizabeth	245183	743,000
1342	Emilia	245198	932,000
1343	Evelyn	247951	295,000
1344	Frances	245541	743,000
1345	Hilton	245110	220,000
1346	Ines	249290	698,000
1347	Jean	244612	910,000
1348	Kathryn	252479	766,000
1349	Mae	248165	295,000
1350	Suzanne	253226	752,000
1367	Cotton State	248440	510,000
1368	Garden State	248057	571,000
1369	Volunteer State	247792	510,000
1381	Alice Brown	249027	675,000
1382	Margaret Brown	249174	675,000
1387	World Eglon	679	210,000
1389	World Loyalty	884	210,000
1390	World Luck	680	210,000
1392	World Theme	735	260,000
1394	World Thrift	737	260,000
1395	World Tolerance	677	260,000
1397	World Truth	739	260,000
1400	Neva West	249283	675,000
1404	Coastal Nomad	248382	325,000
1409	Santa Malta	245459	675,000
1412	Gulfbeaver	247309	2,150,000
1413	Gulfbeaver	243657	2,150,000
1414	Magnolia State	247144	510,000
1424	Lewis Emery, Jr.	244482	210,000
1426	Arlekaee	242813	260,000
1427	Battle Rock	245332	260,000
1428	Camp Namamu	245670	260,000
1429	Federal	246998	260,000
1430	Fort Bridger	245050	260,000
1431	Heywood Broun	244263	210,000
1432	Iake George	244234	260,000
1433	McKlitrck Hills	247017	260,000
1434	Montebello Hills	246851	260,000
1436	Republic	246137	260,000
1437	Wm. A. M. Burden	958	260,000
1438	Santa Regina	244133	675,000
1439	Angelo Petr	243882	4,290,000
1444	Santa Christina	247268	675,000
1451	Gulfling	275193	7,200,000
1456	Santa Mariana	246038	675,000
1457	Gold Stream	275391	2,250,000
1458	World Bond	1034	3,900,000
1459	Gulphanther	246543	2,250,000
1461	Gulfqueen	275583	7,275,000
1462	Marshall	1046	210,000
1463	Anne Quinn	243521	220,000
1464	Chirjuca	242477	220,000
1465	Dorothy Boylan	245895	220,000
1466	Janet Quinn	242949	220,000
1467	Joan O' Berg	247025	220,000
1468	Russell L.	247511	220,000
1469	Gulfljagar	246972	2,250,000
1476	Gulflprince	276034	7,350,000
1480	Gulflion	246990	2,300,000
1490	Trinidad	4336-58	5,325,000
1491	Gulftiger	247767	2,325,000
1494	Seafair	245215	220,000
1501	Producer	245888	420,000
1511	Mormacelm	248393	571,000
1512	Mormacfr	248650	571,000
1513	Mormacfuel	243450	420,000
1514	Mormacoak	245955	571,000
1516	Mormacplne	247477	571,000
1517	Mormacplo	248745	850,000
1519	Hans Isbrandtsen	277703	7,475,000
1520	Paeflicus	245519	220,000
1522	Texaco Oklahoma	275882	7,275,000
1524	David E. Day	248880	2,425,000
1525	Gulf Trader	244750	675,000
1527	Gulflnkht	277183	7,575,000
1528	Charles C. Dunaif	247318	220,000
1530	Transpace	984	425,000
1535	F. S. Bell	244714	220,000
1536	Horace Irvinc	246933	220,000
1537	George S. I ong	245013	220,000
1538	W. J. McCormick	244894	220,000
1539	C. R. Musser	246754	220,000
1540	W. H. Peabody	246065	220,000
1541	F. E. Weyerhaeuser	245564	220,000
1542	John Weyerhaeuser	245356	220,000
1544	Adoloh Sperling	245751	220,000
1550	Eagle Courier	277561	7,000,000
1554	Sag Harbor	244117	220,000

Binder No.	Name of vessel	Official No.	Stated valuation
1555	Thunderbird	1059	\$210,000
1557	Eagle Transporter	277710	7,000,000
1560	Triton	913	260,000
1563	Sansinena	1314	7,275,000
1566	Robin Goodfellow	247254	850,000
1567	Robin Gray	252626	850,000
1568	Robin Hood	247255	850,000
1569	Robin Kirk	254272	850,000
1571	Robin Mowbray	255316	850,000
1573	Robin Trent	254641	850,000
1577	Mormachawk	248033	675,000
1578	Mormacowl	245338	675,000
1579	Mormacove	245337	675,000
1580	Mormacactael	245040	675,000
1581	Mormacwren	245914	675,000
1582	Mormacacsun	252346	850,000
1586	Mormacguide	252347	850,000
1602	Saroula	277935	7,675,000
1604	Brighton	3314	5,500,000
1605	Green Bay	244287	560,000
1607	Flying Spray	246217	400,000
1608	Gulfseal	247557	2,400,000
1609	Gulflstar	251066	2,300,000
1610	Barbara Jane	278103	7,725,000
1619	Eagle Traveler	278442	7,675,000
1620	Green Island	247079	425,000
1624	Eagle Voyager	278624	7,725,000
1626	Texaco Maine	3343	5,600,000
1627	Nenana	247015	220,000
1628	Talkeetna	245733	220,000
1630	Chris H.	244656	210,000
1635	Olympic Falcon	1331	5,650,000
1646	American Eagle	278327	7,975,000
1650	Transeastron	279438	9,325,000
1653	Everreen State	257827	850,000
1654	Thetis	279627	9,000,000
1655	James Monroe	522	210,000
1658	Sister Katingo	277936	7,625,000
1661	Gulflcrest	279334	7,250,000
1664	Attleboro Victory	247475	425,000
1665	Alamar	245810	440,000
1667	Bethcoaster	256886	145,000
1668	Calmar	246161	440,000
1669	Chloro	253219	1,620,000
1672	Flomar	247261	440,000
1673	Kenmar	246062	440,000
1674	Losmar	245111	440,000
1676	Marymar	246331	440,000
1677	Massmar	246328	440,000
1679	Pennmar	245945	440,000
1680	Portmar	246063	440,000
1681	Santore	254624	1,620,000
1682	Seamar	246507	440,000
1685	Yorkmar	246067	440,000
1686	Neaco	244063	1,160,000
1688	Maxton	245800	420,000
1689	Coalinga Hills	246810	420,000
1690	Elemir	247155	420,000
1698	Horace Luckenbach	245644	850,000
1700	Lena Luckenbach	244049	850,000
1703	Robert Luckenbach	245923	850,000
1705	Marine Leopard	248882	995,000
1706	Marine Mapper	248884	995,000
1708	Alaska Mail	247420	571,000
1715	Atlantic Oriole	938	210,000
1716	Atlantic Robin	937	210,000
1717	Atlantic Starling	948	210,000
1719	American Trader	247306	420,000
1721	Maryland Trader	247178	2,325,000
1722	Texas Trader	246753	420,000
1723	Virginia Trader	244789	420,000
1724	Washington Trader	245566	420,000
1726	Marcell M. H.	548	210,000
1727	Transborinquen	246540	400,000
1728	Transamerican	245780	220,000
1729	Transcaribbean	247986	510,000
1732	Pandora	243923	210,000
1733	P. Prekla	573	210,000
1736	Arizpa	251507	675,000
1743	Hurricane	246798	675,000
1748	La Salle	251504	675,000
1759	Gulfwater	243694	210,000
1767	Aloha State	243297	850,000
1778	Penn Explorer	246761	210,000
1779	Penn Mariner	247376	210,000
1780	Penn Shipper	244682	220,000
1781	Penn Trader	246934	210,000
1782	Penn Voyager	245333	210,000
1783	Alaska Bear	246004	571,000
1785	Bay State	254130	675,000
1786	Gopher State	244979	850,000
1787	Jane B. L.	457	210,000
1788	Badger State	245136	675,000
1789	Copper State	244137	850,000
1790	Blue Grass State	253866	675,000
1792	Buckeye State	244577	850,000
1793	Barbara	248079	420,000
1822	Mexican Trader	1327	220,000
1827	Cynthia Olson	253441	210,000
1828	George Olson	217860	210,000
1829	Mary Olson	220880	210,000
1875	Blldford Victory	248433	425,000
1877	Bayou State	254012	675,000
1882	Berwindvale	247845	295,000
1912	Natalie	245322	675,000
1913	Rebecca	245532	675,000
1914	Ocean Dimny	244215	675,000
1915	Ocean Eva	244878	675,000
1916	Ocean Joyce	243008	675,000
1919	Ocean Deborah	251748	675,000

Binder No.	Name of vessel	Official No.	Stated valuation
1920	Ocean Evelyn	249217	\$995,000
1921	Ocean Alice	249279	2,050,000
1927	Avila	267181	210,000
1928	Lake Palourde	1370	7,500,000
1929	Lompoc	248653	420,000
1930	Santa Marla	263781	2,500,000
1931	Pennsylvania Sun	280202	10,725,000
1937	Agia Thalassini	442	210,000
1938	Madison Bell	481	210,000
1939	Theopan	582	210,000
1940	Chryssi S. M.	491	210,000
1947	Sealady	244457	310,000
1960	Mobil Aero	278471	7,075,000
1961	Mobil Fuel	274588	6,250,000
1963	Mobil Lube	275051	6,425,000
1964	Mobiloil	279064	7,175,000
1965	Mobil Power	274966	6,050,000
1977	Tatarax	241823	454,000
1987	Praxiteles	1036	210,000
1988	Almena	247291	420,000
2001	Village	246124	210,000
2004	Green Wave	252351	675,000
2006	Backus	243323	220,000
2007	Vivian	247467	510,000
2017	Carbide Sadrift	241851	420,000
2018	Mount Whitney	245226	220,000
2019	Mount Rainier	245641	220,000
2020	Mount Evans	245087	220,000
2021	Mount McKinley	245415	220,000
2022	Capt. Nicholas Sittinas	248133	420,000
2023	Alaskan	245965	420,000
2029	Guam Bear	252570	675,000
2031	Pacific Bear	245124	675,000
2034	Cottonwood Creek	246864	260,000
2039	Ridgefield	1021	210,000
2042	Texaco Southampton	1165	260,000
2048	Oceanic	101C	210,000
2075	Santa Emilia	246833	210,000
2100	Peter Blix	247331	220,000
2102	Alexander S.M.	898	210,000
2103	Georgia S.M.	1446	210,000
2104	Andros Fighter	539	210,000
2105	Andros Lady	1045	210,000
2106	Andros Laurel	533	210,000
2108	Point Arena	245225	420,000
2110	Perote	243661	220,000
2111	Seamist	247047	260,000
2112	Sooner State	247139	675,000

Binder No.	Name of vessel	Official No.	Stated valuation
281	Curlew	243213	\$75,000
282	Golden Eagle	241402	51,000
283	Kingfisher	252862	105,000
336	Columbia	242528	58,000
337	Pilgrim	246839	65,000
338	Puritan	245599	59,000
582	Otis Wack	150639	250,000
609	Barge 114		14,500
611	Barge 116		17,500
613	Barge 118		14,500
623	Barge 128		14,500
624	Barge 129		14,500
628	Barge 133		37,000
629	Barge 134		15,500
636	Dammam 7		21,000
637	Dammam 8	255059	22,000
767	Wafra 1	265744	29,000
768	Wafra 11	265745	29,000
841	Cyrus Field	147699	260,000
968	Dammam 9		65,000
969	Dammam 10		65,000
970	Dammam 11		65,000
971	Dammam 12		82,000
1000	Habib	112	23,000
1001	Sandy	114	24,000
1002	Horne	115	24,000
1005	Swigart	118	25,000
1006	Britton	119	27,000
1074	Dammam 13		71,000
1075	Dammam 14		82,000
1441	Qatif 7		96,000
1442	Qatif 8		96,000

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

Dated: June 8, 1961.

By order of the Maritime Administrator.

THOMAS LISI,  
Secretary.

[F.R. Doc. 61-5578; Filed, June 19, 1961; 8:45 a.m.]

## Title 16—COMMERCIAL PRACTICES

### Chapter I—Federal Trade Commission [Docket 7902 c.o.]

#### PART 13—PROHIBITED TRADE PRACTICES

##### Apex Producing Corp. and Dempsey Nelson, Jr.

Subpart—Bribing customers' employees: § 13.315 *Employees of private concerns.*

(Sec. 6, 38 Stat. 721; 15 U.S.C. 46. Interprets or applies sec. 5, 38 Stat. 719, as amended; 15 U.S.C. 45) [Cease and desist order, Apex Producing Corporation et al., Chicago, Ill., Docket 7902, Apr. 11, 1961]

*In the Matter of Apex Producing Corporation, a Corporation, and Dempsey Nelson, Jr., Individually and as an Officer of Said Corporation*

Consent order requiring Chicago distributors of phonograph records to cease giving concealed "payola" to disc jockeys and other personnel of television and radio programs to induce frequent playing of their recordings in order to increase sales.

The order to cease and desist is as follows:

*It is ordered*, That respondents Apex Producing Corporation, a corporation, and its officers, and Dempsey Nelson, Jr.,

individually and as an officer of said corporation, and respondents' agents, representatives and employees, directly or through any corporate or other device, in connection with phonograph records which have been distributed in commerce, or which are used by radio or television stations in broadcasting programs in commerce, as "commerce" is defined in the Federal Trade Commission Act, do forthwith cease and desist from:

(1) Giving or offering to give, without requiring public disclosure, any sum of money, or other material consideration, to any person, directly or indirectly, to induce that person to select, or participate in the selection of, and the broadcasting of, any such records in which respondents, or either of them, have a financial interest of any nature.

(2) Giving or offering to give, without requiring public disclosure, any sum of money, or other material consideration, to any person, directly or indirectly, as an inducement to influence any employee of a radio or television broadcasting station, to select, or participate in the selection of, and the broadcasting of, any such records in which respondents, or either of them, have a financial interest of any nature.

There shall be "public disclosure" within the meaning of this order, by any employee of a radio or television broadcasting station, or any other person, who selects or participates in the selection and broadcasting of a record when he shall disclose, or cause to have disclosed, to the listening public at the time the record is played, that his selection and broadcasting of such record are in consideration for compensation of some nature, directly or indirectly, received by him or his employer.

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

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

Issued: April 11, 1961.

By the Commission.

[SEAL] JOHN N. WHELOCK,  
Acting Secretary.

[F.R. Doc. 61-5674; Filed, June 19, 1961; 8:49 a.m.]

[Docket 8233 c.o.]

#### PART 13—PROHIBITED TRADE PRACTICES

##### Asheville Textiles Corp. et al.

Subpart—Misbranding or mislabeling: § 13.1185 *Composition*: § 13.1185-90 *Wool Products Labeling Act*; § 13.1212 *Formal regulatory and statutory requirements*: § 13.1212-90 *Wool Products Labeling Act*.  
Subpart—Neglecting, unfairly or deceptively, to make material disclosure: § 13.1852 *Formal regulatory and statu-*

*tory requirements*: § 13.1852-80 *Wool Products Labeling Act*.

(Sec. 6, 38 Stat. 721; 15 U.S.C. 46. Interpret or apply sec. 5, 38 Stat. 719, as amended, secs. 2-5, 54 Stat. 1128-1130; 15 U.S.C. 45, 68). [Cease and desist order, Asheville Textiles Corp., et al., New York, N.Y., Docket 8233, Apr. 12, 1961]

*In the Matter of Asheville Textiles Corp., a Corporation, and Lawrence Herman and Max Kovner, Individually and as Officers of Said Corporation*

Consent order requiring New York City distributors to cease violating the Wool Products Labeling Act by tagging as "30% wool, 70% other fibers", woolen fabrics which contained nylon and acetate, each in excess of five percent of the total fiber weight, and by failing to label certain other of their products as required.

The order to cease and desist is as follows:

*It is ordered*, That respondents Asheville Textile Corp., a corporation, and its officers, and Lawrence Herman and Max Kovner, individually and as officers of said corporation, and respondents' representatives, agents and employees, directly or through any corporate or other device, in connection with the introduction into commerce, or the offering for sale, sale, transportation or distribution in commerce, as "commerce" is defined in the Federal Trade Commission Act and the Wool Products Labeling Act of 1939, of woolen fabrics or other "wool products", as such products are defined in and subject to the Wool Products Labeling Act of 1939, do forthwith cease and desist from misbranding such products by:

1. Falsely or deceptively stamping, tagging, labeling or otherwise identifying such products as to the character or amount of the constituent fibers included therein;

2. Failing to affix labels to such products showing each element of information required to be disclosed by section 4(a) (2) of the Wool Products Labeling Act of 1939.

*It is further ordered*, That respondents Asheville Textiles Corp., a corporation, and its officers, and Lawrence Herman and Max Kovner, individually and as officers of said corporation, and respondents' representatives, agents and employees, directly or through any corporate or other device, in connection with the offering for sale, sale or distribution of fabrics or any other product in commerce, as "commerce" is defined in the Federal Trade Commission Act, do forthwith cease and desist from misrepresenting the constituent fibers of which their products are composed, or the percentages thereof, on invoices, shipping memoranda or in any other manner.

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

*It is ordered*, That respondents herein shall, within sixty (60) days after service upon them of this order, file with the Commission a report in writing, setting forth in detail the manner and form in



which they have complied with the order to cease and desist.

Issued: April 12, 1961.

By the Commission.

[SEAL] JOHN N. WHELOCK,  
Acting Secretary.

[F.R. Doc. 61-5675; Filed, June 19, 1961;  
8:49 a.m.]

[Docket 8063 c.o.]

### PART 13—PROHIBITED TRADE PRACTICES

#### Bruce A. Graves & Son

Subpart—Discriminating in price under Sec. 2, Clayton Act—payment or acceptance of commission, brokerage or other compensation under 2(c): § 13.820 *Direct buyers*.

(Sec. 6, 38 Stat. 721; 15 U.S.C. 46. Interpret or apply sec. 2, 49 Stat. 1527; 15 U.S.C. 13) [Cease and desist order, Bruce A. Graves, doing business as Bruce A. Graves & Son, Nashville, Tenn., Docket 8063, Apr. 13, 1961]

*In the Matter of Bruce A. Graves, an Individual Doing Business as Bruce A. Graves & Son*

Consent order requiring a dealer in Nashville, Tenn., to cease violating section 2(c) of the Clayton Act by accepting on substantial purchases of citrus fruit from a number of Florida packers, a commission or brokerage, usually at the rate of 10 cents per 1½ bushel box, and in many instances a lower price reflecting such commission.

The order to cease and desist is as follows:

*It is ordered*, That Bruce A. Graves, an individual doing business as Bruce A. Graves & Son, and respondent's agents, representatives, and employees, directly or through any corporate, partnership, sole proprietorship, or other device, in connection with the purchase of citrus fruit or produce in commerce, as "commerce" is defined in the Clayton Act, do forthwith cease and desist from: Receiving or accepting directly or indirectly, from any seller, anything of value as a commission, brokerage, or other compensation, or any allowance or discount in lieu thereof, upon or in connection with any purchase of citrus fruit or produce for his own account, or where respondent is the agent, representative, or other intermediary acting for or in behalf, or is subject to the direct or indirect control, of any buyer.

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

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

order contained in the aforesaid initial decision, as amended.

Issued: April 13, 1961.

By the Commission.

[SEAL] JOHN N. WHELOCK,  
Acting Secretary.

[F.R. Doc. 61-5676; Filed, June 19, 1961;  
8:50 a.m.]

[Docket 7600 c.o.]

### PART 13—PROHIBITED TRADE PRACTICES

#### Dallas Hosiery Mills, Inc., and Ernest L. Burch

Subpart—Furnishing means and instrumentalities of misrepresentation or deception: § 13.1055-50 *Preticketing merchandise misleadingly*. Subpart—Misbranding or mislabeling: § 13.1185 *Composition*: § 13.1185-90 *Wool Products Labeling Act*. Subpart—Neglecting, unfairly or deceptively, to make material disclosure: § 13.1852 *Formal regulatory and statutory requirements*: § 13.1852-80 *Wool Products Labeling Act*.

(Sec. 6, 38 Stat. 721; 15 U.S.C. 46. Interpret or apply sec. 5, 38 Stat. 719, as amended, secs. 2-5, 54 Stat. 1128-1130; 15 U.S.C. 45, 68) [Cease and desist order, Dallas Hosiery Mills, Inc., et al., Dallas, Ga., Docket 7600, Apr. 13, 1961]

*In the Matter of Dallas Hosiery Mills, Inc., a Corporation, and Ernest L. Burch, Individually and as an Officer of Said Corporation*

Consent order requiring manufacturers in Dallas, Ga., to cease violating the Wool Products Labeling Act by tagging men's hosiery as "100% WOOL SOLE CUSHIONING—TOP, BODY ALL COTTON" when the soles of such products contained substantially less than 100 percent wool, and by failing to label recognizably distinct sections as required.

The order to cease and desist is as follows:

*It is ordered*, That respondents Dallas Hosiery Mills, Inc., a corporation, and its officers, and Ernest L. Burch, individually and as an officer of said corporation, and respondents' representatives, agents, and employees, directly or through any corporate or other device, in connection with the introduction or manufacture for the introduction into commerce, or the offering for sale, sale, transportation or distribution in commerce, as "commerce" is defined in the Federal Trade Commission Act and the Wool Products Labeling Act of 1939, of hosiery composed in whole or in part of wool or other wool products, as such products are defined in and subject to the Wool Products Labeling Act of 1939, do forthwith cease and desist from misbranding such products by:

1. Falsely or deceptively stamping, tagging, labeling or otherwise identifying such products as to the character or amount of the constituent fibers included therein.

2. Failing to affix labels to wool products showing each element of information required to be disclosed by section 4(a)(2) of the Wool Products Labeling Act of 1939: *Provided, however*, That the

over-all content of the wool products need not be given if such products are labeled in accordance with Rule 23 of the rules and regulations promulgated under said Act.

3. Failing to set forth on stamps, tags, labels or other means of identification attached to such products the information required under section 4(a)(2)(A) of the Wool Products Labeling Act with respect to each specifically designated section of a wool product composed of two or more sections where such sections are of a different fiber composition and are recognizably distinct.

4. Falsely or deceptively designating the character or amount of the fibers contained in any section of a wool product composed of two or more sections which are recognizably distinct in violation of Rule 23 of the rules and regulations promulgated pursuant to the Wool Products Labeling Act of 1939.

*It is further ordered*, That the charges contained in Paragraph Ten of the complaint be, and the same hereby are, dismissed.

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

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

Issued: April 13, 1961.

By the Commission.

[SEAL] JOHN N. WHELOCK,  
Acting Secretary.

[F.R. Doc. 61-5677; Filed, June 19, 1961;  
8:50 a.m.]

[Docket 7914 c.o.]

### PART 13—PROHIBITED TRADE PRACTICES

#### Electronic Video, Inc., and Jerome D. Farkas

Subpart—Furnishing means and instrumentalities of misrepresentation or deception: § 13.1055-50 *Preticketing merchandise misleadingly*. Subpart—Misbranding or mislabeling: § 13.1265 *Old, secondhand, reclaimed, or reconstructed product as new*. Subpart—Misrepresenting oneself and goods—GOODS: § 13.1647 *Guarantees*; § 13.1695 *Old, secondhand, reclaimed or reconstructed as new*. Subpart—Neglecting, unfairly or deceptively, to make material disclosure: § 13.1880 *Old, used, or reclaimed as unused or new*.

(Sec. 6, 38 Stat. 721; 15 U.S.C. 46. Interpret or apply sec. 5, 38 Stat. 719, as amended; 15 U.S.C. 45) [Cease and desist order, Electronic Video, Inc., et al., Brooklyn, N.Y., Docket 7914, Apr. 13, 1961]

*In the Matter of Electronic Video, Inc., a Corporation, and Jerome D. Farkas, Individually and as an Officer of Said Corporation*

Consent order requiring Brooklyn, N.Y., manufacturers of rebuilt television



picture tubes containing used parts to cease representing falsely that such tubes were entirely new and were guaranteed by attaching tags stating "This is a Brand New Fully Guaranteed T.V. Picture Tube", or by other means; and to disclose clearly that such tubes were rebuilt and contained used parts.

The order to cease and desist is as follows:

*It is ordered*, That respondents Electronic Video, Inc., a corporation, and its officers, and Jerome D. Farkas, individually and as an officer of said corporation, and said respondents' representatives, agents and employees, directly or through any corporate or other device, in connection with the offering for sale, sale or distribution of rebuilt television picture tubes containing used parts, in commerce, as "commerce" is defined in the Federal Trade Commission Act, do forthwith cease and desist from:

1. Representing, directly or by implication, that such television picture tubes are new.
2. Failing to disclose on the tubes, on the cartons in which they are packed, on invoices and in advertising, that said tubes are rebuilt and contain used parts.
3. Representing, directly or by implication, that said tubes are guaranteed, unless the nature and extent of the guarantee and the manner in which the guarantor will perform thereunder are clearly and conspicuously disclosed.
4. Placing any means or instrumentality in the hands of others whereby they may mislead the public as to the nature and condition of their television picture tubes.

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

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

Issued: April 13, 1961.

By the Commission.

[SEAL] JOHN N. WHELOCK,  
Acting Secretary.

[F.R. Doc. 61-5678; Filed, June 19, 1961; 8:50 a.m.]

[Docket 8118 c.o.]

**PART 13—PROHIBITED TRADE PRACTICES**

**Penick & Ford, Ltd., Inc.**

Subpart—Discriminating in price under Sec. 2, Clayton Act—payment for services or facilities for processing or sale under 2(d): § 13.824 *Advertising expenses*.

(Sec. 6, 38 Stat. 721; 15 U.S.C. 46. Interpret or applies sec. 2, 49 Stat. 1527; 15 U.S.C. 13) [Cease and desist order, Penick & Ford Ltd., Incorporated, New York, N.Y., Docket 8118, Apr. 12, 1961]

Consent order requiring a manufacturer of food products—including such items as dessert preparations, corn syrup,

maple syrup, molasses, pie fillings, and puddings—with annual sales exceeding \$50,000,000, to cease discriminating among its customers in violation of section 2(d) of the Clayton Act, by such practices as paying a retail grocery chain with headquarters in Burlington, Iowa, the amount of \$450 as compensation for advertising in connection with the sale of its products, while not making comparable payments available to the latter's competitors.

The order to cease and desist is as follows:

*It is ordered*, That respondent Penick & Ford Ltd., Incorporated, a corporation, and its officers, employees, agents and representatives, directly or through any corporate or other device, in or in connection with the offering for sale, sale or distribution of any of its products in commerce, as "commerce" is defined in the Clayton Act, as amended, do forthwith cease and desist from: Paying or contracting for the payment of anything of value to, or for the benefit of, any customer of respondent as compensation or in consideration for any services or facilities furnished by or through such customer in connection with the offering for sale, sale or distribution of respondent's products, unless such payment or consideration is made available on proportionally equal terms to all other customers competing in the distribution of such products.

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

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

Issued: April 12, 1961.

By the Commission.

[SEAL] JOHN N. WHELOCK,  
Acting Secretary.

[F.R. Doc. 61-5679; Filed, June 19, 1961; 8:50 a.m.]

[Docket 7944 c.o.]

**PART 13—PROHIBITED TRADE PRACTICES**

**Rugby Rug Mills, Inc., et al.**

Subpart—Furnishing means and instrumentalities of misrepresentation or deception: § 13.1055-50 *Preticketing merchandise misleadingly*. Subpart—Misbranding or mislabeling: § 13.1323 *Size or weight*.

(Sec. 6, 38 Stat. 721; 15 U.S.C. 46. Interpret or apply sec. 5, 38 Stat. 719, as amended; 15 U.S.C. 45) [Cease and desist order, Rugby Rug Mills, Inc., et al., New York, N.Y., Docket 7944, Apr. 12, 1961]

*In the Matter of Rugby Rug Mills, Inc., a Corporation, and Herbert S. Rosenfeld and Helene M. Rosenfeld, Individually and as Officers of Said Corporation*

Consent order requiring New York City distributors of rugs to retailers for resale,

to cease attaching to their rugs labels on which the "approximate" size was almost invariably larger than the true dimensions.

The order to cease and desist is as follows:

*It is ordered*, That respondent Rugby Rug Mills, Inc., a corporation, and its officers, and respondents Herbert S. Rosenfeld and Helene M. Rosenfeld, individually and as officers of said corporation, and respondents' agents, representatives and employees, directly or through any corporate or other device, in connection with the offering for sale, sale or distribution of rugs or other merchandise, in commerce, as "commerce" is defined in the Federal Trade Commission Act, do forthwith cease and desist from: Misrepresenting, directly or by implication, the size of their said rugs or merchandise to be of larger dimensions than is the fact.

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

*It is ordered*, That the above-named respondents shall, within sixty (60) days after service upon them of this order, file with the Commission a report in writing, setting forth in detail the manner and form in which they have complied with the order to cease and desist.

Issued: April 12, 1961.

By the Commission.

[SEAL] JOHN N. WHELOCK,  
Acting Secretary.

[F.R. Doc. 61-5680; Filed, June 19, 1961; 8:50 a.m.]

[Docket 8166 c.o.]

**PART 13—PROHIBITED TRADE PRACTICES**

**Tru-Site Optical Co. and Bernard M. Hamberg**

Subpart—Advertising falsely or misleadingly: § 13.170 *Qualities or properties of product or service*; § 13.170-22 *Corrective, orthopedic, etc.*; § 13.170-30 *Durability or permanence*; § 13.170-70 *Preventive or protective*; § 13.205 *Scientific or other relevant facts*.

(Sec. 6, 38 Stat. 721; 15 U.S.C. 46. Interpret or apply sec. 5, 38 Stat. 719, as amended; 15 U.S.C. 45) [Cease and desist order, Bernard M. Hamberg doing business as Tru-Site Optical Company, Philadelphia, Pa., Docket 8166, Apr. 13, 1961]

*In the Matter of Bernard M. Hamberg, an Individual Trading and Doing Business as Tru-Site Optical Company*

Consent order requiring a Philadelphia seller of contact lenses to cease representing falsely in advertising that his contact lenses could be worn successfully all day without discomfort by all persons, that they would correct all defects in vision, afford protection to the eye, and were unbreakable.

The order to cease and desist is as follows:

*It is ordered*, That respondent Bernard M. Hamberg, individually and trading and doing business as Tru-Site Optical

Company, or trading under any other name, and his representatives, agents and employees, directly or through any corporate or other device, in connection with the sale of his contact lenses, do forthwith cease and desist from, directly or indirectly:

1. Disseminating, or causing to be disseminated, any advertisement by means of the United States mails or by any means in commerce, as "commerce" is defined in the Federal Trade Commission Act, which advertisement represents directly, indirectly or by implication, that:

(a) All persons in need of visual correction can successfully wear respondent's contact lenses.

(b) Said lenses will correct all defects in vision.

(c) There is no discomfort in wearing respondent's lenses.

(d) A person can wear said lenses all day unless it is clearly disclosed that this is possible only after such person has been fully adjusted thereto.

(e) Said contact lenses afford protection to the eye of the wearer, unless limited to the small portion covered thereby.

(f) Said contact lenses are unbreakable.

2. Disseminating, or causing the dissemination of any advertisement, by any means, for the purpose of inducing or which is likely to induce, directly or indirectly, the purchase in commerce, as "commerce" is defined in the Federal Trade Commission Act, of said contact lenses, which advertisement contains any of the representations prohibited in Paragraph 1 hereof.

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

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

Issued: April 13, 1961.

By the Commission.

[SEAL] JOHN N. WHELOCK,  
Acting Secretary.

[F.R. Doc. 61-5681; Filed, June 19, 1961;  
8:50 a.m.]

[Docket 8189 c.o.]

### PART 13—PROHIBITED TRADE PRACTICES

George L. Westenberger et al.

Subpart—Advertising falsely or misleadingly: § 13.155 *Prices*: § 13.155-40 *Exaggerated as regular and customary*; § 13.155-45 *Fictitious marking*; § 13.155-70 *Percentage savings*. Subpart—Neglecting, unfairly or deceptively, to make material disclosure: § 13.1845 *Composition*: § 13.1845-30 *Fur Products Labeling Act*; § 13.1852 *Formal regulatory and statutory requirements*: § 13.1852-35 *Fur*

*Products Labeling Act*; § 13.1900 *Source of origin*: § 13.1900-40 *Fur Products Labeling Act*: § 13.1900-40(b) *Place*.

(Sec. 6, 38 Stat. 721; 15 U.S.C. 46. Interpret or apply sec. 5, 38 Stat. 719, as amended; sec. 8, 65 Stat. 179; 15 U.S.C. 45, 69) [Cease and desist order, George L. Westenberger et al. trading as Westenberger's, Springfield, Ill., Docket 8189, Apr. 6, 1961]

*In the Matter of George L. Westenberger and Mary E. Westenberger II, Individually and as Copartners Trading as Westenberger's*

Consent order requiring Springfield, Ill., furriers to cease violating the Fur Products Labeling Act by advertising in newspapers which failed to disclose the names of animals producing certain furs or the country of origin of imported furs, represented prices as reduced from so-called regular prices which were, in fact, fictitious and, by use of such phrases as "Save to 20% or more \* \* \*", that regular prices were reduced in that percentage when such was not true, and which failed in other respects to comply with requirements of the Act; and by failing to keep adequate records as a basis for pricing claims.

The order to cease and desist is as follows:

*It is ordered*, That George L. Westenberger and Mary E. Westenberger II, individually and as copartners trading as Westenberger's or under any other trade name, and respondents' representatives, agents and employees, directly or through any corporate or other device, in connection with the introduction into commerce, or the sale, advertising, or offering for sale in commerce, or the transportation or distribution in commerce of fur products, or in connection with the sale, advertising, offering for sale, transportation, or distribution of fur products which are made in whole or in part of fur which has been shipped and received in commerce, as "commerce", "fur" and "fur product" are defined in the Fur Products Labeling Act, do forthwith cease and desist from:

1. Falsely or deceptively advertising fur products through the use of any advertisement, representation, public announcement or notice which is intended to aid, promote or assist, directly or indirectly, in the sale, or the offering for sale of fur products and which:

A. Fails to disclose:

(1) The name or names of the animal or animals producing the fur or furs contained in the fur products as set forth in the Fur Products Name Guide and as prescribed under the rules and regulations;

(2) The name of the country of origin of any imported furs contained in a fur product;

B. Fails to set forth the information required under section 5(a) of the Fur Products Labeling Act and the rules and regulations promulgated thereunder in type of equal size and conspicuousness and in close proximity with each other;

C. Represents directly or by implication that the regular or usual price of any fur product is any amount which is in excess of the price at which Respondents have usually and customarily sold such products in the recent regular course of business;

D. Represents directly or by implication through percentage savings claims that the regular or usual price charged by Respondents for fur products in the recent regular course of business were reduced in direct proportion to the amount of savings stated when contrary to the fact;

2. Making pricing claims or representations respecting prices or values of fur products unless Respondents maintain full and adequate records disclosing the facts upon which such claims and representations are based.

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

*It is ordered*, That respondents George L. Westenberger and Mary E. Westenberger II, individually and as copartners trading as Westenberger's, shall, within sixty (60) days after service upon them of this order, file with the Commission a report in writing, setting forth in detail the manner and form in which they have complied with the order to cease and desist.

Issued: April 6, 1961.

By the Commission.

[SEAL] JOHN N. WHELOCK,  
Acting Secretary.

[F.R. Doc. 61-5682; Filed, June 19, 1961;  
8:51 a.m.]

## Title 7—AGRICULTURE

### Chapter IV—Federal Crop Insurance Corporation, Department of Agriculture

[Amdt. 11]

#### PART 401—FEDERAL CROP INSURANCE

##### Subpart—Regulations for the 1961 and Succeeding Crop Years

###### APPLICATION FOR INSURANCE

The above-identified regulations are amended effective beginning with the 1962 crop year as follows:

Subparagraph (2) of paragraph (a) in § 401.3 of this chapter is amended, effective beginning with the 1962 crop year, to read as follows:

§ 401.3 Application for insurance.

(a) \* \* \*

(2) in counties where wheat is an insurable crop an application for insurance on wheat may be filed until the March 31 following the closing date in all counties in Montana, any county in South Dakota with an August 31 closing date, Linn and Malheur Counties, Oregon, and

Bonneville, Cassia, Fremont, and Madison Counties, Idaho, but in any such case for the first wheat crop year of the contract, winter wheat in all of such counties and spring wheat planted on land which is non-irrigated in Bonneville, Cassia, Fremont and Madison Counties, Idaho, will not be insured:

(Sec. 506, 516, 52 Stat. 73, as amended 77, as amended; 7 U.S.C. 1506, 1516)

Adopted by the Board of Directors on June 10, 1961.

[SEAL] EARLL H. NIKKEL,  
Secretary,  
Federal Crop Insurance Corporation.

Approved: June 14, 1961.

JAMES T. RALPH,  
Assistant Secretary.

[F.R. Doc. 61-5662; Filed, June 19, 1961; 8:48 a.m.]

**Chapter IX—Agricultural Marketing Service and Commodity Stabilization Service (Marketing Agreements and Orders), Department of Agriculture**

**PART 969—AVOCADOS GROWN IN SOUTH FLORIDA**

**Expenses and Fixing of Rate of Assessment for 1961-62 Fiscal Year**

Notice was published in the May 24, 1961 issue of the FEDERAL REGISTER (26 F.R. 4453) that consideration was being given to proposals regarding the expenses and the fixing of the rate of assessment for the fiscal year (April 1, 1961, through March 31, 1962) under the marketing agreement, as amended, and Order No. 69, as amended (7 CFR Part 969), regulating the handling of avocados grown in south Florida effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601-674).

After consideration of all relevant matters presented, including the proposals set forth in the aforesaid notice which were submitted by the Avocado Administrative Committee (established pursuant to the said amended marketing agreement and order), it is hereby found and determined that:

§ 969.209 Expenses and rate of assessment for the 1961-62 fiscal year.

(a) *Expenses.* The expenses that are reasonable and likely to be incurred by the Avocado Administrative Committee, established pursuant to the provisions of the aforesaid amended marketing agreement and order, for the maintenance and functioning of such committee, in accordance with the provisions thereof, during the said fiscal year beginning April 1, 1961, and ending March 31, 1962, will amount to \$6,700.00.

(b) *Rate of assessment.* The rate of assessment which each handler who first

handles avocados shall pay as his pro rata share of the aforesaid expenses in accordance with the applicable provisions of said amended marketing agreement and order is hereby fixed at five cents (\$0.05) per bushel, or equivalent quantity of avocados handled by such handler during the 1961-62 fiscal year.

(c) *Meaning of terms.* Terms used in said amended marketing agreement and order shall, when used herein, have the same meaning as is given to the respective term in said amended marketing agreement and order.

It is hereby found that good cause exists for not postponing the effective time of this action until 30 days after publication in the FEDERAL REGISTER (5 U.S.C. 1001-1011) in that: (1) The relevant provisions of said amended marketing agreement and this part require that the rate of assessment fixed for a particular fiscal year shall be applicable to all assessable avocados from the beginning of such year; and (2) the current fiscal year began on April 1, 1961, and the rate of assessment herein fixed will automatically apply to all assessable avocados beginning with such date.

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

Dated: June 14, 1961.

FLOYD F. HEDLUND,  
Acting Director, Fruit and Vegetable Division, Agricultural Marketing Service.

[F.R. Doc. 61-5659; Filed, June 19, 1961; 8:47 a.m.]

**PART 1022—SWEET CHERRIES GROWN IN DESIGNATED COUNTIES IN WASHINGTON**

**Expenses and Fixing of Rate of Assessment for the 1961-62 Fiscal Period**

Pursuant to the marketing agreement and Order No. 122 (7 CFR Part 1022), regulating the handling of sweet cherries grown in designated counties in Washington, effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601-674), and upon the basis of the proposals submitted by the Washington Cherry Marketing Committee (established pursuant to said marketing agreement and order), it is hereby found and determined that:

§ 1022.206 Expenses and rate of assessment for the 1961-62 fiscal period.

(a) *Expenses.* The expenses that are reasonable and likely to be incurred by the Washington Cherry Marketing Committee, established pursuant to the provisions of the aforesaid marketing agreement and order, to enable such committee to perform its functions, in accordance with the provisions thereof, during the fiscal period beginning April

1, 1961, and ending March 31, 1962, will amount to \$9,575.

(b) *Rate of assessment.* The rate of assessment, which each handler who first handles cherries shall pay as his pro rata share of the aforesaid expenses in accordance with the applicable provisions of said marketing agreement and order is hereby fixed at one dollar (\$1.00) per ton of cherries so handled by such handler during such fiscal period.

It is hereby further found that it is impracticable, unnecessary, and contrary to the public interest to give preliminary notice, and engage in public rule-making procedure, and good cause exists for not postponing the effective date hereof until 30 days after publication in the FEDERAL REGISTER (5 U.S.C. 1001-1011) in that: (1) shipments are new being made in volume; (2) the relevant provisions of said marketing agreement and this part require that the rate of assessment fixed for a particular fiscal period shall be applicable to all assessable cherries from the beginning of such period; and (3) the current fiscal period began on April 1, 1961, and the rate of assessment herein fixed will automatically apply to all assessable cherries beginning with such date.

Terms used in the marketing agreement and order shall, when used herein, have the same meaning as is given to the respective term in said marketing agreement and order.

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

Dated: June 15, 1961.

FLOYD F. HEDLUND,  
Acting Director, Fruit and Vegetable Division, Agricultural Marketing Service.

[F.R. Doc. 61-5686; Filed, June 19, 1961; 8:51 a.m.]

**Title 39—POSTAL SERVICE**

**Chapter I—Post Office Department  
PART 4—INFORMATION ON POSTAL MATTERS**

**PART 13—ADDRESSES**

**PART 17—CONDITIONS APPLICABLE TO PARCELS ADDRESSED TO CERTAIN MILITARY POST OFFICES OVERSEAS**

**PART 45—CITY DELIVERY**

**PART 58—CERTIFIED MAIL**

**Miscellaneous Amendments**

The regulations of the Post Office Department are amended as follows:

I. In § 4.3, paragraph (d) is amended to show that change of address information may be furnished under certain conditions to election boards and registration commissions without Depart-



mental authorization. As so amended, paragraph (d) reads as follows:

**§ 4.3 Privileged matter.**

The following records, documents, and information are privileged matter, and may not be disclosed by subordinate officers or employees of the Department without authorization:

\* \* \* \* \*

(d) Names and addresses of post office patrons and former patrons, except when correcting mailing lists or when furnishing change of address to election boards or registration commissions.

NOTE: The corresponding Postal Manual section is 114.3d.

(R.S. 161, as amended, secs. 501, 74 Stat. 580; 5 U.S.C. 22, 39 U.S.C. 501)

II. Section 13.5 is amended for the purpose of clarification and to include the authority stated in the aforementioned § 4.3(d). As so amended, § 13.5 reads as follows:

**§ 13.5 Furnishing addresses of patrons.**

(a) *Correction of mailing lists*—(1) *Service available.* Mailing lists submitted by departments of State governments, municipalities, religious, fraternal, and recognized charitable organizations and mailing lists used by concerns or persons for the solicitation of business by mail will be corrected as frequently as requested, at the expense of the owners of the lists. For lists received from Federal agencies and Members of Congress, see paragraph (d) of this section. Postal employees must not compile mailing lists including occupant lists.

(b) *Name and address lists*—(1) *Method of submission.* Typewritten or printed lists should be submitted to the post office that serves the addresses, on cards, one name and address to a card. Cards should be approximately the size and quality of a postal card. The owner of the list must place his name in the upper left corner of each card. At third- and fourth-class post offices, mailing lists may be submitted in sheet form. Lists should be submitted by mail only, except large lists presented by local firms for correction.

(2) *Type of corrections made.* Names to which mail cannot be delivered or forwarded will be crossed off; incorrect house, rural, or post office box numbers will be corrected; initials will be corrected where apparently the name is known to the owner of the list; and the head of the family will be indicated, if known, when two or more names are shown for the same address. New addresses for patrons who have moved will be furnished when permanent forwarding orders are on file. If no change is necessary, an x will be marked in the

upper right corner of the card. New names will not be added to a list.

(c) *Occupant lists*—(1) *Method of submission.* Lists of street addresses may be submitted on cards (as described in paragraph (b) (1) of this section) one address to a card, or in sheet form, provided the sheets are made up separately by carrier routes and each sheet bears the list owner's name and address.

(2) *Type of corrections made.* Lists for mail addressed to "occupant" and street address will be corrected. Numbers representing incorrect or nonexistent street addresses will be crossed off, but numbers will not be changed or added. Business addresses will be indicated by inserting B opposite the number. Addresses on a rural route will be indicated by R. The number of separate family units will be indicated opposite addresses of apartment houses or other multiple dwellings. If no change is necessary, an x will be marked in the upper right corner of the card or sheet. Corrected cards or sheets will be grouped by routes when returned to the owner so that he may handle and label mailings by routes.

(d) *Charges.* The minimum charge for each list corrected is \$1. For lists of more than 20 names or addresses, the charge is 5 cents per name or street address, including individual apartments. Payment must be made in advance by cash or money order. Lists used by Members of Congress and Federal agencies are corrected without charge. Where rural routes have been consolidated or changed to another post office, no charge will be made for correction if the list contains only names of persons residing on the route or routes involved.

(e) *Postage on lists.* Typewritten lists are subject to postage at the first-class rate. Those prepared by stencil, mimeograph, printing, or similar process may be mailed at the third- or fourth-class rate depending on the weight. Lists are returned to customers free of postage.

(f) *Furnishing address changes to election boards and registration commissions.* Residential change-of-address information is available to duly constituted election boards or registration commissions using permanent registration, at a cost of 5 cents for each change of address, Form 3575. An election board or registration commission desiring this information must submit to the postmaster a written request signed by an authorized official. The postmaster shall transmit the request to the Regional Director for approval. On approval, the postmaster will receive necessary procedural instructions from the Regional Director for release, control, and return of change-of-address forms 3575.

NOTE: The corresponding Postal Manual section is 123.5.

(R.S. 161, as amended, sec. 501, 74 Stat. 580 (Public Law 86-682); 5 U.S.C. 22, 39 U.S.C. 501)

**§ 17.1 [Amendment]**

III. In § 17.1 *Conditions applicable to parcels addressed to certain military post offices overseas*, as amended by 26 F.R. 1856, make the following changes in the tabular information therein to show new mailing requirements to military post offices overseas:

A. Delete Military APO numbers 4, 62, 106, 186, 188, 368, and 656.

B. Insert in proper numerical order the following Military APO numbers and PO Navy numbers with their accompanying data:

Military APO No.	Post offices Navy No.*	Cigarettes and other tobacco products prohibited <sup>1</sup>	Coffee prohibited	Other prohibited items	Weight for other than registered mail restricted to 50 pounds	Customs declaration on Form 2966 or 2976-A required
47	133 200	X X		1 X 1 X		1 X 1 X
404	513 555 580 585	X X X		1 X 1 X 1 X 1 X		1 X 1 X 1 X 1 X

C. Under "Customs Declaration on Form 2966 or 2976-A Required", insert "3X" opposite the following Military APO numbers or PO Navy numbers:

67	181	660	929
69	323	846	955
94	328	875	994
99	343	900	3835
100	503	919	3912
148	570	925	3923

D. Under the column headed "Military APO number" add a footnote "13" to Military APO numbers 825 and 834.

E. Amend the paragraph which immediately follows the tabular information and precedes footnote 1 to read as follows:

\*Mail addressed to personnel attached to Commander in Chief, U.S. Naval Forces, Europe (CINCUSNAVEUR), or Commander in Chief, U.S. Naval Forces, Eastern Atlantic and Mediterranean (CINCNELM), Fleet Post Office, New York, is subject to limitations applicable to Navy NO. 100.

F. Add a new footnote 13 to read as follows:

<sup>13</sup> Registered, certified, or numbered insured mail will not be sent to box addresses of this APO.

**Note:** The corresponding Postal Manual part is 127.

(R.S. 161, as amended, secs. 501, 505, 74 Stat. 580, 581 (Public Law 86-682); 5 U.S.C. 22, 39 U.S.C. 501, 505)

IV. In § 45.6, as amended by 26 F.R. 1856, subparagraph (5) of paragraph (d) is amended to show that investigations of loss, theft, or injury to mail deposited in apartment house mail receptacles will be done by postal inspectors rather than postmasters. As so amended, subparagraph (5) reads as follows:

§ 45.6 Apartment house receptacles.

(d) *Maintenance and repair.* . . .  
 (5) When mail, deposited by a carrier in an apartment house mail receptacle, is reported lost or stolen, or when there is indication that the mail has been willfully or maliciously damaged, the postmaster shall immediately report the circumstances to the local postal inspector or the postal inspector in charge.

**Note:** The corresponding postal Manual section is 155.645.

(R.S. 161, as amended, secs. 501, 6003, 74 Stat. 580, 686 (Public Law 86-682); 5 U.S.C. 22, 39 U.S.C. 501, 6003)

V. In Part 58—Certified Mail, make the following changes:

A. Section 58.4 is amended by redesignating paragraphs (b) through (d) as paragraphs (c) through (e), and by inserting a new paragraph (b) therein to identify the points to which certified mail may be sent. As so amended, § 58.4 reads as follows:

§ 58.4 Mailing.

(a) *Payment of fees and postage.* The fee and postage may be paid by ordinary postage stamps, metered stamps, or by permit imprints.

(b) *Points to which mailable.* Certified mail may be addressed for delivery only:

- (1) In the United States, its Territories and Possessions.
- (2) In the Canal Zone.
- (3) Through Army-Air Force (APO) and Navy (FPO) post offices.
- (4) Through the United Nations, N.Y. post office.

(c) *Where to mail.* Patrons may mail certified mail at the post office, branch or station or give it to a rural carrier. It may also be deposited in mail drops in post offices, street letterboxes, or any other receptacles for first-class mail, provided the specific direction in paragraph (d) of this section are followed.

(d) *How to mail.* Obtain blank certified mail coupons (no charge) at the post office or from rural mail carriers. Also obtain blank return receipt forms if needed. Following is the procedure:

- (1) Enter on the receipt portion of the certified mail coupon the name and

complete address of the person or firm to whom the mail is addressed.

(2) If return receipt is wanted check block on the mailing receipt to show the fee and endorse the article on the address side near the certified mail endorsement "Return Receipt Requested" or "Return Receipt Requested Showing Address Where Delivered." See § 58.3 (c). The mailer must enter the certified mail number on the return receipt card, address it to himself, and attach it to the back of small envelopes and on front of packages and large envelopes if it will not cover the address. If the mailer desires that the return receipt show the address where the article was delivered, there is a block at the top of the form which must be checked by him.

(3) Attach to the envelope sufficient postage stamps to pay for the certified mail fee, first-class postage, return receipt fee, or special delivery fee.

(4) If a postmarked sender's receipt is desired, the sender must attach the certified mail sticker to the address side of the article and present the article and the completed coupon to the postal employee. If given to a rural carrier, he will return the postmarked receipt to the patron.

(5) If a postmarked receipt is not desired, the sender must attach the "Certified Mail" sticker to the address side of the article, detach his receipt, and mail the article. He must mark his receipt to show the date.

(6) If the sender desires to restrict delivery of certified mail to the addressee or someone named by him in writing, he must endorse the mail "Deliver to Addressee Only" or "Deliver to Addressee or Order."

(e) *Firm mailing books.* If an average of three or more letters is mailed at one time, the sender may use mailing books, Form 3877a, which are furnished by the Postal Service without charge, or specially printed mailing bills. A Series of numbers will be furnished the sender. The sheets of the books become the sender's receipts. If the sender wants the firm mailing bills received by the Postal Service, he must present the books with the articles to be mailed. He must also obtain at his expense a stamp for endorsing the certified letters, or he may have his envelope overprinted with the endorsement. The endorsement must be a facsimile or proportionate enlargement of the official endorsement shown in § 58.1. Following are instructions for use of firm mailing bills:

(1) Insert the word "Certified" in the space provided at the top of the bill.

(2) The mailer must endorse and number the letters. If return receipt or special delivery services are requested, mark the letters "Return Receipt Requested, Return Receipt Requested Showing Address Where Delivered," or

"Special Delivery." Prepare and attach return receipt to the back of the envelopes with the receipt side showing.

(3) Show on the bill the number of each article and the name and address of addressee.

(4) Enter only the amount of fees paid for return receipts.

(5) Affix necessary postage to the articles.

(6) The accepting employee will count the items, receipt the bill for the total number, and return the bill to the sender.

**Note:** The corresponding Postal Manual section is 168.4.

B. In § 58.5 paragraph (e) is amended to show that certified mail delivery receipts will now be held 2 years until destroyed. As so amended, paragraph (e) reads as follows:

§ 58.5 Delivery.

(e) *Delivery records.* The delivery records will be held for 2 years. At the end of that period the records will be destroyed.

**Note:** The corresponding Postal Manual section is 168.55.

(R.S. 161, as amended, secs. 501, 507, 4052, 74 Stat. 580, 581, 656 (Pub. Law 86-682); 5 U.S.C. 22, 39 U.S.C. 501, 507, 4052)

LOUIS J. DOYLE,  
 General Counsel.

[F.R. Doc. 61-5663; Filed, June 19, 1961; 8:48 a.m.]

PART 94—HIGHWAY  
 TRANSPORTATION

Star Route and Mail Messenger  
 Service

The regulations of the Post Office Department in Part 94—Highway Transportation, as published in 26 F.R. 2287-2293, are amended as follows:

§ 94.2 [Amendment]

I. In Subpart A—Star Route, make the following changes in § 94.2 *Postal services*:

A. In paragraph (a) (2), amend subdivision (v) for the purpose of clarification to read as follows:

- (a) *Exchange of mail.* . . .
- (2) *Through lobbies or lockers of post offices.* . . .

(v) Star route contractors or carriers must not have access to rotary, LA, street letter box (other than METRO series—see subparagraph (4) of this paragraph) or post office workroom keys.

**Note:** The corresponding Postal Manual section is 521.212e.

B. In paragraph (a) a new subparagraph (4) is added to provide for the collection of mail from collection boxes by

star route contractors or carriers. As so added, subparagraph (4) reads as follows:

(a) *Exchange of mail.* \* \* \*

(4) *Through collection boxes (collections only).* (i) The transportation requirements and procurement officer may require star route contractors or carriers to make collections from hasp and staple-type collection boxes locked by METRO series padlocks.

(ii) The postal installation manager will arrange for METRO padlocks and keys to be furnished postmasters at offices where star route contractors or carriers are authorized to make collections from collection boxes.

NOTE: The corresponding Postal Manual section is 521.214.

(R.S. 161, as amended, secs. 501, 6101, 6401, 6402, 6411, 74 Stat. 580, 696, 698 (Public Law 86-682); 5 U.S.C. 22, 39 U.S.C. 501, 6101, 6401, 6402, 6411)

II. In Subpart B—Mail Messenger Service, make the following changes to provide for the collection of mail from collection boxes by mail messengers:

A. Amend § 94.12 to read as follows:

#### § 94.12 Description.

Mail messenger service is a local mail transportation service performed by mail messengers designated by the Post Office Department to collect, transport and transfer mail between post offices, stations, and branches and railroad terminals, steamboats, highway post offices, star routes, truck terminals, airport mail facilities, and stop points in the same or adjacent communities, including collection of mail from collection boxes when so directed by the transportation requirements and procurement officer. It may be used for occasional unscheduled trips of intercity mail or mail equipment transportation over longer distances. When service is principally for scheduled inter-city transportation, use star route service. When local service is so extensive that a performance bond is needed to protect the Government's interest, use contract motor vehicle service.

NOTE: The corresponding Postal Manual section is 522.1.

B. In § 94.14, subparagraph (2) of paragraph (a) is amended by redesignating subdivisions (vi) and (vii) as (vii) and (viii) respectively, and by inserting a new subdivision (vi). As so amended, subdivisions (vi) through (viii) read as follows:

#### § 94.14 Operation.

(a) *Postal services provided.* \* \* \*  
(2) \* \* \*

(vi) Make collections from hasp and staple-type collection boxes locked by METRO series padlocks. Postal installations managers will arrange for METRO padlocks and keys to be furnished postmasters at offices where mail messengers are authorized to make collections from collection boxes.

(vii) Perform service in accordance with the schedules of arrivals and departures prescribed by the postmaster.

(viii) See § 94.3(e) (6) (iv).

NOTE: The Corresponding Postal Manual section is 522.312 f, g, and h.

C. In § 94.15, amend paragraph (b) to read as follows:

#### § 94.15 Protection of mail.

(b) Mail messengers must not have access to rotary, LA, street letter box (other than METRO series—see § 94.14 (a) (2) (vi)) or post office workroom keys unless they are also postal employees and require the key or keys in the course of their postal duties.

NOTE: The corresponding Postal Manual section is 522.42.

(R.S. 161, as amended, secs. 501, 6101, 6401-6403, 6411, 74 Stat. 580, 696-698 (Public Law 86-682); 5 U.S.C. 22, 39 U.S.C. 501, 6101, 6401-6403, 6411)

LOUIS J. DOYLE,  
General Counsel.

[F.R. Doc. 61-5664; Filed, June 19, 1961; 8:48 a.m.]

## Title 14—AERONAUTICS AND SPACE

### Chapter III—Federal Aviation Agency

#### SUBCHAPTER C—AIRCRAFT REGULATIONS

[Reg. Docket No. 776; Amdt. 297]

#### PART 507—AIRWORTHINESS DIRECTIVES

##### Convair Model 22 (880) Aircraft

Three reports have been received of fires in the AC power distribution box of Convair Model 22 (880) aircraft. To preclude further fires, replacement of the limiters and the adjacent nameplate must be accomplished.

As a situation exists which demands immediate action in the interest of safety, it is found that notice and public procedure hereon are impracticable and good cause exists for making this amendment effective upon publication in the FEDERAL REGISTER.

In consideration of the foregoing and pursuant to the authority delegated to me by the Administrator (25 F.R. 6489), § 507.10(a) of Part 507 (14 CFR Part 507), is hereby amended by adding the following new airworthiness directive:

CONVAIR. Applies to all model 22 (880) aircraft.

Instances of fire due to overheating of Bussman 60 and 70 amp type ACO and ACY limiters in the freon compressor and recirculation fan motor circuits have occurred. To preclude fires of this type, the following modifications must be accomplished:

Unless already accomplished, compliance with items (a) and (b) is required within the next 130 hours' time in service:

(a) Replace the Bussman 60 and 70 amp type ACO and ACY limiters and their holders which are located in the AC power distribution box with type AHB limiters and their holders.

(b) Replace the nameplates adjacent to the 60 and 70 amp limiters with similar nameplates made of a fire resistant material such as impregnated fiberglass.

(Convair Service Bulletin No. 24-42 covers this same subject.)

This amendment shall become effective June 20, 1961.

(Sec. 313(a), 601, 603; 72 Stat. 752, 775, 776; 49 U.S.C. 1354(a), 1421, 1423)

Issued in Washington, D.C., on June 14, 1961.

GEORGE C. PRILL,  
Acting Director,  
Bureau of Flight Standards.

[F.R. Doc. 61-5640; Filed, June 19, 1961; 8:45 a.m.]

#### SUBCHAPTER E—AIR NAVIGATION REGULATIONS

[Airspace Docket No. 61-WA-76]

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

#### Designation and Revocation of Reporting Points

The purpose of these amendments to § 601.7001 of the regulations of the Administrator is to designate the Burlington, Vt., Millinocket, Maine, and Providence, R.I., VORs as low altitude compulsory reporting points, and to revoke the West Bangor, N.Y., Intersection as a compulsory reporting point.

Flight progress reports over designated locations, automatically initiated by pilots, facilitate air traffic management and assist the controller in the performance of his duties. However, due to the continuous modernization of the airway structure, the need for reporting points at particular locations is constantly being revised. The actions taken herein reflect this changing need on the part of air traffic management.

Since these amendments are of a procedural nature and do not assign or reassign the use of navigable airspace, notice and public procedure hereon are unnecessary. However, since it is necessary that sufficient time be allowed to permit appropriate changes to be made on aeronautical charts, these amendments will become effective more than 30 days after publication.

In consideration of the foregoing, and pursuant to the authority delegated to me by the Administrator (25 F.R. 12582), the following actions are taken:

In the text of § 601.7001 (25 F.R. 7489, 26 F.R. 1093):

(a) Add: Burlington, Vt., VOR; Millinocket, Maine, VOR; Providence, R.I., VOR.

(b) Delete: West Bangor INT: The INT of the Montreal, Quebec, VOR 211° True and the Massena, N.Y., VOR 115° True radials.

This amendment shall become effective 0001, e.s.t., August 24, 1961.

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

Issued in Washington, D.C., on June 13, 1961.

D. D. THOMAS,  
Director,  
Bureau of Air Traffic Management.

[F.R. Doc. 61-5641; Filed, June 19, 1961; 8:45 a.m.]



[Reg. Docket No. 761; Amdt. 222]

**PART 609—STANDARD INSTRUMENT APPROACH PROCEDURES**

**Miscellaneous Amendments**

The amendments to standard instrument approach procedures contained herein are being adopted to become effective when indicated in order to promote safety. The revised procedures supersede the existing procedures of the same classification now in effect for the airports specified therein. For the convenience of the users, the revised procedures specify the complete procedure and indicate the changes to the existing procedures.

As a situation exists which demands immediate action in the interests of safety in air commerce, I find that compliance with the notice, procedure and effective date provisions of section 4 of the Administrative Procedure Act would be contrary to the public interest and is therefore not required.

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

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

**LFR STANDARD INSTRUMENT APPROACH PROCEDURE**

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

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

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
ABQ-VOR.....	AQ-LFR.....	Direct.....	8000	T-dn.....	300-1	300-1	200-1/2
				C-dn.....	400-1	500-1	500-1 1/2
				S-dn-35°.....	400-1	400-1	500-1 1/2
				A-dn.....	800-2	800-2	800-2

Radar transitions and vectoring using Albuquerque Radar authorized in accordance with approved Radar patterns.

Procedure turn W side S crs, 175° Outbnd, 355° Inbnd, 7000' within 10 mi (Nonstand. due to high terrain E side).

Minimum altitude over facility on final approach crs, 6000'.

Crs and distance, facility to airport, 355°—2.6 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 2.6 miles, make a left climbing turn, climb to 8000' on 260° crs direct to ABQ-VOR or, when directed by ATC, turn left and climb to 8000' on W crs AQ-LFR within 20 miles.

CAUTION: Terrain exceeding 8000' in E quadrants; make all turns on W side of North and South courses of LFR.

\*Runway 35/17 currently limited to aircraft of 33,000 lbs gross weight or less.

City, Albuquerque; State, N. Mex.; Airport Name, Kirtland AFB/MUN; Elev., 5352'; Fac. Class., SBRAZ; Ident., AQ; Procedure No. 1, Amdt. 11; Eff. Date, 24 June 61; Sup. Amdt. No. 10; Dated, 10 Sept. 60

**PROCEDURE CANCELLED, EFFECTIVE 24 JUNE 1961, OR ON DECOMMISSIONING OF FACILITY.**

City, Blythe; State, Calif.; Airport Name, Municipal; Elev., 397'; Fac. Class., SBMRAZ; Ident., BLH; Procedure No. 1, Amdt. 5; Eff. Date, 22 Aug. 59; Sup. Amdt. No. 4; Dated, 12 Feb. 55

Los Fresnos FM.....	BO-LFR (Final).....	Direct.....	700	T-dn.....	300-1	300-1	200-1/2
Brownsville VOR.....	BO-LFR.....	Direct.....	1200	C-dn.....	400-1	500-1	500-1 1/2
				S-dn-17R.....	400-1	400-1	400-1
				A-dn.....	800-2	800-2	800-2

Procedure turn W side N crs, 334° Outbnd, 154° Inbnd, 1200' within 10 miles. Beyond 10 miles NA.

Minimum altitude over facility on final approach crs, 700'.

Crs and distance, facility to airport, 155°—2.0.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 2.0 miles, turn left, climb to 1300' on East crs BO-LFR within 20 miles or, when directed by ATC, climb to 1200' on South crs BO-LFR within 5 miles.

CAUTION: 156' water tank 0.5 mi W of airport.

City, Brownsville; State, Tex.; Airport Name, Rio Grande Valley International; Elev., 22'; Fac. Class., SBRAZ; Ident., BO; Procedure No. 1, Amdt. 10; Eff. Date, 24 June 61; Sup. Amdt. No. 9; Dated, 2 May 59

**PROCEDURE CANCELLED, EFFECTIVE 24 JUNE 1961, OR ON DECOMMISSIONING OF FACILITY.**

City, Cross City; State, Fla.; Airport Name, Cross City; Elev., 42'; Fac. Class., SBRAZ; Ident., CTY; Procedure No. 1, Amdt. 6; Eff. Date, 5 Nov. 55; Sup. Amdt. No. 5; Dated, 2 July 55

				T-dn.....	300-1	300-1	200-1/2
				C-d.....	400-1	500-1	500-1 1/2
				C-n.....	400-2	500-2	500-2
				A-dn.....	800-2	800-2	800-2

Procedure turn W side N crs, 018° Outbnd, 198° Inbnd, 2500' within 10 ml.

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

Crs and distance, facility to airport, 200°—3.0.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, within 3.0 mi, climb to 2900' on S crs CX-LFR within 20 miles.

NOTE: ADF procedure not authorized.

City, Houghton; State, Mich.; Airport Name, Houghton County Memorial; Elev., 1091'; Fac. Class., BRL; Ident., CX; Procedure No. 1, Amdt. 5; Eff. Date, 24 June 61; Sup. Amdt. No. 4; Dated, 15 Dec. 56

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

ADF STANDARD INSTRUMENT APPROACH PROCEDURE

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

Transition		Course and distance	Minimum altitude (feet)	Ceiling and visibility minimums			
From—	To—			Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	

PROCEDURE CANCELLED, EFFECTIVE 24 JUNE 1961, OR UPON DECOMMISSIONING OF FACILITY.

City, Albuquerque; State, N. Mex.; Airport Name, Kirtland AFB-Municipal; Elev., 5352'; Fac. Class., MHW; Ident., AMH; Procedure No. 1, Amdt. 3; Eff. Date, 7 Mar. 59; Sup. Amdt. No. 2; Dated, 7 Jan. 56

BRO-VOR.....	LOM.....	Direct.....	1200	T-dn.....	300-1	300-1	200-1/2
BO-LFR.....	LOM.....	Direct.....	1200	C-dn.....	500-1	500-1	500-1 1/2
Los Fresnos FM.....	LOM.....	Direct.....	1200	S-dn-17.....	500-1	500-1	500-1
				A-dn.....	800-2	800-2	800-2

Procedure turn West side of crs, 353° Outbnd, 173° Inbnd, 1200' within 10 mi. Beyond 10 mi NA.  
 Minimum altitude over facility on final approach crs, 1000'.  
 Crs and distance, facility to airport, 173°—3.8 mi.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.8 miles, turn left, climb to 1300' on BRO-VOR R-062 within 20 miles or, when directed by ATC, climb to 1200' on brng 173° from LOM within 4.5 mi.  
 CAUTION: 156' water tank 0.5 mi West of airport.

City, Brownsville; State, Tex.; Airport Name, Rio Grande Valley International; Elev., 22'; Fac. Class., LOM; Ident., BR; Procedure No. 1, Amdt. 14; Eff. Date, 24 June 61; Sup. Amdt. No. 13 (ADF portion Comb. ILS-ADF); Dated, 2 Nov. 57

Erie VOR.....	ERI Rbn.....	061°—10.8.....	2600	T-dn.....	300-1	300-1	200-1/2
Harborcreek Int.....	ERI Rbn.....	Direct.....	2300	C-dn.....	500-1	500-1	500-1 1/2
Hammett Int.....	ERI Rbn.....	Direct.....	2300	S-dn-24.....	500-1	500-1	500-1
Wattsburg Int.....	ERI Rbn.....	Direct.....	3100	A-dn.....	800-2	800-2	800-2
Corry Int.....	ERI Rbn.....	Direct.....	3100				

Procedure turn North side of crs, 059° Outbnd, 239° Inbnd, 2300' within 10 miles.  
 Minimum altitude, facility to airport, 1800'.  
 Crs and distance, facility to airport, 239°—3.6 mi.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.6 mi after passing ERI RBN, make a right climbing turn to 3000' and return to ERI RBN. Hold NE on 059° bearing of Erie RBN, one minute, right turns.  
 AIR CARRIER NOTE: Sliding scale for takeoff and reduction in takeoff minimums authorized only on Runway 6-24.

City, Erie; State, Pa.; Airport Name, Port Erie; Elev., 732'; Fac. Class., BMH; Ident., ERI; Procedure No. 1, Amdt. 2; Eff. Date, 24 June 61; Sup Amdt. No. 1; Dated, 20 May 61

GJT-VOR.....	GJT RBN.....	Direct.....	8100	T-dn.....	400-1	400-1	300-1
Loma Int*.....	GJT RBN (Final).....	Direct.....	8000	C-dn#.....	600-1 1/2	600-2	600-2
Int GJT-VOR R-047 and 290° brng GJT RBN.....	GJT RBN.....	Direct.....	8000	S-dn-11.....	500-1	500-1	500-1
				A-dn.....	1000-2	1000-2	1000-2

Shuttle to 8000' in a standard right hand holding pattern at GJT-RBN, 110' inbnd, 290° outbnd.  
 Procedure turn South side crs, 290° Outbnd, 110' Inbnd, 8000' within 10 miles.  
 Minimum altitude over facility on final approach crs, 7500'; over LMM, 5000'.  
 Crs and distance, facility to airport, 110°—9.6 mi; LMM to airport, 110°—0.6 mi.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.6 mile of LMM, make a right climbing turn, proceed direct to the GJT RBN, climb to 8000' within 10 mi.  
 \*Loma Int: Int GJT-VOR R-341 and 110° brng GJT RBN.  
 #All maneuvering to South of airport, high terrain North.

City, Grand Junction; State, Colo.; Airport Name, Walker Field; Elev., 4858'; Fac. Class., HW; Ident., GJT; Procedure No. 1, Amdt. Orig.; Eff. Date, 24 June 61

ACK-VOR.....	AC LOM.....	Direct.....	1500	T-dn*.....	300-1	300-1	200-1/2
				C-dn.....	400-1	500-1	500-1 1/2
				S-dn-24.....	400-1	400-1	400-1
				A-dn.....	800-2	800-2	800-2

Procedure turn North side of crs, 060° Outbnd, 240° Inbnd, 1300' within 10 miles.  
 Minimum altitude over facility on final approach crs, 600'.  
 Crs and distance, facility to airport, 240°—4.5 mi.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.5 miles after passing LOM, make left climbing turn to 1500' and return to AC LOM. Hold right turns, one-minute, 240° inbnd.  
 \*CAUTION: 342' tower 2.6 miles West of airport.

City, Nantucket; State, Mass.; Airport Name, Memorial; Elev., 48'; Fac. Class., LOM; Ident., AC; Procedure No. 1, Amdt. Orig.; Eff. Date, 24 June 61

Hobart FM.....	SZI RBN.....	Direct.....	4000	T-dn.....	300-1	300-1	200-1/2
SJ-LFR.....	SZI RBN.....	Direct.....	2000	C-dn.....	500-1	500-1	500-1 1/2
SEA-VOR.....	SZI RBN.....	Direct.....	2000	A-dn.....	800-2	800-2	800-2
Vashon Int.....	SZI RBN.....	Direct.....	2000				
EVE-LFR.....	SZI RBN.....	Direct.....	2000				
Burton Int.....	SZI RBN.....	Direct.....	2000				
Lofall Int.....	SZI RBN.....	Direct.....	2000				
Port Gamble Int.....	SZI RBN.....	Direct.....	2000				

Radar transitions and vectoring using Seattle-Tacoma Radar authorized in accordance with approved radar patterns.  
 Procedure turn W side of crs, 338° Outbnd, 158° Inbnd, 2000' within 10 mi. NA beyond 10 mi.  
 Minimum altitude over facility on final approach crs, 1700'.  
 Crs and distance, facility to airport, 158°—4.2 mi.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.2 miles, climb to 2000' on crs 158° to SE LOM or, when directed by ATC, turn right, climb to 2000' on crs 203° from SZI RBN to Vashon Int.  
 CAUTION: Terrain and trees to 591' MSL located immediately North and Northeast of airport.

City, Seattle; State, Wash.; Airport Name, Seattle-Tacoma International; Elev., 428'; Fac. Class., MHW; Ident., SZI; Procedure No. 2, Amdt. Orig.; Eff. Date, 24 June 61

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

VOR STANDARD INSTRUMENT APPROACH PROCEDURE

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

Transition		Course and distance	Minimum altitude (feet)	Condition	Ceiling and visibility minimums		
From—	To—				2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
AQ-LFR.....	ABQ-VOR.....	Direct.....	8000	T-dn.....	300-1	300-1	200-1/2
				C-d.....	1000-1	1000-1	1000-1 1/2
				C-n.....	1000-2	1000-2	1000-2
				S-d-8.....	1000-1	1000-1	1000-1
				S-n-8.....	1000-2	1000-2	1000-2
				A-dn.....	1200-2	1200-2	1200-2

Radar transitions and vectoring using Albuquerque Radar authorized in accordance with approved Radar patterns.  
 Procedure turn N side of crs, 257° Outbnd, 077° Inbnd, 8000' within 10 mi. (All turns to be made on N side of crs.)  
 Minimum altitude over facility on final approach crs, 7000'.  
 Crs and distance, facility to airport, 077°—9.6 mi.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 9.6 mi, make left climbing turn, climb to 8000' on 260° crs to ABQ-VOR or, when directed by ATC, turn right and climb to 7000' on N crs AQ-LFR to the LFR or turn right, climb to 7000' on 170° crs to ABQ LOM. All turns to be made W of North and South courses of LFR or localizer course.  
 CAUTION: Terrain exceeding 8000' east of airport.  
 \*Runway 35/17 currently limited to aircraft of 33,000 lbs gross weight.

City, Albuquerque; State, N. Mex.; Airport Name, Kirtland AFB/Municipal; Elev., 5352'; Fac. Class., BVORTAC; Ident., ABQ; Procedure No. 1, Amdt. 9; Eff. Date, 24 June 61; Sup. Amdt. No. 8; Dated, 19 Mar. 60

Brownsville LFR.....	BRO-VOR.....	Direct.....	1200	T-dn.....	300-1	300-1	200-1/2
Los Fresnos FM.....	BRO-VOR.....	Direct.....	1200	C-dn.....	400-1	500-1	500-1 1/2
Brownsville LOM.....	BRO-VOR.....	Direct.....	1200	S-dn-26.....	400-1	400-1	400-1
				A-dn.....	800-2	800-2	800-2

Procedure turn N side of crs, 062° Outbnd, 242° Inbnd, 1300' within 10 mi. Beyond 10 mi NA.  
 Minimum altitude over facility on final approach crs, 600'.  
 Crs and distance, facility to airport, 242°—2.3.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 2.3 mi, climb to 1200' on R-282 within 20 mi, or, when directed by ATC, turn right, climb to 1200' on R-330 within 10 mi.  
 CAUTION: 156' water tank 0.5 mi W of airport.

City, Brownsville; State, Tex.; Airport Name, Rio Grande Valley International; Elev., 22'; Fac. Class., BVORTAC; Ident., BRO; Procedure No. 1, Amdt. 4; Eff. Date, 24 June 61; Sup. Amdt. No. 3; Dated, 2 May 59

Concord LFR.....	CON-VOR.....	Direct.....	2500	T-dn.....	300-1	300-1	300-1
				C-dn.....	600-1	600-1	600-1 1/2
				A-dn.....	800-2	800-2	800-2

Procedure turn S side of crs, 300° Outbnd, 120° Inbnd, 2800' within 10 mi.  
 Minimum altitude over facility on final approach crs, 1600'.  
 Crs and distance, facility to airport, 120°—3.0.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.0 miles after passing Concord VOR, make right climbing turn to 2000', return to Concord VOR on R-173. Hold Concord VOR, right turns, one minute pattern, 353° inbnd.  
 AIR CARRIER NOTE: Night operations not authorized on Rwy 3-21.  
 Other Change: Deletes straight-in minimums.

City, Concord; State, N.H.; Airport Name, Municipal; Elev., 345'; Fac. Class., BVOR; Ident., CON; Procedure No. 1, Amdt. 3; Eff. Date, 24 June 61; Sup. Amdt. No. 2; Dated, 6 Apr. 57

				T-dn.....	300-1	300-1	200-1/2
				C-dn.....	400-1	500-1	500-1 1/2
				S-dn-36.....	400-1	400-1	400-1
				A-dn.....	NA	NA	NA

Procedure turn East side of crs, 168° Outbnd, 348° Inbnd, 1800' within 10 miles.  
 Minimum altitude over facility on final approach crs, 1500'.  
 Crs and distance, facility to airport, 348°—5.4 mi.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.4 miles of DEC-VOR, make right turn, climb to 2000' direct to DEC-VOR.  
 NOTE: Weather not available to general public.  
 \*800-2 authorized for Air Carrier with approved weather service.

City, Decatur; State, Ill.; Airport Name, Municipal; Elev., 679'; Fac. Class., BVOR; Ident., DEC; Procedure No. 1, Amdt. 1; Eff. Date, 24 June 61; Sup. Amdt. No. Orig.; Dated, 5 Nov. 60

Transition to final approach course by Radar Vectoring is authorized at 1500' MSL (Otis RAPCON) when aircraft is within 20 miles of Otis RAPCON site (excludes noncontrolled airspace).				T-dn.....	300-1	300-1	200-1/2
				C-dn.....	500-1	500-1	500-1 1/2
				S-dn-24.....	500-1	500-1	500-1
				A-dn.....	NA	NA	NA

Procedure turn South side of crs, 062° Outbnd, 242° Inbnd, 1500' within 10 miles. NA beyond 10 mi. Nonstandard to avoid Otis AFB traffic.  
 Minimum altitude over facility on final approach crs, 800'.  
 Crs and distance, facility to airport, 242°—3.2 mi.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.2 mi, make an immediate left climbing turn, return to Hyannis VOR at 1500'. Hold on R-062 HYA-VOR, one minute pattern, left turns, 242° inbnd.  
 \*Alternate weather minimums of 800-2 authorized for those who have an approved arrangement for weather service at the airport.

City, Hyannis; State, Mass.; Airport Name, Barnstable Municipal; Elev., 56'; Fac. Class., VOR; Ident., HYA; Procedure No. 1, Amdt. Orig.; Eff. Date, 24 June 61



VOR STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
				T-dn.....	500-1	500-1	500-1
				C-dn.....	1500-1	1500-1	1500-1½
				A-dn.....	2000-3	2000-3	2000-3

Procedure turn E side crs, 360° Outbnd, 180° Inbnd, 8000 within 10 miles. NA beyond 10 miles. (Non-standard due to higher terrain West.)  
 Minimum altitude over facility on final approach crs, 6300'.  
 Crs and distance, facility to airport, 162-2.4.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 2.4 miles, climb to 10000' on R-130 within 25 miles of TCS VOR.  
 Major Change: Deletes transition from Truth or Consequences LFR.

City, Truth or Consequences; State, N. Mex.; Airport Name, Truth or Consequences Municipal; Elev., 4860'; Fac. Class., BVOR; Ident., TCS; Procedure No. 1, Amdt. 2; Eff. Date, 24 June 61; Sup. Amdt. No. 2; Dated, 17 Dec. 54

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

TERMINAL VOR STANDARD INSTRUMENT APPROACH PROCEDURE

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

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Morton Int.....	ORD-VOR.....	Direct.....	2000	T-dn.....	300-1	300-1	300-½
Elgin Int.....	ORD-VOR.....	Direct.....	2500	C-dn.....	400-1	500-1	500-1½
Midway LOM.....	ORD-VOR.....	Direct.....	2000	S-dn-14L.....	400-1	400-1	400-1
Glenview LFR.....	ORD-VOR.....	Direct.....	2000	A-dn.....	800-2	800-2	800-2
Spring Lake Int.....	ORD-VOR.....	Direct.....	2500				
Northbrook VOR.....	ORD-VOR.....	Direct.....	2000				

Radar vectoring authorized in accordance with approved patterns.  
 Procedure turn West side of crs, 329° Outbnd, 149° Inbnd, 2500' within 10 mi.  
 Minimum altitude over Arlington Int\* or 6.0 mi Radar fix, 2500'.  
 Crs and distance, Arlington Int\* or 6.0 mi Radar fix to airport, 149°-6.0 mi.  
 Crs and distance, breakoff point to appr end of Runway 14L, 138°-0.5 mi.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished make immediate left turn, climb to 2500' or higher altitude specified by ATC, and proceed to Northbrook VOR via R-030 ORD and R-135 OBK or, when directed by ATC, (1) make immediate left turn, climb to 3500', proceed to Morton Int via R-075 ORD; (2) make immediate left turn, climb to 2500', proceed to NBU LFR via 030° crs and SE crs NBU LFR.  
 CAUTION: Takeoffs on Runway 27, when weather is below 2000-3, will intercept ORD-VOR R-250 and climb to 2000' before proceeding Westbnd on V-172. Takeoffs on Runway 32L, when weather is below 2000-3, will intercept ORD-VOR R-302 and climb to 2000' before proceeding Westbnd on V-172.  
 NOTE: Aircraft executing missed approach may, after being reidentified, be radar controlled.  
 \*Int R-329 ORD and R-193 OBK.

City, Chicago; State, Ill.; Airport Name, O'Hare International; Elev., 667'; Fac. Class., VORTAC; Ident., ORD; Procedure No. TerVOR-14L, Amdt. 1; Eff. Date, 24 June 61; Sup. Amdt. No. Orig.; Dated, 8 Aug. 59

Keesler LFR.....	GPT-VOR.....	Direct.....	1300	T-dn.....	*300-1	*300-1	*200-½
				S-dn-13.....	600-1	600-1	600-1
				C-dn.....	700-1	700-1	700-1½
				A-dn#.....	800-2	800-2	800-2

Procedure turn W side of crs, 320° Outbnd, 140° Inbnd, 1500' within 10 miles. Beyond 10 miles NA.  
 Minimum altitude on final approach 600'. Brng and Dist breakoff point to Runway 13-130-0.4. Facility on airport.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile, turn left, climb to 1500' on R-320 within 20 miles.  
 NOTE: Weather and communication not available to General Public.  
 AIR CARRIER NOTE: Procedure may be authorized only for carriers having approval of their arrangement for communications and weather service at this airport.  
 CAUTION: 414' MSL tower 1.1 mi SSW of airport. Night operation authorized on Runways 17-35 and 13-31 only.  
 \*400-1 T.O. minima required on Rws 17 and 22 200-½ Absolute Minima For T.O. Rws. 35-31.  
 #Alternate usage authorized for air carrier only.

City, Gulfport; State, Miss.; Airport Name, Gulfport Municipal; Elev., 28'; Fac. Class., BVOR; Ident., GPT; Procedure No. TerVOR-B, Amdt. 1; Eff. Date, 24 June 61; Sup. Amdt. No. Orig.; Dated 11, Apr. 59

5. The very high frequency omnirange-distance measuring equipment (VOR/DME) procedures prescribed in § 609.300 are amended to read in part:

VOR-DME STANDARD INSTRUMENT APPROACH PROCEDURE

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

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Goffs VOR.....	Crescent Int*.....	Direct.....	9000	T-dn.....	300-1	300-1	200-1/2
Crescent Int*.....	Sloan Int**.....	Direct.....	5500	C-dn.....	500-1	500-1	500-1 1/2
Sloan Int**.....	Arden Int*** (Final).....	Direct.....	3400	A-dn.....	800-2	800-2	800-2

Procedure turn NA. Final approach crs, 345° Inbnd.  
 Minimum altitude over Arden Int\*\*\* on final approach crs, 3400'; over VOR, 2700'.  
 Crs and distance, Arden Int\*\*\* to airport, 345°—4.0 mi. VOR on airport.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile, turn right, climb to 5000' on R-065 to Kids Int or 12.8 mi DME Fix.  
 \*Crescent Int: Int LAS R-165 and 274° brng to GDS RBN or 19.2 mi DME Fix.  
 \*\*Sloan Int: Int LAS R-165 and 234° brng to GDS RBN or 9.6 mi DME Fix.  
 \*\*\*Arden Int: Int LAS R-165 and 216° brng to GDS RBN or 4 mi DME Fix.

City, Las Vegas; State, Nev.; Airport Name, McCarran Field; Elev., 2171'; Fac. Class., BVORTAC; Ident., LAS; Procedure No. 1, Amdt. Orig.; Eff. Date, 24 June 61

Lakeview Int or 30 mi DME Fix.....	Kids Int.....	Direct.....	5000	T-dn.....	300-1	300-1	200-1/2
Kids Int or 12.8 mi DME Fix.....	Sunrise Int* (Final).....	Direct.....	3500	C-dn.....	500-1	500-1	500-1 1/2
				A-dn.....	800-2	800-2	800-2

Procedure turn South side of crs, 065° Outbnd, 245° Inbnd, 5000' within 10 mi of Sunrise Int.\*  
 Minimum altitude over Sunrise Int\* on final approach crs, 3500'.  
 Crs and distance, Sunrise Int\* to airport, 245°—4.4 mi.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mi, turn left and climb to 5000' on R-065 to Kids Int or 12.8 mi DME Fix.  
 \*Sunrise Int: Int LAS R-065 and 346° brng to LS-LFR or 4.4 mi DME Fix.

City, Las Vegas; State, Nev.; Airport Name, McCarran Field; Elev., 2171'; Fac. Class., BVORTAC; Ident., LAS; Procedure No. 2, Amdt. Orig.; Eff. Date, 24 June 61

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

ILS STANDARD INSTRUMENT APPROACH PROCEDURE

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

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Aden Int.....	North Int*.....	Direct.....	8000	T-dn.....	300-1	300-1	200-1/2
Weller Int.....	North Int (Final).....	Direct.....	7000	C-d.....	500-1	500-1	500-1 1/2
Peralta Int.....	North Int.....	Direct.....	8000	C-n.....	500-2	500-2	500-2
South Int**.....	North Int.....	Direct.....	8000	S-d-17#.....	500-1	500-1	500-1 1/2
				S-n-17#.....	500-2	500-2	500-2
				A-dn.....	800-2	800-2	800-2

Radar transitions and vectoring using Albuquerque Radar authorized in accordance with approved radar patterns.  
 Procedure turn W side of N Crs 350° Outbnd; 170° Inbnd, 8000' within 10 mi of North Int.  
 Minimum altitude over North Int on final approach—7000'.  
 No glide slope.  
 Course and distance, North Int to airport—170°—6.0.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 6.0 miles after passing North Int, climb straight ahead to 7000' to AQ LFR or, when directed by ATC, climb straight ahead to 7000' on ABQ ILS localizer to ABQ LOM or make right climbing turn, climb to 8000' on 260° crs direct to ABQ VOR.

CAUTION: Terrain exceeding 8000' E of ILS localizer; all turns to be made W of crs.  
 NOTES: This procedure authorized only for aircraft equipped with ILS and VOR receivers. Narrow localizer course—4°.  
 \*N crs ABQ ILS and R-044 ABQ VOR.  
 \*\*S crs ABQ ILS and R-147 ABQ VOR.  
 #Runway 17/35 currently limited to aircraft of 33,000 lbs gross weight or less.

City, Albuquerque; State, N. Mex.; Airport Name, Kirtland AFB/Mun.; Elev., 5352'; Fac. Class., ILS; Ident., I-ABQ; Procedure No. ILS-17, Amdt. 4; Eff. Date, 24 June 61; Sup. Amdt. No. 3; Dated, 10 Sept. 60

FOT VOR via R-036.....	SE crs ILS (Final).....	Direct.....	#3500	T-dn.....	300-1	300-1	200-1/2
Int FOT R-036 and SE crs ILS.....	LOM (Final).....	Direct.....	#1600	C-dn.....	500-1	500-1	500-2
Trinidad Int*.....	LOM.....	Direct.....	4200	S-dn-31.....	200-1/2	200-1/2	200-1/2
Yager Int.....	LOM (Final).....	Direct.....	%5000	A-dn.....	800-2	800-2	800-2

Procedure turn S side SE crs, 134° Outbnd, 314° Inbnd, 4200' within 10 mi. NA beyond 10 mi. (Nonstandard due to terrain.)  
 Minimum altitude at glide slope interception\*\* inbnd, 4200'.  
 Altitude of G.S. and distance to appr end of rny at OM 1570—4.1, at MM 460—0.6.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished make a left climbing turn, climb to 2000' on crs of 295° from the LMM to Trinidad Int.

NOTE: Procedure not authorized with any component of the ILS or airborne receiver inoperative.  
 \*Int of R-341 FOT and 115 brng to ACV LMM or 121 brng to ACV LOM.  
 \*\*Glide slope will be intercepted 8 mi from LOM (Int FOT R-040).  
 #Descent on glide slope is required.  
 %After intercepting glide slope descent on glide slope authorized. Glide slope will be intercepted when crossing FOT R-057.

City, Arcata; State, Calif.; Airport Name, Arcata; Elev., 217'; Fac. Class., ILS; Ident., I-ACV; Procedure No. ILS-31, Amdt. 7; Eff. Date, 24 June 61; Sup. Amdt. No. 6; Dated, 7 May 60

ILS STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
BRO VOR.....	LOM.....	Direct.....	1200	T-dn.....	300-1	300-1	200-1/4
BO-LFR.....	LOM.....	Direct.....	1200	C-dn.....	500-1	500-1	500-1/4
Int BRO-VOR R-330 and HRL-VOR R-110.	BRO ILS N crs (Final).....	Via BRO R-330.....	1200	S-dn-17.....	*200-1/2	*200-1/2	*200-1/2
				A-dn.....	600-2	600-2	600-2

Procedure turn W side N crs, 353° Outbnd, 173° Inbnd, 1200' within 10 mi. Beyond 10 mi NA.  
 Minimum altitude at glide slope interception inbnd, 1200'.  
 Altitude of G.S. and distance to appr end of rny at OM 1150'-3.8; at MM 240'-0.6.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished turn left, climb to 1300' on BRO-VOR R-062 within 20 miles or, when directed by ATC, climb to 1200' on S crs ILS within 4.5 miles.  
 CAUTION: 156' water tank 0.5 mile W of airport.  
 \*400-3/4 required when glide slope not utilized.

City, Brownsville; State, Tex.; Airport Name, Rio Grande Valley International; Elev., 22'; Fac. Class., ILS; Ident., I-BRO; Procedure No. ILS-17, Amdt. 14; Eff. Date, 24 June 61; Sup. Amdt. No. 13 (ILS portion Comb. ILS-ADF); Dated, 2 Nov. 57

Cleveland LFR.....	LOM.....	Direct.....	2200	T-dn**.....	300-1	300-1	200-1/4
Fairview Int.....	LOM.....	Direct.....	2200	C-dn.....	400-1	500-1	500-1/4
Berea Int.....	LOM.....	Direct.....	2200	S-dn-5L%*.....	200-1/2	200-1/2	200-1/2
Cleveland VOR.....	Int SW crs ILS.....	R-102.....	2200	A-dn.....	600-2	600-2	600-2
Int CLE R-102 and SW crs ILS.....	LOM (Final).....	Direct.....	2100				

Radar transitions and vectoring authorized in accordance with approved radar patterns.  
 Procedure turn S side SW crs, 234° Outbnd, 054° Inbnd, 2200' within 10 miles.  
 Minimum altitude at G.S. int inbnd, 2200'.  
 Altitude of G.S. and distance to approach end of Rwny at OM, 2080'-3.9 mi; at MM, 1020'-0.6 mi.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished make a right climbing turn, climb to 3000' on N side E crs Cleveland I.F.R. to Parkman Int or, when directed by ATC, (1) make right climbing turn, proceed to LOM at 2600' or (2) climb to 2500' on NE crs ILS within 15 mi.  
 \*400-3/4 required with glide slope inoperative.  
 #CAUTION: 1970' TV towers approximately 6 mi ESE of airport.  
 %Runway Visual Range 2600' also authorized for landing on Runway 5L, provided all components of the ILS, high intensity runway lights, approach lights, condenser discharge flashers, middle and outer compass locators and all related airborne equipment are in satisfactory operating condition. Descent below 989' MSL shall not be made unless visual contact with the approach lights has been established or the aircraft is clear of clouds.  
 \*\*Runway Visual Range 2600' also authorized for takeoff on Runway 5L in lieu of 200-1/2 when 200-1/2 authorized, providing high intensity runway lights are operational.

City, Cleveland; State, Ohio; Airport Name, Cleveland-Hopkins; Elev., 789'; Fac. Class., ILS; Ident., I-CLE; Procedure No. ILS-5L, Amdt. 18; Eff. Date, 24 June 61; Sup. Amdt. No. 17; Dated, 17 Sept. 60

Appleton VOR.....	E crs ILS (Final).....	Direct.....	2500	T-dn**.....	300-1	300-1	200-1/4
Radar terminal area transition altitudes:		Within:		C-dn.....	500-1	500-1	500-1/4
Radar Site.....		25 mi.....	2500	S-dn-27%*.....	200-1/2	200-1/2	200-1/2
Radar Site.....		35 mi.....	3000	A-dn.....	600-2	600-2	600-2
Radar Site.....		40 mi.....	4000				

Procedure turn N side E crs, 096° Outbnd, 276° Inbnd, 2500' within 10 mi. NA beyond 10 mi.  
 Minimum altitude at glide slope int inbnd, 2500'.  
 Altitude of glide slope and distance to appr end of Rwny at OM, 2606'-5.4 mi; at MM, 1093'-0.6 mi.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished climb to 2500' on back crs ILS within 15 mi.  
 \*When glide slope inoperative, 500-3/4 will apply.  
 %Runway Visual Range (RVR) 2600' also authorized for landing on Runway 27, provided all components of the ILS, high intensity runway lights, approach lights, condenser discharge flashers, middle and outer compass locators, and all related airborne equipment are in satisfactory operating condition. Descent below 1016' MSL shall not be made unless visual contact with the approach lights has been established or the aircraft is clear of clouds.  
 \*\*Runway Visual Range 2600' also authorized for takeoff on Runway 27 in lieu of 200-1/2 when 200-1/2 is authorized, providing high intensity runway lights are operational.

City, Columbus; State, Ohio; Airport Name, Port Columbus; Elev., 816'; Fac. Class., ILS; Ident., I-CMH; Procedure No. ILS-27, Amdt. 10; Eff. Date, 24 June 61; Sup. Amdt. No. 9; Dated, 17 Sept. 60

Transitions to localizer course by Radar Vectoring is authorized at 1500' MSL (Otis RAPCON) when aircraft is within 20 miles of Otis RAPCON site (excludes non-controlled airspace).				T-dn.....	300-1	300-1	200-1/4
				C-dn.....	500-1	500-1	500-1/4
				S-dn-24.....	300-3/4	300-3/4	300-3/4
				A-dn.....	600-2	600-2	600-2

Procedure turn East side of crs, 066° Outbnd, 246° Inbnd, 1500' within 10 miles. NA beyond 10 mi. Nonstandard to avoid Otis AFB traffic.  
 Minimum altitude at glide slope interception inbnd, 1500'.  
 Altitude of glide slope and distance to approach end of runway at OM, 1300'-3.8 mi; at MM, 265'-0.6 mi.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished climb to 500' on SW crs Hyannis ILS, then an immediate left climbing turn and return to HYA OM at 1500'. Hold NE, one minute, left turns, 246° inbnd.

City, Hyannis; State, Mass.; Airport Name, Barnstable Municipal; Elev., 56'; Fac. Class., ILS; Ident., I-HYA; Procedure No. 1, Amdt. Orig.; Eff. Date, 24 June 61, or a com. of fac.

ACK-VOR.....	LOM.....	Direct.....	1500	T-dn*.....	300-1	300-1	200-1/4
				C-dn.....	400-1	500-1	500-1/4
				S-dn-24**.....	300-3/4	300-3/4	300-3/4
				A-dn.....	800-2	800-2	800-2

Procedure turn North side of crs, 060° Outbnd, 240° Inbnd, 1500' within 10 mi.  
 Minimum altitude at glide slope interception inbnd, 1500'.  
 Altitude of glide slope and distance to approach end of Runway at OM, 1448'-4.5 mi; at MM, 256'-0.6 mi.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished make left climbing turn to 1500' and return to AC LOM.  
 Hold right turns, one minute, 240° Inbnd.  
 \*342' tower 2.6 mi West of airport.  
 \*\*No approach lights.

City, Nantucket; State, Mass.; Airport Name, Memorial; Elev., 48'; Fac. Class., ILS; Ident., I-ACK; Procedure No. 1, Amdt. Orig.; Eff. Date, 24 June 61



ILS STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Glen Cove MHW.....	OM (Final).....	Direct.....	1500	T-dn.....	300-1	300-1	200-1/2
Mitchel LFR.....	OM.....	Direct.....	1500	C-dn.....	400-1	500-1	500-1 1/2
Idlawild VOR.....	OM.....	Direct.....	1500	S-dn-22L*.....	300-3/4	300-3/4	300-3/4
				A-dn.....	600-2	600-2	600-2

Radar terminal area transition altitudes: All directions—within 25 mi, 2500'; E of NE/SW crs LaGuardia LFR—within 15 mi, 1500'.

Procedure turn East side of NE crs, 043° Outbnd, 223° Inbnd, 1500' within 10 mi of OM. (Nonstandard to avoid LGA traffic.)

Minimum altitude at glide slope int inbnd, 1500'.

Altitude of glide slope and distance to approach end of Rnwy at OM, 1514'—5.5 mi; at MM, 199'—0.6 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished climb to 1000' on SW crs ILS and proceed to Scotland MHW

(Int) After Scotland, climb to 1500'. Hold SW of Scotland MHW (Int.) one minute, right turns. Contact IDL approach control for further instructions.

CAUTION: Circling minimums do not provide standard clearance over the following obstructions: 278' stack 1.1 mi SE of Rny 4; 185' control tower on airport.

\*400-3/4 required with Glide Slope inoperative.

City, New York; State, N.Y.; Airport Name, International; Elev., 12'; Fac. Class., ILS; Ident., I-IWY; Procedure No. ILS-22L, Amdt. 2; Eff. Date, 24 June 61; Sup. Amdt. No. 1; Dated, 19 Nov. 60

SBA VOR.....	LMM.....	Direct.....	5000	T-dn.....	300-1	300-1	#300-3/4
GVO-VOR.....	ILS W crs.....	R-163.....	3500	C-dn.....	700-2	700-2	700-2
Int E crs ILS and SBA-VOR R-107.....	LMM.....	Direct.....	5000	S-dn-7#.....	300-3/4	300-3/4	300-3/4
Int W crs ILS and GVO-VOR R-163.....	Naples Int/FM (Final)*.....	Direct.....	1500	A-dn.....	800-2	800-2	800-2

Procedure turn S side W crs, 253° Outbnd, 073° Inbnd, 3000' within 10 mi of Naples Int/FM\*.

Minimum altitude at glide slope int inbnd 2000'.

Altitude of glide slope at Naples Int/FM\*, 1500'; at MM, 195'.

Distance to appr end of Rnwy from Naples Int\*, 5.5 mi; from MM, 0.5 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished climb straight ahead to 800', make climbing right turn and

climb to 3000' on crs of 165° from SBA LMM or on SBA VOR R-170 within 15 mi.

CAUTION: All maneuvering must be accomplished South of localizer course. High terrain to the North.

\*Naples Int: Int W crs ILS and GVO-VOR R-118 or SBA-VOR R-226.

#300-1 required on Runways 3 L-R, 7, and 33 L-R.

#500-1 required with glide slope inoperative.

City, Santa Barbara; State, Calif.; Airport Name, Municipal; Elev., 14'; Fac. Class., ILS; Ident., I-SBA; Procedure No. ILS-7, Amdt. 8; Eff. Date, 24 June 61; Sup. Amdt. No. 7; Dated, 4 Mar. 61

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

RADAR STANDARD INSTRUMENT APPROACH PROCEDURE

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

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

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
000°.....	360°.....	20 mi.....	*2000	Surveillance approach			
				T-dn.....	300-1	300-1	200-1/2
				C-dn.....	400-1	500-1	500-1 1/2
				S-dn-13, #31, 18, 36.....	400-1	400-1	400-1
				A-dn.....	800-2	800-2	800-2
				Precision approach			
				T-dn.....	300-1	300-1	200-1/2
				S-dn-13.....	200-1/2	200-1/2	200-1/2
				A-dn.....	600-2	600-2	600-2

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

Runways 18, 36, 13, and 31: Climb to 2000' on runway heading within 10 miles or, when directed by ATC, (1) Runway 18, 13: Turn left, climb to 2000' and proceed to DAL-VOR; Runway 36, 31: Turn right, climb to 2000' and proceed to DAL-VOR.

CAUTION: 695' tank 1.7 miles SE of Runway 31. 1044' building 3.9 miles SE of Runway 31 on centerline.

\*Radar control will provide 1000' vertical clearance within a 3-mile radius from radio TV towers 1108' 20 miles North, 2349' 16 miles SSW, 1230' 10 miles NNW of airport.

#Maintain at least 1400' until 3.5 mi from end of runway and 1000' until 1.4 mi from end of runway.

City, Dallas; State, Tex.; Airport Name, Love; Elev., 485'; Fac. Class., Dallas; Ident., Radar; Procedure No. 1, Amdt. 5; Eff. Date, 24 June 61 or com. of PAR; Sup. Amdt. No. 4; Dated, 15 Apr. 61

PROCEDURE CANCELLED, EFFECTIVE 24 JUNE 1961.

City, Everett; State, Wash.; Airport Name, Paine AFB; Elev., 603'; Fac. Class., Paine AFB; Ident., Radar; Procedure No. 1, Amdt. 1; Eff. Date, 20 May 61; Sup. Amdt. No. Orig.; Dated, 10 Oct. 59

PROCEDURE CANCELLED, EFFECTIVE 24 JUNE 1961.

City, Great Falls; State, Mont.; Airport Name, Malmstrom AFB; Elev., 3525'; Fac. Class., Malmstrom AFB; Ident., Radar; Procedure No. 1, Amdt. 1; Eff. Date, 18 June 60; Sup. Amdt. No. Orig.; Dated, 10 Oct. 59

RADAR STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Radar terminal area maneuvering sectors and altitudes														Ceiling and visibility minimums			
From	To	Dist.	Alt.	Dist.	Alt.	Dist.	Alt.	Dist.	Alt.	Dist.	Alt.	Dist.	Alt.	Condition	2-engine or less		More than 2-engine, more than 65 knots
															65 knots or less	More than 65 knots	
340	045	30 mi	9000'												Surveillance approach		
045	100	30 mi	7000'														
100	280	30 mi	3500'														
280	340	30 mi	6000'														
														T-dn*	300-1	300-1	200-1/2
														C-dn	500-1	600-1	600-2
														S-dn#	500-1	500-1	500-1
														A-dn	800-2	800-2	800-2

Radar transitions and vectoring utilizing Long Beach Radar authorized in accordance with approved radar patterns and sector altitudes. If visual contact not established upon descent to authorized landing minimums or if landing not accomplished climb to 800' msl, then proceed to San Pedro Int continuing climb to minimum of 2500'.

CAUTION: Circling minimums do not provide clearance over 500' hill one mile south of airport. All circling and maneuvering shall be accomplished north of field. \*300-1 required for takeoff Rnys 16L, 25L, and 34R; 600-1 1/2 required for takeoff Rny 16R. #Rnys 7L, 25R, 16R, 30.

City, Long Beach; State, Calif.; Airport Name, Long Beach; Elev., 58'; Fac. Class., Long Beach; Ident., Radar; Procedure No. 1, Amdt. 2; Eff. Date, 24 June 61; Sup. Amdt. No. 1; Dated, 15 Aug. 59

PROCEDURE CANCELLED, EFFECTIVE 24 JUNE 1961.

City, Tacoma; State, Wash.; Airport Name, McChord AFB; Elev., 320'; Fac. Class., McChord AFB; Ident., Radar; Procedure No. 1, Amdt. 1; Eff. Date, 21 Nov. 50; Sup. Amdt. No. Orig.; Dated, 10 Oct. 59

These procedures shall become effective on the dates specified therein.

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

Issued in Washington, D.C., on May 23, 1961.

GEORGE C. PRILL,  
Acting Director, Bureau of Flight Standards.

[F.R. Doc. 61-4983; Filed, June 19, 1961; 8:45 a.m.]

[Reg. Docket No. 783; Amdt. 223]

PART 609—STANDARD INSTRUMENT APPROACH PROCEDURES

Miscellaneous Amendments

The amendments to standard instrument approach procedures contained herein are being adopted to become effective when indicated in order to promote safety. The revised procedures supersede the existing procedures of the same classification now in effect for the airports specified therein. For the convenience of the users, the revised procedures specify the complete procedure and indicate the changes to the existing procedures.

As a situation exists which demands immediate action in the interests of safety in air commerce, I find that compliance with the notice, procedure and effective date provisions of section 4 of the Administrative Procedure Act would be contrary to the public interest and is therefore not required.

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

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

LFR STANDARD INSTRUMENT APPROACH PROCEDURE

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

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

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Charleston VOR	CQ-LFR	Direct	1400	T-dn	300-1	300-1	200-1/2
Summerville FM	Charleston LFR (Final)	Direct	800	C-dn	400-1	500-1	500-1 1/2
				A-dn	800-2	800-2	800-2

Procedure turn S side NW crs, 301° Outbnd, 121° Inbnd, 1400' within 10 ml.

Minimum altitude over facility on final approach crs, 800'.

Crs and distance, facility to airport, 105°—2.5.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 2.5 ml. climb on E crs to 2000' within 15 ml.

CAUTION: 1049' MSL tower 10 ml SE.

City, Charleston; State, S.C.; Airport Name, Charleston AFB/Municipal; Elev., 45'; Fac. Class., SBRAZ; Ident., CQ; Procedure No. 1, Amdt. 2; Eff. Date, 1 July 61; Sup. Amdt. No. 1; Dated, 27 Dec. 58

PROCEDURE CANCELLED, EFFECTIVE 1 JULY 61.

City, Indianapolis; State, Ind.; Airport Name, Weir Cook; Elev., 797'; Fac. Class., SBRAZ; Ident., IL; Procedure No. 1, Amdt. 12; Eff. Date, 7 Jan. 61; Sup. Amdt. No. 11; Dated, 3 Dec. 60

LFR STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
MKE VOR Int MKE VOR R-086 and N crs MW LFR	MW-LFR	Direct	2500	T-dn	300-1	300-1	200-1½
	MW-LFR	Direct	2700	C-dn	600-1	600-1	600-1½
				S-dn-1	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn E side of S crs, 179° Outbnd, 359° Inbnd, 2000' within 10 miles.  
 Minimum altitude over facility on final approach crs, 1500' after a procedure turn is conducted.  
 Crs and distance, facility to airport, 352°—1.4 mi.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 1.4 miles, climb to 2700' on N crs MW-LFR within 20 miles or, when directed by ATC, make left climbing turn, climb to 2500' on W crs MW-LFR within 20 miles.  
 City, Milwaukee; State, Wis.; Airport Name, Great Mitchell Field; Elev., 698'; Fac. Class., SBRAZ; Ident., MW; Procedure No. 1, Amdt. 13; Eff. Date, 1 July 61; Sup. Amdt No. 12; Dated, 20 Feb. 60

				T-dn	300-1	300-1	200-1½
				C-dn	500-1	500-1	500-1½
				A-dn	800-2	800-2	800-2

Procedure turn E side SE crs, 121° Outbnd, 301° Inbnd, 5700' within 10 miles.  
 Minimum altitude over facility on final approach crs, 5100'.  
 Crs and distance, facility to airport, 301°—2.6.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 2.6 miles, climb to 6100' on NW crs within 20 miles.  
 CAUTION: 5144' MSL tower 7.6 miles NW of airport.  
 Other change: Deletes straight-in minimums.  
 \*AIR CARRIER NOTE: 300-1 required Runway 24.

City, Scottsbluff; State, Nebr.; Airport Name, Scottsbluff; Elev., 3965'; Fac. Class., SBMRLZ; Ident., BJ; Procedure No. 1, Amdt. 10; Eff. Date, 1 July 61; Sup. Amdt. No. 9; Dated, 13 Aug. 60

PIE-VOR	TPA-LFR	Direct	1500	T-dn*	300-1	300-1	300-1
				C-dn	700-1	700-1	700-1½
				S-dn-3	400-1	400-1	400-1

Procedure turn S side SW crs, 211° Outbnd, 031° Inbnd, 1200' within 10 mi. Beyond 10 mi NA.  
 Minimum altitude over facility on final approach crs, 700'.  
 Crs and distance, facility to airport, 055°—2.3.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 2.3 mi, climb to 1500' on NE crs within 20 mi.  
 Notes: Air Carrier use not authorized. Weather and communications service not available at this airport. Unicom available, however.  
 CAUTION: 451' towers immediately N of airport.  
 \*500-1 required for N and NW takeoffs.

City, Tampa; State, Fla.; Airport Name, Peter O. Knight; Elev., 8'; Fac. Class., SBRAZ; Ident., TPA; Procedure No. 1, Amdt. 3; Eff. Date, 1 July 61; Sup. Amdt. No. 2; Dated, 3 June 61

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

ADF STANDARD INSTRUMENT APPROACH PROCEDURE

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

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
CQ-LFR	LOM	Direct	1300	T-dn	300-1	300-1	200-1½
CHS-VOR	LOM	Direct	1300	C-dn	400-1	500-1	500-1½
Tucker Int	LOM (Final)	Direct	1300	S-dn-15	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn W side NW crs, 329° Outbnd, 149° Inbnd, 1300' within 10 miles.  
 Minimum altitude over facility on final approach crs, 1100'.  
 Crs and distance, facility to airport, 149°—3.7 mi.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished climb to 2000' on crs 149° within 15 miles or, when directed by ATC, turn left, climb to 1300' and return to LOM.  
 CAUTION: Tower 1049' MSL 10 mi SE.

City, Charleston; State, S.C.; Airport Name, Charleston AFB/Municipal; Elev., 45'; Fac. Class., LOM; Ident., CH; Procedure No. 1, Amdt. 5; Eff. Date, 1 July 61; Sup. Amdt. No. 4; Dated, 18 June 60

Appleton VOR	LOM	Direct	2500	T-dn	300-1	300-1	200-1½
Columbus LFR	LOM	Direct	2500	C-dn	500-1	500-1	500-1½
Hilliard FM	LOM	Direct	2500	S-dn-9L	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2

Procedure turn South side of crs, 276° Outbnd, 096° Inbnd, 2500' within 10 miles.  
 Minimum altitude over facility on final approach crs, 2500'.  
 Crs and distance, facility to airport, 096°—5.8 mi.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.8 miles, climb straight ahead to 2500' to CM LOM.  
 Hold East.

City, Columbus; State, Ohio; Airport Name, Port Columbus; Elev., 816'; Fac. Class., LOM; Ident., CB; Procedure No. 3, Amdt. Orig.; Eff. Date, 1 July 61



ADF STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
DAL VOR	DAL RBN	Direct	2000	T-dn	300-1	300-1	200-1/2
Red Bird Int	Stack Int (Final)**	Direct	#1400	C-dn	400-1	500-1	500-1/2
Stack Int**	DAL RBN (Final)	Direct	1100	S-dn-36	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Radar terminal area transition altitude: 2000' within 20 mi.  
 Radio towers—1108 msl 20 mi N; 1221 msl 10 ml WNW; and TV tower 2349 msl 17 ml SSW of airport.  
 Procedure turn E side of crs, 176° Outbnd, 356° Inbnd, 2600' within 10 ml of Stack Int\*\*. Beyond 10 ml NA.  
 Minimum altitude over facility on final approach crs, 1100'.  
 Crs and distance, DAL RBN to airport, 358°—1.4 ml.  
 Crs and distance, Stack Int\*\* to RBN, 356°—3.3 ml.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 1.4 ml, climb to 2000' on crs of 358° within 20 ml or, when directed by ATC, climb to 2000' on crs as directed by Dallas Radar.  
 CAUTION: 605' msl tank 1.7 ml SE of airport.  
 \*Radar control will provide 1000' vertical clearance within a 3-mile radius or 500' vertical clearance within a 3- to 5-mile (Inclusive) radius of radio towers 1108' MSL 20 ml North, 1221' MSL 10 ml WNW, and TV tower 2349' MSL 17 ml SSW of airport.  
 \*\*Stack Int: Int ACF-VOR R-102 and 178° brng from the Dallas RBN.  
 #Descent to 1100' authorized after passing Stack Int\*\* or 3.3 mile radar fix. If Stack Int\*\* or 3.3-mile radar fix not received, descent below 1400' NA.

City, Dallas; State, Tex.; Airport Name, Love Field; Elev., 485'; Fac. Class., BH; Ident., DAL; Procedure No. 2, Amdt. 2; Eff. Date, 1 July 61; Sup. Amdt. No. 1; Dated, 15 Mar. 58

PROCEDURE CANCELLED, EFFECTIVE 1 JULY 61, OR UPON DECOMMISSIONING OF FACILITY.

City, Dyersburg; State, Tenn.; Airport Name, Municipal; Elev., 337'; Fac. Class., BMH; Ident., DYR; Procedure No. 1, Amdt. 4; Eff. Date, 10 Sept. 60; Sup. Amdt. No. 3; Dated, 17 Dec. 54

Gaviota VOR	Int R-163 GVO-VOR and 073° brng to SBA LMM.	Direct	3500	T-dn	300-1	300-1	300-1
Int R-163 GVO-VOR and 073° brng to SBA LMM.	Naples Int*/FM (Final)	Direct	1400	C-dn	700-2	700-2	700-3
Santa Barbara VOR	Santa Barbara LMM	Direct	5000	S-dn-7	500-1	500-1	500-1
				A-dn	800-2	800-2	800-3

Procedure turn South side of final approach crs, 253° Outbnd, 073° Inbnd, 3000' within 10 ml of Naples Int\*/FM.  
 Minimum altitude over facility on final approach crs, 1400'.  
 Crs and distance, Naples Int\*/FM to airport, 073°—5.5 ml; LMM to airport, 073°—0.5 ml.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished at LMM, climb straight ahead to 800', make climbing right turn and climb to 3000' on 165° crs from LMM, or on R-170 SBA-VOR within 15 miles.  
 CAUTION: All maneuvering must be accomplished south of final approach course. High terrain North.  
 NOTE: Simultaneous use of ADF and VOR receivers necessary for execution of this approach.  
 \*Naples Int: Int 073° brng to SBA LMM and R-118 GVO-VOR. Colocated with Naples FM.

City, Santa Barbara; State, Calif.; Airport Name, Municipal; Elev., 14'; Fac. Class., LMM; Ident., BA; Procedure No. 1, Amdt. Orig.; Eff. Date, 1 July 61

				T-dn	300-1	300-1	200-1/2
				C-dn	700-1	700-1	700-1/2
				S-dn-14	700-1	700-1	700-1
				A-dn	1000-2	1000-2	1000-2

Procedure turn West side of crs, 339° Outbnd, 159° Inbnd, 1800' within 10 ml.  
 Minimum altitude over facility on final approach crs, 1000'.  
 Crs and distance, facility to airport, 159°—3.2 ml.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.2 miles, make a left climbing turn to 1800', returning to the LOM.

City, Bridgeport; State, N.J.; Airport Name, Bridgeport; Elev., 23'; Fac. Class., LOM; Ident., PIH; Procedure No.1, Amdt. Orig.; Eff. Date; 1 July 61

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

VOR STANDARD INSTRUMENT APPROACH PROCEDURE

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

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

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Royston VOR	AND-VOR (Final)	Direct	2000	T-dn	300-1	300-1	200-1/2
Pelzer Int	AND-VOR	Direct	2200	C-dn	400-1	500-1	500-1/2
				S-dn-5	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn South side of crs, 219° Outbnd, 039° Inbnd, 2100' within 10 miles.  
 Minimum altitude over facility on final approach crs, 1800'.  
 Crs and distance, facility to airport, 039°—5.5 ml.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.5 miles, climb to 2200' on R-039 AND-VOR, make left turn, returning to AND-VOR via R-039.

City, Anderson; State, S.C.; Airport Name, Anderson Municipal; Elev., 783'; Fac. Class., BVOR; Ident., AND; Procedure No. 1, Amdt. 2; Eff. Date, 1 July 61; Sup. Amdt. No. 1; Dated, 22 Apr. 61

VOB STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
				T-dn.....	300-1		
				C-d.....	500-1		
				C-n.....	500-2		
				S-d-36.....	500-1		
				S-n-36.....	500-2		
				A-dn.....	NA		

Procedure turn East side of crs, 207° Outbnd, 027° Inbnd, 2000' within 10 ml.  
 Minimum altitude over facility on final approach crs, 1200'.  
 Crs and distance, facility to airport, 027°—6.1 ml.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 6.1 miles after passing ENL-VOR, make right climbing turn to 2000' and return to ENL-VOR, hold SW on R-207.  
 CAUTION: No weather information available at Centralia. Check Vandalla weather before starting approach.

City, Centralia; State, Ill.; Airport Name, Centralia Municipal; Elev., 520'; Fac. Class., BVOR; Ident., ENL; Procedure No. 1, Amdt. 1; Eff. Date, 1 July 61; Sup. Amdt. No. Orig.; Dated, 22 Apr. 61

PL-LFR.....	PMD-VOR.....	Direct.....	4700	T-dn.....	300-1	300-1	200-1/2
				C-d.....	1000-1 1/2	1000-1 1/2	1000-2
				C-n.....	1000-2	1000-2	1000-2
				A-dn.....	1000-3	1000-3	1000-3

Procedure turn N side of crs, 092° Outbnd, 272° Inbnd, 4700' within 10 miles.  
 Minimum altitude over facility on final approach crs, 4200'.  
 Crs and distance, facility to airport, 272°—11.9 ml.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 6.0 miles, make a right climbing turn, and return to VOR, climbing to 4700'.

City, Lancaster; State, Calif.; Airport Name, Gen. William J. Fox; Elev., 2349'; Fac. Class., BVOR; Ident., PMD; Procedure No. 1, Amdt. Orig.; Eff. Date, 1 July 61

Midland LFR.....	MAF-VOR.....	Direct.....	4200	T-dn.....	300-1	300-1	*200-1/2
				C-dn.....	400-1	500-1	500-1 1/2
				S-dn-16R.....	400-1	400-1	400-1
				A-dn.....	800-2	800-2	800-2

Procedure turn E side of crs, 360° Outbnd, 180° Inbnd, 4000' within 10 miles. Beyond 10 ml NA. Nonstandard due to ATC requirements. All turns to be made on East side of crs.

Minimum altitude over facility on final approach crs, 3900'.  
 Crs and distance, facility to airport, 180°—3.6.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.6 miles, climb to 4000 on R 150 within 20 miles.  
 \*300-1 required on Runways 16L and 34R.

City, Midland; State, Tex.; Airport Name, Midland-Air Terminal; Elev., 2867'; Fac. Class., BVOR; Ident., MAF; Procedure No. 1, Amdt. 7; Eff. Date, 1 July 61; Sup Amdt. No. 6; Dated, 10 Dec. 60

SJP RBn.....	VOR.....	Direct.....	1500	T-dn.....	300-1	300-1	200-1/2
SJU RBn.....	VOR.....	Direct.....	1500	C-dn.....	500-1	500-1	500-1 1/2
Isla Verde Int.....	VOR (Final).....	Direct.....	500	A-dn.....	800-2	800-2	800-2

Procedure turn N side of crs, 095° Outbnd, 275° Inbnd, 1000' within 10 ml.  
 Minimum altitude over facility on final approach crs, 500'.  
 Facility on airport.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 ml of VOR, turn right, climb to 2000' on R-359 within 20 ml or, when directed by ATC, turn right, climb to 1500' on R-095 within 20 ml of SJU-VOR.

City, San Juan; State, P.R.; Airport Name, Puerto Rico International; Elev., 9'; Fac. Class., BVOR; Ident., SJU; Procedure No. 1, Amdt. 2; Eff. Date, 1 July 61; Sup. Amdt. No. 1; Dated, 2 May 59

OOD-VOR.....	Swedesboro Int (Final)#.....	Direct.....	1000	T-dn.....	400-1	400-1	300-1/2
				C-dn*.....	600-1	600-1	600-1 1/2
				S-dn-32*.....	600-1	600-1	600-1
				A-dn.....	1000-2	1000-2	1000-2

Procedure turn East side of crs, 178° Outbnd, 358° Inbnd, 1600' within 10 miles.  
 Minimum altitude over facility on final approach crs, 1000'.  
 Crs and distance, facility to airport, 358°—9.7 ml.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 9.7 mi after passing OOD-VOR, make a right climbing turn to 1600', returning to the OOD-VOR. Hold South, one minute, right pattern.

#Swedesboro Int: Int OOD-VOR R-358 and EWT-VOR R-083.  
 \*Maintain 1000' until passing Swedesboro Intersection. If Swedesboro Int not received, ceiling minimum of 1000' is applicable for landing.

City, Bridgeport; State, N.J.; Airport Name, Bridgeport; Elev., 23'; Fac. Class., BVOR; Ident., OOD; Procedure No. 1, Amdt. Orig.; Eff. Date, 1 July 61

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

TERMINAL VOR STANDARD INSTRUMENT APPROACH PROCEDURE

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

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

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
PNT-VOR..... Int PNT-VOR R-214 and BMI-VOR R-285.	BMI-VOR.....	Direct.....	2300	T-dn.....	300-1	300-1	200-1/2
	BMI-VOR.....	Direct.....	2300	C-dn.....	500-1	500-1	500-1 1/2
				S-dn-21.....	500-1	500-1	500-1
				A-dn*.....	NA	NA	NA

Procedure turn East side of crs, 040° Outbnd, 220° Inbnd, 2000' within 10 mi.  
 Minimum altitude on final approach crs, 1400'.  
 Crs and distance, breakoff point to Rwny 21, 212°—0.30 mi.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile of BMI-VOR, make immediate left turn climbing to 2300' on R-040 BMI-VOR within 10 miles.  
 CAUTION: 1296' TV tower 2.7 miles SW of VOR. Unlighted grain elevator 1000' MSL 1.5 miles NE of Rwny 21.  
 NOTE: Weather at Bloomington Municipal not available to general public.  
 \*800-2 authorized for Air Carrier with approved weather service.

City, Bloomington; State, Ill.; Airport Name, Bloomington Municipal; Elev., 874'; Fac. Class., BVOR; Ident., BMI; Procedure No. TerVOR-21, Amdt. 2; Eff. Date, 1 July 61; Sup. Amdt. No. 1; Dated, 3 June 61

CQ-LFR.....	CHS-VOR.....	Direct.....	1300	T-dn.....	300-1	300-1	200-1/2
				C-dn.....	*400-1	500-1	500-1 1/2
				S-dn-15.....	*400-1	400-1	400-1
				A-dn.....	800-2	800-2	800-2

Procedure turn west side of crs, 334° Outbnd, 154° Inbnd, 1300' within 10 mi, not to be started until abeam, LOM outbnd.  
 Minimum altitude over facility on final approach crs, 800'.  
 Facility on airport.  
 Distance from final approach fix (Int CHS R-334 and brng 244° to LOM), 4.0 mi.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished prior to passing CHS-VOR, climb to 2000' on R-154 within 15 miles or, when directed by ATC, turn left, climb to 1300' on R-334 of VOR within 20 mi.  
 CAUTION: Radio towers 428' m.s.l. 6 mi SE; 1049' m.s.l. 10 mi. SE.  
 \*Descent below 600' MSL NA unless final approach fix (Int CHS R-334 and brng 244° to LOM) is received.

City, Charleston; State, S.C.; Airport Name, Charleston AFB/Municipal; Elev., 45'; Fac. Class., BVORTAC; Ident., CHS; Procedure No. TerVOR-15, Amdt. 3; Eff. Date, 1 July 61; Sup. Amdt. No. 2; Dated, 28 Jan. 61

Greentown Int..... Okk RBN.....	OKK-VOR.....	Direct.....	2200	T-dn.....	300-1	300-1	200-1/2
	OKK-VOR.....	Direct.....	2200	C-d*.....	500-1	500-1	500-1 1/2
				C-n.....	500-1 1/2	500-1 1/2	500-1 1/2
				S-d-31*.....	500-1	500-1	500-1
				S-n-31*.....	500-1 1/2	500-1 1/2	500-1 1/2
				A-dn*.....	NA	NA	NA
				*Following minimums apply after passing OKK "H" facility:			
				C-d.....	400-1	500-1	500-1 1/2
				C-n.....	400-1 1/2	500-1 1/2	500-1 1/2
				S-d.....	400-1	400-1	400-1
				S-n.....	400-1 1/2	400-1 1/2	400-1 1/2

Procedure turn S side of crs, 130° Outbnd, 310° Inbnd, 2200' within 10 miles.  
 Facility on airport.  
 Minimum altitude over facility on final approach crs, 1200'; abeam \*OKK "H", 1300'.  
 Crs and distance, breakoff point to approach end of Rwny 31, 310°—0.7 mi.  
 Crs and distance, \*abeam OKK "H" to airport, 310°—2.8 mi.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile, turn right immediately and climb to 2200' and return to OKK-VOR.  
 NOTE: All aircraft except scheduled air carriers obtained Bunker Hill AFB current weather prior to IFR approach.  
 \*\*800-2 authorized for Air Carrier with approved weather reporting service.

City, Kokomo; State, Ind.; Airport Name, Kokomo Municipal; Elev., 827'; Fac. Class., BVOR; Ident., OKK; Procedure No. TerVOR-31, Amdt. 1; Eff. Date, 1 July 61; Sup. Amdt. No. Orig.; dated, 28 Jan. 61

OKK-VOR.....	MZZ-VOR.....	Direct.....	2200	T-dn.....	300-1	300-1	200-1/2
OKK RBN.....	MZZ-VOR.....	Direct.....	2200	C-dn.....	400-1	500-1	500-1 1/2
				S-dn-4.....	400-1	400-1	400-1
				A-dn*.....	NA	NA	NA

Procedure turn South side of crs, 211° Outbnd, 031° Inbnd, 1900' within 10 miles.  
 Minimum altitude over facility on final approach crs, 1300'.  
 Crs and distance, breakoff point to approach end of Runway, 038°—0.39 mi.  
 NOTE: All aircraft except scheduled Air Carrier obtain Bunker Hill AFB or Fort Wayne, Ind current weather prior to IFR approach.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile, climb to 2200' within 10 miles, return to MZZ-VOR.  
 \*AIR CARRIER NOTE: 800-2 authorized for those air carriers with weather reporting service.

City, Marion; State, Ind.; Airport Name, Marion Municipal; Elev., 850'; Fac. Class., VOR; Ident., MZZ; Procedure No. TerVOR-4, Amdt. Orig.; Eff. Date, 1 July 61

Flat Rock VOR.....	RIC VOR.....	Direct.....	2000	T-dn.....	300-1	300-1	200-1/2
Manakin RBN.....	RIC VOR.....	Direct.....	2000	C-dn*.....	500-1	500-1	500-1 1/2
Hopwell VOR.....	RIC VOR.....	Direct.....	1500	S-dn-6*.....	400-1	400-1	400-1
Chester FM.....	RIC VOR.....	Direct.....	1500	A-dn.....	800-2	800-2	800-2

Procedure turn South side of crs, 236° Outbnd, 056° Inbnd, 1500' within 10 mi of RIC VOR.  
 Minimum altitude until over Stack Int# on final approach crs, 900'.  
 Crs and distance, breakoff point to approach end of runway, 063°—0.9 mi.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile of RIC VOR, climb to 1500' on R-056 of RIO VOR within 10 miles or, when directed by ATC, make left climbing turn to 1500' on the N crs of RC-LFR within 10 miles.  
 \*If Stack Int. not received, maintain 800' over RIC-VOR (minimums of 600-1 will apply).  
 #Int R-236 RIC-VOR and NW crs RC-LFR.

City, Richmond; State, Va.; Airport Name, Byrd Field; Elev., 167'; Fac. Class., BVOR; Ident., RIC; Procedure No. TerVOR-6, Amdt. 2; Eff. Date, 1 July 61; Sup. Amdt. No. 1; Dated, 19 Sept. 59



TERMINAL VOR STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Flat Rock VOR.....	RIC VOR.....	Direct.....	2000	T-dn.....	300-1	300-1	200-1/2
Chester FM.....	RIC VOR.....	Direct.....	1500	C-dn.....	700-1	700-1	700-1/2
Manakin RBn.....	RIC VOR.....	Direct.....	2000	S-dn-15.....	700-1	700-1	700-1
Biltmore Int*.....	RIC VOR (Final).....	Direct.....	**900	A-dn.....	800-2	800-2	800-2

Procedure turn North side of crs, 347° Outbnd, 167° Inbnd, 1400' within 10 miles.  
 Minimum altitude over facility on final approach crs, 900'.  
 Crs and distance, breakoff point to approach end of Runway, 154°—0.6 mi.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile, climb to 2000' on R-158 RIC-VOR within 10 miles.  
 \*Biltmore Int: R-085 Flat Rock and R-338 Richmond.  
 \*\*Do not descend below 1400' until after passing Biltmore Int inbnd.

City, Richmond; State, Va.; Airport Name, Byrd Field; Elev., 167'; Fac. Class., BVOR; Ident., RIC; Procedure No. TerVOR-15, Amdt. 4; Eff. Date, 1 July 61; Sup. Amdt. No. 3; Dated, 19 Nov. 60

Flat Rock VOR.....	RIC VOR.....	Direct.....	2000	T-dn.....	300-1	300-1	200-1/2
Hopewell VOR.....	RIC VOR.....	Direct.....	1500	C-dn.....	600-1	600-1	600-1/2
Chester FM.....	RIC VOR.....	Direct.....	1500	S-dn-33.....	600-1	600-1	600-1
Manakin RBn.....	RIC VOR.....	Direct.....	2000	A-dn.....	800-2	800-2	800-2

Procedure turn North side of crs, 138° Outbnd, 313° Inbnd, 1500' within 10 mi.  
 Minimum altitude over facility on final approach crs, 800'.  
 Crs and distance, breakoff point to approach end of runway, 334°—0.6 mi.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile of RIC VOR, make a right climbing turn to 1500' on R-360 of RIC VOR or, when directed by ATC, make a right climbing turn to 1500' on N crs of RC-LFR within 10 miles.

City, Richmond; State, Va.; Airport Name, Byrd Field; Elev., 167'; Fac. Class., BVOR; Ident., RIC; Procedure No. TerVOR-33, Amdt. 2; Eff. Date, 1 July 61; Sup. Amdt. No. 1; Dated, 14 Nov. 59

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

ILS STANDARD INSTRUMENT APPROACH PROCEDURE

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

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Charleston LFR.....	LOM.....	Direct.....	1300	T-dn.....	300-1	300-1	200-1/2
Charleston VOR.....	LOM.....	Direct.....	1300	C-dn.....	400-1	500-1	500-1/2
Tucker Int.....	LOM (Final).....	Direct.....	1300	S-dn-15#.....	200-1/2	200-1/2	200-1/2
				A-dn.....	600-2	600-2	600-2

Procedure turn W side NW crs, 329° Outbnd, 149° Inbnd, 1300' within 10 mi.  
 Minimum altitude at G.S. interception inbnd final, 1100'.  
 Altitude of G.S. and distance to approach end of Rwny at OM, 1055'—3.7 mi; at MM, 233'—0.7 mi.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished turn left, climb to 2000' on R-149 CHS-VOR within 15 miles or, when directed by ATC, turn left, climb to 1300' and return to CHS LOM.  
 CAUTION: Tower 1049' msl 10 mi SE.  
 #400-3/4 required when glide slope not utilized.

City, Charleston; State, S.C.; Airport Name, Charleston AFB/Municipal; Elev., 45'; Fac. Class., ILS; Ident., I-CHS; Procedure No. ILS-15, Amdt. 6; Eff. Date, 1 July 61; Sup. Amdt. No. 5; Dated, 4 Mar. 61

API VOR.....	NW crs ILS.....	Via R-050.....	2500	T-dn.....	300-1	300-1	200-1/2
API VOR.....	LOM.....	Direct.....	2500	C-d.....	*500-1	500-1	500-1/2
MDW LFR.....	LOM.....	Direct.....	2500	C-n.....	*500-1/2	500-1/2	500-1/2
Surf Int.....	LOM.....	Direct.....	2500	S-dn-13R*.....	300-3/4	300-3/4	300-3/4
Hobart Int.....	EDZ RBn.....	Via R-108 API to Gary Int.	2500	A-dn.....	600-2	600-2	600-2
Big Run Int.....	LOM.....	Direct.....	2500				
EDZ RBn.....	LOM.....	Direct.....	2500				

Radar transition to final approach course authorized. Aircraft will be released for final approach without procedure turn on inbound approach course at least 3.0 miles from MDW LOM. Information for radar terminal area transition altitudes on Midway Radar Procedure.  
 Procedure turn West side of crs, 312° Outbnd, 132° Inbnd, 2500' within 10 miles.  
 Minimum altitude to G.S. int inbnd, 2500'.  
 Altitude of G.S. and distance to approach end of Rny at LOM, 2255'—5.1 mi; at LMM, 868'—0.7 mi.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished make right turn, climb to 2300' and proceed to EON VOR via R-001 or, when directed by ATC, climb to 2000' and proceed direct to Kedzie RBn, then via 132° crs to Gary Int.  
 NOTE: Aircraft executing missed approach may, after being reidentified, be radar controlled.  
 \*500-1 required with glide slope inoperative, 400-1 minimums authorized provided descent below 1100' MSL not made until past ADF bearing 020/200 of MDW LFR.

City, Chicago; State, Ill.; Airport Name, Midway; Elev., 618'; Fac. Class., ILS; Ident., I-MDW; Procedure No. ILS-13R, Amdt. 18; Eff. Date, 1 July 61; Sup. Amdt. No. 17; Dated, 27 May 61

ILS STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
APE-VOR.....	LOM.....	Direct.....	2500	T-dn.....	300-1	300-1	200-½
Hilliard FM.....	LOM.....	Direct.....	2500	C-dn.....	500-1	500-1	500-½
CMH-LFR.....	LOM.....	Direct.....	2500	S-dn-9L.....	200-½	200-½	200-½
				A-dn.....	600-2	600-2	600-2

Procedure turn S side of crs, 276° Outbnd, 096° Inbnd, 2500' within 10 miles.  
 Minimum altitude at glide slope interception inbnd, 2500'.  
 Altitude of glide slope and distance to approach end of Runway at OM, 2495'—5.8 mi; at MM, 1028'—0.6 mi.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.8 miles, climb to 2500' on back crs to CM LOM.  
 Hold East.  
 \*500-¾ with glide slope inoperative.

City, Columbus; State, Ohio; Airport Name, Port Columbus; Elev., 816'; Fac. Class., ILS; Ident., I-CBT; Procedure No. ILS-9L, Amdt. Orig.; Eff. Date, 1 July 61

New Brunswick Int.....	ILS crs (Final).....	Direct.....	1500	T-dn**.....	300-1	300-1	200-½
Newark LFR.....	LOM.....	Direct.....	1500	C-dn.....	600-1	600-1	600-½
Chatham Rbn.....	LOM.....	Direct.....	2000	S-dn-4*.....	200-½	200-½	200-½
Colts Neck VOR.....	ILS (Final).....	Direct.....	1500	A-dn.....	600-2	600-2	600-2
Radar Transitions:		Within:					
S Quadrant Newark LFR.....	Radar Site.....	15 mi.....	1500				
NE Sector from 058° to 090°.....	Radar Site.....	20 mi.....	2500				
All other sectors.....	Radar Site.....	20 mi.....	2000				

Procedure turn W side SW crs, 217 Outbnd, 037 Inbnd, 1500' within 10 mi. (Nonstandard due to ATC).  
 Minimum altitude at glide slope interception inbnd, 1500'.  
 Altitude of glide slope and distance to approach end of Runway at OM, 1500'—4.9 mi; at MM, 250'—0.6 mi.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished climb to 1000' on 037° crs from LOM, then make left climbing turn to 3000', direct to Chatham Rbn.  
 \*Runway Visual Range 2000' also authorized for takeoff and landing on Runway 4; provided that all components of the ILS, high intensity runway lights, approach lights, condenser-discharge flashers, middle and outer compass locators and all related airborne equipment are in satisfactory operating condition. Descent below 218' MSL shall not be made unless visual contact with the approach lights has been established or the aircraft is clear of clouds.  
 \*\*Runway visual range 2000' also authorized for takeoff on Runway 4 in lieu of 200-½ when 200-½ authorized, providing high intensity runway lights are operational.

City, Newark; State, N.J.; Airport Name, Newark; Elev., 18'; Fac. Class., ILS; Ident., EWR; Procedure No. ILS-4, Amdt. 14; Eff. Date, 1 July 61; Sup. Amdt. No. 13; Dated, 14 Jan. 61

Williamsburg Int.....	LOM.....	Direct.....	1400	T-dn.....	300-1	300-1	200-½
Norfolk Terminal Area Radar—All quadrants.....	Radar Site.....	Within 20 mi.....	1500	C-dn.....	400-1	500-1	500-½
Surry Int#.....	LOM.....	Direct.....	1500	S-dn-6*.....	200-½	200-½	200-½
				A-dn.....	600-2	600-2	600-2

Radar transitions authorized in accordance with approved patterns.  
 Procedure turn West side of SW crs, 244° Outbnd, 064° Inbnd, 1100' within 10 mi of LOM.  
 Minimum altitude at glide slope int inbnd, 1100'.  
 Altitude of glide slope and distance to approach end of Rny at OM, 965'—2.7 mi; at MM, 272'—0.5 mi.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished climb to 1500' to the Williamsburg Int. Hold NW one-minute left turns.  
 \*400-1 required with glide slope inoperative.  
 #Surry Int: Int ORF-VOR R-303 and FKN-VOR R-033.

City, Newport News; State, Va.; Airport Name, Patrick Henry; Elev., 41'; Fac. Class., ILS; Ident., I-PHF; Procedure No. ILS-6, Amdt. 9; Eff. Date, 1 July 61; Sup. Amdt. No. 8; Dated, 17 Dec. 60

PIA VOR.....	Oak Hill Int*.....	Direct.....	2000	T-dn.....	300-1	300-1	200-½
				C-dn.....	400-1	500-1	500-½
				S-dn-12.....	400-1	400-1	400-1
				A-dn.....	800-2	800-2	800-2

Procedure turn South side of NW crs PIA ILS, 303° Outbnd, 123° Inbnd, 2000' within 10 mi of Oak Hill Int.\*  
 Minimum altitude over Oak Hill Int\* on final approach crs, 1800'.  
 Crs and distance, Oak Hill Int\* to airport, 123°—4.0 mi.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.0 miles after passing Oak Hill Int, climb to 2400' on the SE crs of the PIA ILS or, when directed by ATC, climb to 2400' on SE crs of PIA ILS, turn right (south) and proceed to PIA VOR.  
 NOTE: Procedure approved for dual omni equipped aircraft only (Back Course Approach).  
 \*Oak Hill Int: Int NW crs PIA ILS and R-001 PIA VOR.

City, Peoria; State, Ill.; Airport Name, Greater Peoria; Elev., 659'; Fac. Class., ILS; Ident., I-PIA; Procedure No. ILS-12, Amdt. 1; Eff. Date, 1 July 61; Sup. Amdt. No. Orig.; Dated, 5 Nov. 60

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

RADAR STANDARD INSTRUMENT APPROACH PROCEDURE

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

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

Radar terminal area maneuvering sectors and altitudes														Ceiling and visibility minimums			
From	To	Dist.	Alt.	Dist.	Alt.	Dist.	Alt.	Dist.	Alt.	Dist.	Alt.	Dist.	Alt.	Condition	2-engine or less		More than 2-engine, more than 65 knots
															65 knots or less	More than 65 knots	
360	015	30 mi	2000												Surveillance approach		
015	035	30 mi	2100											T-dn	300-1	300-1	200-1/2
035	200	30 mi	2000											C-dn	400-1	500-1	500-1 1/2
**200	360	30 mi	2300											S-dn-26	400-1	400-1	500-1
														S-dn17L and 35R	400-1	400-1	400-1
														A-dn	800-2	800-2	800-2

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished—  
 Runway 26: Turn right and climb to 2400' on R-288 TUL-VOR within 10 mi or, when directed by ATC, turn left and climb to 2400' on R-236 TUL-VOR.  
 Runway 35R: Climb to 1900' on heading 354° (TUL ILS) within 10 mi or, when directed by ATC, turn right and climb to 2000' on R-035 TUL-VOR within 10 mi.  
 Runway 17L: Climb to 2200' on heading 174° (TUL ILS) within 10 mi or, when directed by ATC, climb to 2200' on R-113 TUL-VOR within 10 mi.  
 \*300-1 required on Runway 3L, 17R, 35L.  
 \*Radar control will provide 1000' vertical clearance within a 3-mile radius or 500' vertical clearance within 3 to 5 miles (inclusive) radius of TV/radio towers 19.5 mi SSE 1710' MSL, and 5 mi SE 1218' MSL (KVOO).  
 \*\*Radar control will provide 1000' vertical clearance within a 3-mile radius or 500' vertical clearance within 3 to 5 miles (inclusive) radius of TV/radio towers 9.9 mi West 2447' MSL and 8 mi SW 1440' MSL.

City, Tulsa; State, Okla.; Airport Name, Tulsa Municipal; Elev., 674'; Fac. Class., Tulsa; Ident., Radar; Procedure No. 1, Amdt. Orig.; Eff. Date, 1 July 61, or upon commissioning of facility

These procedures shall become effective on the dates specified therein.  
 (Secs. 313(a), 307(c), 72 Stat. 752, 749; 49 U.S.C. 1354(a), 1348(c))  
 Issued in Washington, D.C., on May 26, 1961.

**GEORGE C. PRILL,**  
 Acting Director, Bureau of Flight Standards.



# Proposed Rule Making

## FEDERAL AVIATION AGENCY

[ 14 CFR Part 514 ]

[Reg. Docket No. 775]

### AIRBORNE STATIC ELECTRICAL POWER INVERTER

#### Technical Standard Order

Pursuant to the authority delegated to me by the Administrator (14 CFR 405) notice is hereby given that the Federal Aviation Agency has under consideration a proposal to amend Part 514 of the regulations of the Administrator by adopting a new Technical Standard Order. This Technical Standard Order will establish minimum performance standards for airborne static electrical power inverter equipment for use as a replacement for the rotary type of equipment currently used on civil aircraft of the United States engaged in air carrier operations.

Interested persons may participate in the making of the proposed rule by submitting such written data, views or arguments as they may desire. Communications should be submitted in duplicate to the Docket Section of the Federal Aviation Agency, Room B-316, 1711 New York Avenue NW., Washington 25, D.C. All communications received on or before August 4, 1961, will be considered by the Administrator before taking action on the proposed rule. The proposals contained in this notice may be changed in light of the comments received. All comments submitted will be available, in the Docket Section, for examination by interested persons when the prescribed date for return of comments has expired. This proposal will not be given further publication as a draft release.

This amendment is proposed under the authority of sections 313(a) and 601 of

the Federal Aviation Act of 1958 (72 Stat. 752, 775; 49 U.S.C. 1354(a), 1421).

In consideration of the foregoing it is proposed to amend Part 514 as follows:

By adding the following § 514.79:

§ 514.79 Airborne static electrical power inverter (for air carrier aircraft)—TSO-C73.

(a) *Applicability*—(1) *Minimum performance standards*. Minimum performance standards are hereby established for airborne static electrical power inverter equipment which is to be used on civil aircraft of the United States engaged in air carrier operations. New models of airborne static electrical power inverter equipment manufactured for use on civil air carrier aircraft on or after the effective date of this section shall meet the standards set forth in FAA standard, "Airborne Static Electrical Power Inverter" dated May 8, 1961.<sup>1</sup> Manufacturers of such equipment shall also comply with the requirements of paragraphs (b), (c), and (d) for acceptance of their equipment under this section.

(b) *Marketing*. In addition to the markings specified in § 514.3, the equipment rating, as specified by the manufacturer, shall be shown.

(c) *Data requirements*. (1) The manufacturer shall maintain a current file of complete design data.

(2) The manufacturer shall maintain a current file of complete data describing the inspection and test procedures applicable to his product. (See paragraph (d) of this section.)

<sup>1</sup> Copies of the FAA Standard may be obtained upon request addressed to: Aeronautical Reference Branch, Correspondence Inquiry Section, MS-126, Federal Aviation Agency, Washington 25, D.C.

(3) Six copies each, except where noted, of the following shall be furnished to the Chief, Engineering and Manufacturing Division, Bureau of Flight Standards, Federal Aviation Agency, Washington 25, D.C.

(i) Manufacturer's operating instructions and equipment limitations.

(ii) Installation procedures with applicable schematic drawings, wiring diagrams, and specifications. Indicate any limitations, restrictions, or other conditions pertinent to installation.

(iii) One copy of the manufacturer's test report.

(d) *Quality control*. Airborne static electrical power inverter equipment shall be produced under a quality control system, established by the manufacturer, which will assure that each inverter is in conformity with the requirements of this section and is in a condition for safe operation. This system shall be described in the data required under paragraph (c) (2) of this section. A representative of the Administrator shall be permitted to make such inspections and tests at the manufacturer's facility as may be necessary to determine compliance with the requirements of this section.

(e) *Previously approved equipment*. Airborne static electrical power inverter equipment approved prior to the effective date of this section may continue to be manufactured under the provisions of its original approval.

Issued in Washington, D.C., on June 14, 1961.

GEORGE C. PRILL,  
Acting Director,  
Bureau of Flight Standards.

[F.R. Doc. 61-5642; Filed, June 19, 1961; 8:45 a.m.]

# Notices

## DEPARTMENT OF STATE

[Public Notice 190; Delegation of Authority 23-F]

### PROCUREMENT TRANSACTIONS

#### Delegation of Authority

By virtue of the authority vested in the Secretary of State by the Act of May 26, 1949 (63 Stat. 111; 5 U.S.C. 151c and 22 U.S.C. 811a), as amended, the authority vested in the Secretary of State by Delegation of Authority No. 363, dated March 10, 1959, signed by Franklin Floete, Administrator of General Services, and in accordance with the authority conferred by section 307 of the Federal Property and Administrative Services Act of 1949, Public Law 152, 81st Congress (63 Stat. 377), as amended, upon the "Agency Head" as defined in section 309(a) of said Act, there is hereby delegated to the officials listed below (and to any official legally designated to act for one of those enumerated during the absence or incapacity of the latter) authority to make purchases and contracts, to sign and issue purchase orders, contracts, and certificates of award in connection therewith, and to use the procurement procedures contained in title III of Public Law 152, 81st Congress (63 Stat. 377), as amended, subject to the specific limitations indicated below. The authority hereby delegated is subject to all other applicable provisions of law and to all instructions, regulations and directives which are now in effect or which may be issued hereafter by the Department of State, or by any other Government agency of competent jurisdiction, governing purchasing and contracting functions.

#### 1. Office of Operations. a. Division of Supply Management.

Chief;  
Chief, Procurement Branch;  
Contract Specialists, Procurement Branch;  
Procurement Officer, Procurement Branch;  
Purchase Agent, Procurement Branch.

**Limitations.** (1) The following limitations as to dollar amount per transaction apply to the positions indicated: Chief, Procurement Branch, \$50,000; Contract Specialists, Procurement Branch, \$20,000; Procurement Officer, Procurement Branch, \$10,000; Purchase Agent, Procurement Branch, \$1,000; (2) no authority is delegated to make the determinations and decisions specified in Public Law 152, as amended, section 305(c) or paragraphs (12) and (13) of section 302(c); (3) authority to make determinations and decisions specified in paragraph (11) of section 302(c) is delegated only to the Chief, Division of Supply Management, and said authority is limited to contracts which will not require the expenditure of more than \$25,000; (4) authority to authorize a cost, cost-plus-a-fixed-fee, or any other incentive-type contract, either within or outside

the United States and its possessions, and to make the determinations and decisions specified in section 304(b) is delegated only to the Chief, Division of Supply Management; (5) authority to negotiate contracts for services in accordance with section 302(c) (5) is delegated only to the Chief, Division of Supply Management, and the Chief, Procurement Branch.

#### b. The Library.

The Librarian;  
Assistant Librarian;  
Chief, Technical Services Branch;  
Chief, Acquisition Section.

**Limitations.** (1) Transactions for the purchase of newspapers, books, maps, and periodicals; (2) no authority is delegated to make determinations and decisions specified in Public Law 152, as amended, section 305(c) or paragraphs (11), (12), and (13) of section 302(c); to authorize cost, cost-plus-a-fixed-fee, or any other incentive-type contract; or to make the determinations and decisions specified in section 304(b).

#### 2. Office of Foreign Buildings.

Deputy Assistant Secretary for Foreign Buildings;  
Deputy Director;  
Assistant Director for Area Operations.

**Limitations.** (1) Transactions chargeable to funds available in the appropriation "Acquisition of Buildings Abroad" (after June 30, 1959, "Acquisition, Operation and Maintenance of Buildings Abroad") or in other appropriations available for foreign Buildings operations; (2) the following limitation as to dollar amount per transaction applies to the position indicated; Assistant Director for Area Operations, Office of Foreign Buildings, \$2,500; (3) no authority is delegated to make the determinations and decisions specified in Public Law 152, as amended, section 305(c) or paragraphs (11), (12), and (13) of section 302(c); (4) the authority to authorize a cost, cost-plus-a-fixed-fee, or any other incentive-type contract, and to make the determinations and decisions specified in section 304(b) is delegated only to the Deputy Assistant Secretary for Foreign Buildings and the Deputy Director, Office of Foreign Buildings, and said delegation is limited to those contracts for supplies or services which are to be delivered to points outside the United States and its possessions.

This Delegation of Authority cancels and supersedes Delegation of Authority No. 23-E, Delegation of Authority for Procurement Transactions (Public Notice 171, 25 F.R. 7217, July 30, 1960), Delegation of Authority No. 23-E-1, Amendment of Delegation of Authority for Procurement Transactions (Public Notice 174, 25 F.R. 9391, September 30, 1960), and Delegation of Authority No. 23-E-2, Amendment of Delegation of Authority for Procurement Transactions

(Public Notice No. 180, 26 F.R. 1100, February 4, 1961).

Dated: May 26, 1961.

For the Secretary of State.

WILLIAM J. CROCKETT,  
Assistant Secretary  
for Administration.

[F.R. Doc. 61-5658; Filed, June 19, 1961;  
8:47 a.m.]

## DEPARTMENT OF THE TREASURY

### Foreign Assets Control

#### MENTHOL, NATURAL AND SYNTHETIC

#### Available Certificates by the Government of the Federal Republic of Germany

Certificates of origin issued under procedures agreed upon between the Government of the Federal Republic of Germany and the Foreign Assets Control are now available with respect to the importation into the United States directly, or on a through bill of lading, from Germany of the following commodity:

Menthol, natural and synthetic

Certificates will be countersigned by a Customs official of the Ministry of Finance of the Government of the Federal Republic of Germany on a form provided by the Chamber of Industry and Commerce of South Hanover and will also be signed by an official of the Chamber. Attention is directed to the fact that no such Certificate is acceptable for Foreign Assets Control purposes unless it bears the countersignature of the German Customs.

[SEAL] MARGARET W. SCHWARTZ,  
Acting Director,  
Foreign Assets Control.

[F.R. Doc. 61-5732; Filed, June 19, 1961;  
8:51 a.m.]

## DEPARTMENT OF THE INTERIOR

### Bureau of Indian Affairs

[Bureau Order 567, Amdt. 7]

#### LEASES AND PERMITS

#### Redelegation of Authority

Bureau Order 567 (20 F.R. 314), as amended (21 F.R. 545; 22 F.R. 10674; 23 F.R. 5397; 24 F.R. 272, 3162; 25 F.R. 10853), is further amended to read as follows:

SEC. 3.12 *Leases and permits.* All those matters set forth in 25 CFR Part 131 except: (1) Powers reserved by the Secretary in § 131.3; (2) the approval of leases, other than long-term homestead leases to members of the tribe, which provide for a duration in excess of ten years for agricultural purposes or

twenty-five years for any other purpose, inclusive of any provision for extensions or removals thereof at the option of the lessee; (3) the waiver or adjustment of lease fees; and (4) the waiver or modification of the bond requirement.

JOHN O. CROW,  
Acting Commissioner.

JUNE 13, 1961.

[F.R. Doc. 61-5651; Filed, June 19, 1961;  
8:47 a.m.]

**Bureau of Land Management  
ALASKA**

**Notice of Proposed Withdrawal and  
Reservation of Lands**

The United States Coast Guard has filed an application, Serial Number F-027632 for the withdrawal of the lands described below, from all forms of appropriation under the public land laws, including the mining and mineral leasing laws. The applicant desires the land for establishment of a manned aid-to-navigation site and an airstrip for both military and civilian emergency use.

For a period of 60 days from the date of publication of this notice, all persons who wish to submit comments, suggestions, or objections in connection with the proposed withdrawal may present their views in writing to the undersigned officer of the Bureau of Land Management, Department of the Interior, Fairbanks Operations Office, 516 Second Avenue, Fairbanks, Alaska.

If circumstances warrant it, a public hearing will be held at a convenient time and place, which will be announced.

The determination of the Secretary on the application will be published in the FEDERAL REGISTER. A separate notice will be sent to each interested party of record.

The lands involved in the application are:

All land north of 65°10' N., on Point Spencer in Northwestern Alaska more particularly described as follows:

Beginning at the northernmost tip of Point Spencer at approximate latitude 65°15'40" N. and longitude 166°50'40" W.; thence by metes and bounds, Southwesterly along the western coast of Point Spencer, approximately 46,200 feet to a point on line of latitude 65°10' N.; East approximately 2,970 feet across Point Spencer to the eastern coast of Point Spencer; Northeastly and northerly along the eastern coast of Point Spencer approximately 47,520 feet to the point of beginning.

Containing 2,648 acres more or less.

RICHARD L. QUINTUS,  
Operations Supervisor.

[F.R. Doc. 61-5683; Filed, June 19, 1961;  
8:51 a.m.]

**CALIFORNIA**

**Notice of Termination of Proposed  
Withdrawal and Reservation of  
Lands**

JUNE 12, 1961.

The Department of the Navy filed an application for withdrawal and reserva-

tion of lands, serial number Los Angeles 0122986, on December 10, 1954. The applicant agency has cancelled its application which involved the lands described below. Therefore, pursuant to the regulations contained in 43 CFR Part 295, such lands will be at 10:00 a.m., on Monday, July 3, 1961, relieved of the segregative effect of the above-mentioned application.

The lands involved in this notice of termination are:

**MT. DIABLO MERIDIAN, CALIFORNIA**

T. 9 S., R. 38 E., partly unsurveyed.

T. 9 S., R. 39 E., partly unsurveyed.

T. 9 S., R. 40 E.

T. 9 S., R. 41 E.

T. 9 S., R. 42 E., unsurveyed.

T. 10 S., R. 38 E., unsurveyed.

T. 10 S., R. 39 E., unsurveyed.

T. 10 S., R. 40 E.

T. 10 S., R. 41 E.

T. 10 S., R. 42 E., unsurveyed.

T. 11 S., R. 38 E.,

Secs. 1 to 5, inclusive, unsurveyed;

Secs. 8 to 17, inclusive, unsurveyed;

Secs. 20 to 29, inclusive, unsurveyed;

Secs. 32 to 36, inclusive, unsurveyed.

T. 11 S., R. 39 E., unsurveyed.

T. 11 S., R. 40 E.

T. 11 S., R. 41 E.

T. 12 S., R. 38 E.,

Secs. 1 to 5, inclusive, unsurveyed;

Secs. 8 to 17, inclusive, unsurveyed;

Secs. 20 to 29, inclusive, unsurveyed;

Secs. 32 to 36, inclusive, unsurveyed.

T. 12 S., R. 39 E., partly unsurveyed.

T. 12 S., R. 40 E.

T. 12 S., R. 41 E.

T. 12 S., R. 42 E., unsurveyed.

T. 13 S., R. 38 E.,

Secs. 1 to 4, inclusive;

Secs. 9 to 16, inclusive;

Secs. 21 to 27, inclusive;

Secs. 34 to 36, inclusive.

T. 13 S., R. 39 E.

T. 13 S., R. 40 E., unsurveyed.

T. 13 S., R. 41 E., unsurveyed.

T. 13 S., R. 42 E., unsurveyed.

T. 14 S., R. 38 E.,

Secs. 1, 2, 11, 12, 13.

T. 14 S., R. 39 E.,

Secs. 1 to 30, inclusive;

Secs. 34 to 36, inclusive.

T. 14 S., R. 40 E., unsurveyed.

T. 14 S., R. 41 E., unsurveyed.

T. 14 S., R. 42 E., unsurveyed.

T. 15 S., R. 39 E.,

Secs. 1 to 3, inclusive;

Secs. 10 to 15, inclusive;

Secs. 22 to 27, inclusive, partly unsurveyed;

Secs. 34 to 36, inclusive, partly unsurveyed.

T. 15 S., R. 40 E., partly unsurveyed.

T. 15 S., R. 41 E., unsurveyed.

T. 15 S., R. 42 E., unsurveyed.

T. 16 S., R. 39 E.,

Secs. 1 to 3, inclusive, unsurveyed;

Secs. 11 to 13, inclusive, unsurveyed;

Secs. 24, 25, 36, unsurveyed.

T. 16 S., R. 40 E., unsurveyed

T. 16 S., R. 41 E., unsurveyed.

T. 16 S., R. 42 E., unsurveyed.

T. 17 S., R. 40 E., unsurveyed.

T. 17 S., R. 41 E., partly unsurveyed.

T. 17 S., R. 42 E., partly unsurveyed.

Containing 853,909.65 acres, more or less.

The Notice of Termination of Proposed Withdrawal and Reservation of Lands appearing as F.R. Doc. 61-3298 of the issue for March 13, 1961 (26 F.R. 3165) is hereby revoked.

ROLLA E. CHANDLER,  
Manager.

[F.R. Doc. 61-5653; Filed, June 19, 1961;  
8:47 a.m.]

[Classification No. 126]

**NEVADA**

**Small Tract Classification;  
Amendment**

Effective June 12, 1961, paragraph 1 of Federal Register Document 57-3346 appearing on page 2921 of the issue for April 25, 1957, is amended to exclude the following described land:

**MOUNT DIABLO MERIDIAN**

T. 22 S., R. 63 E.,

Sec. 20, N $\frac{1}{2}$ SW $\frac{1}{4}$ , SE $\frac{1}{4}$ SW $\frac{1}{4}$ , E $\frac{1}{2}$ SW $\frac{1}{4}$  SW $\frac{1}{4}$ .

Containing 140 acres.

The above land has been examined and found suitable for disposal to the Black Mountain Golf and Country Club for a golf course.

CHARLES E. HANCOCK,  
Acting State Director, Nevada.

JUNE 12, 1961.

[F.R. Doc. 61-5654; Filed, June 19, 1961;  
8:47 a.m.]

[W-0105361]

**WYOMING**

**Proposed Withdrawal and Reserva-  
tion of Lands; Correction**

JUNE 13, 1961.

The Notice of Proposed Withdrawal and Reservation of Lands published on page 5160 of the FEDERAL REGISTER, issue for June 8, 1961 (F.R. Doc. 61-5295; Filed June 7, 1961; 8:47 a.m.) is hereby corrected as to land in T. 39 N., R. 109 W., 6th P.M., Wyoming, Green River Roadside Zone, by deleting the E $\frac{1}{2}$ SE $\frac{1}{4}$  sec. 10 and replacing it with the W $\frac{1}{2}$ SE $\frac{1}{4}$  and SE $\frac{1}{4}$ SE $\frac{1}{4}$  sec. 10. The total area of 855 acres is also corrected to show 895 acres for this Roadside Zone.

THOMAS H. FLOYD, JR.,  
Land Office Manager.

[F.R. Doc. 61-5655; Filed, June 19, 1961;  
8:47 a.m.]

**DEPARTMENT OF AGRICULTURE**

**Agricultural Research Service  
IDENTIFICATION OF CARCASSES OF  
CERTAIN HUMANELY SLAUGHTERED  
LIVESTOCK**

**Supplemental List of Humane  
Slaughterers**

Pursuant to section 4 of the Act of August 27, 1958 (7 U.S.C. 1904) and the statement of policy thereunder in 9 CFR 181.1 (25 F.R. 5863) the following table lists additional establishments operated under Federal inspection under the Meat Inspection Act (21 U.S.C. 71 et seq.) which have been officially reported as humanely slaughtering and handling the species of livestock respectively designated for such establishments in the table. This list supplements the list previously published under the Act (26 F.R. 4857) for May and represents those establishments and species which were reported too late to be included in the earlier list or which have come into com-



pliance with respect to species indicated since the completion of the reports on which the earlier list was based. The establishment number given with the name of the establishment is branded on each carcass of livestock inspected at that establishment. The table should not be understood to indicate that all

species of livestock slaughtered at a listed establishment are slaughtered and handled by humane methods unless all species are listed for that establishment in the table. Nor should the table be understood to indicate that the affiliates of any listed establishment use only humane methods:

Name of establishments	Establishment No.	Cattle	Calves	Sheep	Goats	Swine	Horses
Armour and Co.	2AG	(*)					
Do	2AU	(*)					
Do	2F	(*)	(*)	(*)	(*)		
Swift and Co.	3NN	(*)	(*)	(*)		(*)	
C. Finkbeiner, Inc.	18	(*)				(*)	
Swift and Co.	23	(*)		(*)			
Eastern Packing Co.	74E						(*)
The Cudahy Packing Co.	81	(*)	(*)			(*)	
The Val Decker Packing Co.	95	(*)	(*)	(*)		(*)	
Liberty Packing Co.	101	(*)	(*)				
United Fryer and Stillman, Inc.	198	(*)					
S. Adams Packing Co.	211	(*)	(*)				
American Stores Co.	279	(*)	(*)				
McCandless Packing Co., Inc.	355	(*)	(*)			(*)	
Pioneer Provision Co.	461	(*)					
Litvak Packing Co.	465	(*)					
Memphis Butchers Association, Inc.	488	(*)	(*)	(*)	(*)	(*)	
Helm Brothers Packing Co.	499	(*)	(*)			(*)	
Capitol Packing Co.	513	(*)	(*)				
Pepper Packing Co.	536	(*)				(*)	
Mid South Packers, Inc.	557	(*)				(*)	
Perretta Packing Co., Inc.	571	(*)					
Armour and Co.	579	(*)	(*)			(*)	
Wilson and Co., Inc.	655	(*)		(*)			
McCook Packing Corp.	660	(*)					
Scottsbluff Packing Co.	667	(*)		(*)			
Marco Packing Co.	692	(*)	(*)				
Central Nebraska Packing Co.	713E						(*)
Crawford County Packing Co.	717						
Decker and Son	727					(*)	
Bryan Brothers Packing Co.	780	(*)	(*)			(*)	
Nat Buring Packing Co. of Ark., Inc.	837B	(*)				(*)	
Vernon Calhoun Packing Co.	897	(*)					
Sigman Meat Co., Inc.	901	(*)	(*)				
Chiapetti Packing Co.	916	(*)		(*)			
Wilson and Co., Inc.	940	(*)	(*)			(*)	
Greeley Capitol Packing Co.	969	(*)		(*)			
Hawaii Meat Co., Ltd.	970	(*)	(*)	(*)			
National Food Stores, Inc.	981	(*)					

Done at Washington, D.C., this 14th day of June 1961.

C. H. PALS,  
Director, Meat Inspection Division,  
Agricultural Research Service.

[F.R. Doc. 61-5660; Filed, June 19, 1961; 8:48 a.m.]

**ATOMIC ENERGY COMMISSION**

[Docket No. 50-179]

**ALLIS-CHALMERS MANUFACTURING CO.**

**Notice of Issuance of Utilization Facility Export License**

Please take notice that no request for a formal hearing having been filed following filing of a notice of receipt of the application with the Office of the Federal Register, the Atomic Energy Commission has issued License No. XR-42 to Allis-Chalmers Manufacturing Company authorizing export of a nuclear reactor to the South African Atomic Energy Board in Pelindaba, South Africa. The notice of filing of the application, published in the FEDERAL REGISTER on February 24, 1961 (26 F.R. 1643), described the reactor as a 20,000 kilowatt (thermal) tank type, light water-cooled and -moderated nuclear reactor.

Dated at Germantown, Md., this 14th day of June 1961.

For the Atomic Energy Commission.

R. L. KIRK,  
Deputy Director, Division of  
Licensing and Regulation.

[F.R. Doc. 61-5634; Filed, June 19, 1961; 8:45 a.m.]

No. 117-5

[Docket No. 50-185]

**NATIONAL AERONAUTICS AND SPACE ADMINISTRATION**

**Notice of Proposed Issuance of Construction Permit**

Please take notice that unless within fifteen days after the filing of this notice with the Office of the Federal Register a request for a formal hearing is filed with the United States Atomic Energy Commission by the applicant or an intervenor as provided by the Commission's rules of practice (10 CFR Ch. I, Part 2), the Commission proposes to issue to National Aeronautics and Space Administration (NASA), Washington 25, D.C., a construction permit, substantially as set forth below, authorizing construction on the grounds of the Plum Brook Ordnance Works situated approximately three miles south southeast of Sandusky, Ohio, of a low power, highly enriched fuel, water-cooled and -moderated, beryllium-water reflected nuclear reactor designated as the Mock Up Reactor (MUR). Petitions for leave to intervene shall be filed by mailing a copy to the Office of the Secretary, Atomic Energy Commission, Washington 25, D.C., or by delivery of a copy in person to the Office of the Secretary, Germantown, Maryland, or

the AEC's Public Document Room, 1717 H Street NW., Washington, D.C.

For further details see (1) the application submitted by National Aeronautics and Space Administration, and (2) a hazards analysis prepared by the Division of Licensing and Regulation, both on file at the AEC's Public Document Room. A copy of item (2) above may be obtained at the AEC's Public Document Room or upon request addressed to the Atomic Energy Commission, Washington 25, D.C., Attention: Director, Division of Licensing and Regulation.

Dated at Germantown, Md., this 14th day of June 1961.

For the Atomic Energy Commission.

R. L. KIRK,  
Deputy Director, Division of  
Licensing and Regulation.

**PROPOSED CONSTRUCTION PERMIT**

1. By application dated March 15, 1961, and amendments thereto dated April 7, 1961 (hereinafter collectively referred to as "the application") National Aeronautics and Space Administration requested a Class 104 license, defined in § 50.21 of Part 50, "Licensing of Production and Utilization Facilities", 10 CFR, Chapter I, authorizing construction and operation on its Plum Brook Reactor Facility site, located on the grounds of the Plum Brook Ordnance Works situated approximately three miles south southeast of Sandusky, Ohio, of a low power, highly enriched fuel, water-cooled and -moderated, beryllium-water reflected nuclear reactor designated as the Mock Up Reactor (MUR), (hereinafter referred to as "the reactor").

2. The Atomic Energy Commission (hereinafter referred to as "the Commission") finds that:

A. The reactor will be a utilization facility as defined in the Commission's regulations contained in 10 CFR, Chapter I, Part 50, "Licensing of Production and Utilization Facilities";

B. The reactor will be used in the conduct of research and development activities of the types specified in section 31 of the Atomic Energy Act of 1954, as amended, (hereinafter referred to as "the Act");

C. National Aeronautics and Space Administration is financially qualified to construct and operate the reactor in accordance with the regulations contained in 10 CFR, Chapter I, to assume financial responsibility for payment of Commission charges for special nuclear material and to undertake and carry out the proposed use of such material for a reasonable period of time.

D. National Aeronautics and Space Administration and its contractor, Lockheed Nuclear Corporation, are technically qualified to design and construct the reactor;

E. National Aeronautics and Space Administration has submitted sufficient information to provide reasonable assurance that a facility of the general type proposed can be constructed and operated at the proposed location without undue risk to the health and safety of the public, and that omitted information necessary to complete the application will be supplied; and

F. The issuance of a construction permit to National Aeronautics and Space Administration will not be inimical to the common defense and security or to the health and safety of the public.

3. Pursuant to the Act and 10 CFR, Chapter I, Part 50, "Licensing of Production and Utilization Facilities", the Commission hereby issues a construction permit to National Aeronautics and Space Administration to construct the reactor in accordance with the application. This permit shall be deemed to contain and be subject to the conditions

specified in §§ 50.54 and 50.55 of said regulations; is subject to all applicable provisions of the Act and rules, regulations and orders of the Commission now or hereafter in effect; and is subject to the additional conditions specified below:

A. The earliest completion date of the reactor is December 13, 1961. The latest completion date of the reactor is July 31, 1962. The term "completion date", as used herein, means the date on which construction of the reactor is completed except for the introduction of the fuel material, and

B. The reactor shall be constructed and located on the National Aeronautics and Space Administration's Plum Brook Reactor Facility site in Erie County, Ohio, as specified in the application.

4. This permit is provisional to the extent that a license authorizing operation of the reactor will not be issued by the Commission unless National Aeronautics and Space Administration has submitted to the Commission, by amendment of the application, additional date to complete the hazards analysis covering operation of the proposed reactor and the Commission has found that the final design provides reasonable assurance that the health and safety of the public will not be endangered by operation of the reactor in accordance with the specified procedures.

5. Upon completion (as defined in paragraph 3.A. above) of the construction of the reactor in accordance with the terms and conditions of this permit, upon the filing of the additional information needed to bring the original application up-to-date, and upon finding that the reactor authorized has been constructed and will operate in conformity with the application, as amended, and in conformity with the provisions of the Act and of the rules and regulations of the Commission, and in the absence of any good cause being shown to the Commission why the granting of a license would not be in accordance with the provisions of the Act, the Commission will issue a Class 104 license to National Aeronautics and Space Administration pursuant to section 104c of the Act, which license shall expire on June 30, 1972.

Date of issuance:

For the Atomic Energy Commission.

[F.R. Doc. 61-5635; Filed, June 19, 1961; 8:45 a.m.]

## CIVIL AERONAUTICS BOARD

[Docket 11879; Order No. E-16943]

### INTERNATIONAL AIR TRANSPORT ASSOCIATION

#### Agreement Adopted by Joint Conferences; Specific Commodity Rates

Adopted by the Civil Aeronautics Board at its office in Washington, D.C., on the 15th day of June 1961.

There has been filed with the Board, pursuant to section 412(a) of the Federal Aviation Act of 1958 (the Act) and Part 261 of the Board's Economic Regulations, an agreement between various air carriers, foreign air carriers, and other carriers, embodied in the resolutions of Joint Conferences 3-1 and 1-2-3 of the International Air Transport Association (IATA). The agreement was adopted at the fourth meeting of the San Francisco Commodity Rates Board held in Montreal in May 1961.

The agreement (1) names additional rates under currently effective commodity descriptions and (2) extends the va-

lidity of a rate presently in effect pursuant to unprotested cable notice to the carriers.

The Board, acting pursuant to sections 102, 204(a), and 412 of the Act, does not find the above-described agreement to be adverse to the public interest or in violation of the Act, provided that approval thereof shall be subject to the condition hereinafter ordered.

Accordingly, it is ordered:

1. That Agreement C.A.B. 15340, R-1, is approved, provided that such approval shall not necessarily constitute approval of any specific commodity description contained therein for purposes of tariff publication.

2. That any air carrier party to the agreement, or any interested person may, within 15 days from the date of service, submit statements, in writing containing reasons deemed appropriate together with supporting data, in support of or in opposition to the Board's action herein. An original and nineteen copies of the statements should be filed with the Board's Docket Section. The Board may, upon consideration of any such statement filed, modify or rescind its action herein by subsequent order.

This order will be published in the FEDERAL REGISTER.

By the Civil Aeronautics Board.

[SEAL] HAROLD R. SANDERSON,  
Secretary.

[F.R. Doc. 61-5670; Filed, June 19, 1961; 8:49 a.m.]

[Docket No. 12285]

### NEW YORK-FLORIDA RENEWAL CASE

#### Notice of Prehearing Conference

Notice is hereby given that a prehearing conference in the above-entitled matter is assigned to be held on July 11, 1961, at 10 a.m., e.d.s.t., in Room 1027, Universal Building, Connecticut and Florida Avenues, NW., Washington, D.C., before Examiner Walter W. Bryan.

The time for filing motions relating to the case, requests for evidence and statement of issues is fixed as June 29, 1961.

Dated at Washington, D.C., June 15, 1961.

[SEAL] FRANCIS W. BROWN,  
Chief Examiner.

[F.R. Doc. 61-5671; Filed, June 19, 1961; 8:49 a.m.]

[Docket No. 11238 etc.]

### SHULMAN ET AL.

#### Notice of Prehearing Conference

Notice is hereby given that a prehearing conference in the above-entitled matter is assigned to be held on July 6, 1961, at 10 a.m., e.d.s.t., in Room 1027, Universal Building, Connecticut and Florida Avenues NW., Washington, D.C., before Examiner William J. Madden.

The time for filing motions, requests for evidence, and statement of issues is fixed as June 29, 1961.

Dated at Washington, D.C., June 15, 1961.

[SEAL] FRANCIS W. BROWN,  
Chief Examiner.

[F.R. Doc. 61-5672; Filed, June 19, 1961; 8:49 a.m.]

[Docket 10979]

### UNITED STATES OVERSEAS AIRLINES, INC.

#### Enforcement Proceeding; Notice of Oral Argument

Notice is hereby given, pursuant to the provisions of the Federal Aviation Act of 1958, as amended, that oral argument in the above-entitled proceeding is assigned to be held on June 28, 1961, at 10 a.m., e.d.s.t., in Room 1027, Universal Building, Connecticut and Florida Avenues NW., Washington, D.C., before the Board.

Dated at Washington, D.C., June 15, 1961.

[SEAL] FRANCIS W. BROWN,  
Chief Examiner.

[F.R. Doc. 61-5673; Filed, June 19, 1961; 8:49 a.m.]

## FEDERAL AVIATION AGENCY

[OE Docket No. 61-FW-35]

### RADIO ANTENNA STRUCTURE

#### Notice of No Airspace Objection

The Federal Aviation Agency has circularized information concerning the following antenna structure to interested persons for aeronautical comment and has conducted a study to determine its effect upon the utilization of airspace: Transwestern Pipe Line Company, Inc., Houston, Texas, has constructed a radio antenna structure near Canadian, Texas, at latitude 35°53'39" north, longitude 100°22'37" west. The overall height of the structure is 2,718 feet above mean sea level (218 feet above ground).

The original proposal for this structure was approved by the Fort Worth Regional Airspace Subcommittee of the former Air Coordinating Committee for a radio antenna structure of the same overall height at latitude 35°55'00" north, longitude 100°22'51" west. Subsequent to this approval, it was determined that the structure had been constructed at latitude 35°53'39" north, longitude 100°22'37" west, a location different from the approved site.

No aeronautical objections were made as a result of circularization. The aeronautical study by this Agency determined that the structure penetrates by 268 feet the horizontal surface of the "Joint Industry/Government Tall Structures Committee" criteria and this Agency's Technical Standard Order TSO-N18 criteria as applied to the

Hemphill County Airport. However, the Agency study revealed that these factors would result in no substantial adverse effect upon aeronautical operations, procedures or minimum flight altitudes.

Therefore, I find that this structure at the location and mean sea level elevation described herein has no substantial adverse effect upon aeronautical operations, procedures or minimum flight altitudes and conclude that no objection thereto from an airspace utilization standpoint be interposed by this Agency, provided that the structure is obstruction marked and lighted in accordance with applicable rules and standards.

This finding will be effective upon publication in the FEDERAL REGISTER.

Issued in Washington, D.C., on June 13, 1961.

D. D. THOMAS,  
Director, Bureau of  
Air Traffic Management.

[F.R. Doc. 61-5637; Filed, June 19, 1961;  
8:45 a.m.]

[OE Docket No. 61-LA-3]

**PROPOSED RADIO ANTENNA  
STRUCTURE**

**Notice of No Airspace Objection**

The Federal Aviation Agency has circularized the following proposal to interested persons for aeronautical comment and has conducted an aeronautical study to determine its effect upon the utilization of airspace: KWEN Broadcasting Company, Port Arthur, Texas, proposes to construct a radio antenna structure near Port Arthur, Texas, at latitude 29°55'28" north, longitude 93°58'01" west. The overall height of the structure would be 85 feet above mean sea level (82 feet above ground).

No aeronautical objections were made in response to the circularization. The aeronautical study by this Agency disclosed that the proposed structure would be located approximately 3,000 feet south of the center of the Parker Airport, and would penetrate by two feet and 70 feet, respectively, the transition surfaces of this Agency's Technical Standard Order TSO-N18 and the "Joint Industry/Government Tall Structures Committee" criteria as applied to the north-south runway of Parker Airport. However, the Agency study revealed that these factors would have no adverse effect upon aeronautical operations, procedures or minimum flight altitudes.

Therefore, I find that this proposed structure, at the location and mean sea level elevation specified herein, would have no adverse effect upon aeronautical operations, procedures or minimum flight altitudes and conclude that no objection thereto from an airspace utilization standpoint be interposed by this Agency, provided that the structure be obstruction marked and lighted in accordance with applicable rules and standards.

This finding will be effective upon publication in the FEDERAL REGISTER.

Issued in Washington, D.C., on June 13, 1961.

D. D. THOMAS,  
Director, Bureau of  
Air Traffic Management.

[F.R. Doc. 61-5637; Filed, June 19, 1961;  
8:45 a.m.]

[OE Docket No. 61-LA-3]

**PROPOSED RADIO ANTENNA  
STRUCTURE**

**Notice of No Airspace Objection**

The Federal Aviation Agency has circularized the following proposal to interested persons for aeronautical comment and has conducted a study to determine its effect upon the utilization of airspace: Teleplex Microwave Systems, Inc., Santa Monica, California, proposes to erect a radio antenna structure near Fort Bragg, California, at latitude 39°25'51.5" north, longitude 123°48'05" west. The overall height of the structure would be 365 feet above mean sea level (250 feet above ground).

Aeronautical objections were made in response to the circularization on the basis that the structure would exceed the Agency's TSO-N18 criteria as applied to the Union Lumber Company Airport.

The proposed structure would be located 2,900 feet east of the southeast end of the Union Lumber Company Airport NW/SE landing strip and would penetrate the horizontal surfaces of the Agency's TSO-N18 and the Joint Industry Government Tall Structures Committee criteria, as applied to this airport, by 150 feet. The Union Lumber Company operates the Airport as a private landing strip and it is used infrequently in the conduct of company business. Both ends of the NW/SE landing strip are marked closed. All traffic patterns are to the west. The Union Lumber Company advised they do not object to the erection of the proposed structure. In view of the above, the penetration of the horizontal surface criteria would not adversely affect air traffic operations at the Union Lumber Company Airport.

No other aeronautical operations, procedures or minimum flight altitudes would be affected by the proposed structure.

Therefore, I find that this proposed structure at the location and mean sea level elevation specified herein, would have no adverse effect upon aeronautical operations, procedures or minimum flight altitudes and conclude that no objection thereto from an airspace utilization standpoint be interposed by this Agency, provided that the structure be obstruction marked and lighted in accordance with applicable rules and standards.

This finding will be effective upon publication in the FEDERAL REGISTER.

Issued in Washington, D.C., on June 13, 1961.

D. D. THOMAS,  
Director, Bureau of  
Air Traffic Management.

[F.R. Doc. 61-5638; Filed, June 19, 1961;  
8:45 a.m.]

**FEDERAL POWER COMMISSION**

[Docket No. AR61-2, etc.]

**SOUTHERN LOUISIANA AREA**

**Order Instituting Rate Proceeding,  
Consolidating Proceedings and  
Prescribing Preliminary Procedure;  
Correction**

JUNE 12, 1961.

In Appendix "A" add the following respondents:

- Aladdin Exploration Co., Inc.
- Herman Brown.
- Geological Geophysical Associates, Inc.
- Hope Natural Gas Co.
- Mississippi River Fuel Corp.
- Oil Participations, Inc.
- Olin Gas Transmission Corp.
- Southern Natural Gas Co.
- Tenneco Corp.
- Texas Eastern Transmission Corp.
- Trunkline Gas Co.
- Williams Brothers Co.

In Appendix "A" change "Irwin and Bess" to "La Gorce Oil Company".

In Appendix "B":

The Atlantic Refining Co., add "G-20020".

Cities Service Production Co., add "G-19707".

Continental Oil Co., add "G-19838".

General American Oil Co. of Texas, delete "CI61-54".

General American Oil Co. of Texas, delete "CI61-217".

General American Oil Co. of Texas, delete "CI61-316".

Add "Hope Natural Gas Co.", add "CP-61-152".

Humble Oil and Refining Co., add "G-18714".

Humble Oil and Refining Co., add "CI60-96".

Humble Oil and Refining Co., add "CI60-531".

Delete "Jefferson Lake Sulphur Co.", delete "G-14307".

J. Ray McDermott & Co., Inc., add "CI60-659".

J. W. Mecom, delete "CI60-399".

J. W. Mecom, delete "CI61-173".

J. W. Mecom, delete, "CI61-174".

Add "Mississippi River Fuel Corp.", add "CP61-141".

Add "Olin Gas Transmission Corp.", add "CP61-290".

Pan American Petroleum Corp., add "CI60-133".

Add "Petroleum Offshore Leaseholds, Inc.", add "G-19010".

Phillips Petroleum Co., add "G-14244".

Placid Oil Co., add "G-18502".

Shell Oil Co., add "CI61-104".

Add "Southern Natural Gas Co.", add "G-18129".

Delete "Tennessee Louisiana Oil Co.", delete "CI61-596".

Tidewater Oil Co., add "G-19719".

Add "Trunkline Gas Co.", add "CP60-106".

Add new footnote 10:

<sup>10</sup> Concerns production from portion of the area originally involved in Phillips Petroleum Co., Docket No. G-14244.

[SEAL]

JOSEPH H. GUTRIDE,  
Secretary.

[F.R. Doc. 61-5643; Filed, June 19, 1961;  
8:46 a.m.]



[Docket No. AR61-2 etc.]

**SOUTHERN LOUISIANA AREA**

**Order Severing and Consolidating Proceedings**

JUNE 13, 1961.

Area Rate Proceeding, Docket No. AR61-2, etc.; Sun Oil Company, Docket No. G-15122; Callery Properties, Inc., Docket No. CI60-400; Robert B. Prentice, Operator, et al., Docket No. CI60-431; Gulf Oil Corporation, Docket No. CI60-440.

On May 30, 1961, the United States Court of Appeals for the Fifth Circuit recalled its mandate in No. 18112, The United Gas Improvement Co. v. F.P.C. (See footnote 5 of Appendix "B" to our order of May 10, 1961, herein.) Accordingly, we no longer have jurisdiction to redetermine Sun Oil Company's application in Docket No. G-15122, which must be severed herefrom. Natural Gas Act, section 19(b).

The public interest calls for determination of the applications in Docket Nos.

CI60-400, CI60-431, and CI60-440 on a consolidated record in Docket Nos. AR61-2, et al.

As a guide to persons interested in the consolidation herewith or severance herefrom of further certificate proceedings, we state that in general it has been our purpose to consolidate herewith all applications (which have not already gone to hearing) filed prior to May 10, 1961, for certificates authorizing initial sales of gas produced in Southern Louisiana. This category generally includes field sales by pipeline Companies but generally excludes applications which involve nothing more than authority to continue sales for which a predecessor has already received a permanent certificate.

The Commission orders:

(A) The proceedings on Sun Oil Company's application in Docket No. G-15122 be and the same hereby are severed from the consolidated proceedings in AR61-2, et al.

(B) The proceedings on the applications in Docket Nos. CI60-400, CI60-431,

and CI60-440 be and the same hereby are consolidated for hearing with the proceedings in Docket Nos. AR61-2, et al.

By the Commission.

[SEAL]

JOSEPH H. GUTRIDE,  
Secretary.

[F.R. Doc. 61-5644; Filed, June 19, 1961; 8:46 a.m.]

[Docket No. RI61-519]

**CITIES SERVICE PETROLEUM CO.**

**Order Providing for Hearing on and Suspension of Proposed Changes in Rates<sup>1</sup>**

JUNE 13, 1961.

Cities Service Petroleum Company (Cities Service) has tendered for filing proposed changes in presently-effective rate schedules for sales of natural gas subject to the jurisdiction of the Commission. The sales are made to Phillips Petroleum (Phillips). The pressure base is 14.65 psia. The proposed changes are designated as follows:

Docket No.	Respondent	Rate schedule No.	Supplement No.	Producing area	Amount of annual increase	Date filing tendered	Effective date <sup>1</sup> unless suspended	Date suspended until—	Cents per Mcf		Rate in effect subject to refund in docket No.
									Rate in effect	Proposed increased rate	
RI61-519...	Cities Service Petroleum Co., Cities Service Building, Bartlesville, Okla.	111	6	West Panhandle Field, Moore County, Tex.	\$67	5-25-61	6-25-61	11-25-61	11.053	\$ 11.1292	RI61-322
RI61-519...	Cities Service Petroleum Co.	113	7	do.....	10	5-25-61	6-25-61	11-25-61	11.053	\$ 11.1292	RI61-322
RI61-519...	do.....	114	6	West Panhandle Field, Gray County, Tex.	4	5-25-61	6-25-61	11-25-61	11.553	11.6292	RI61-322
RI61-519...	do.....	115	7	West Panhandle Field, Moore County, Tex.	45	5-25-61	6-25-61	11-25-61	11.053	\$ 11.1292	RI61-322
RI61-519...	do.....	116	6	do.....	4	5-25-61	6-25-61	11-25-61	11.053	\$ 11.1292	RI61-322
RI61-519...	do.....	117	8	do.....	35	5-25-61	6-25-61	11-25-61	11.053	\$ 11.1292	RI61-322
RI61-519...	do.....	118	6	do.....	13	5-25-61	6-25-61	11-25-61	11.053	\$ 11.1292	RI61-322
RI61-519...	do.....	119	6	do.....	30	5-25-61	6-25-61	11-25-61	11.053	\$ 11.1292	RI61-322

<sup>1</sup> The stated effective date is the first day after expiration of the required statutory notice.  
<sup>2</sup> Sour gas.

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

The Commission finds: It is necessary and proper in the public interest and to aid in the enforcement of the provisions of the Natural Gas Act that the Commission enter upon a hearing concerning the lawfulness of the several proposed changes and that the above-designated supplements be suspended and the use thereof deferred as hereinafter ordered.

The Commission orders:

(A) Pursuant to the authority of the Natural Gas Act, particularly sections 4 and 15 thereof, the Commission's rules of practice and procedure, and the regulations under the Natural Gas Act (18 CFR Ch. I), a public hearing shall be held upon the date to be fixed by notice from the Secretary concerning the lawfulness of the several proposed changes and that the above-designated supplements be suspended and the use thereof deferred as hereinafter ordered.

(B) Pending hearing and decision thereon, each of the above-designated supplements is hereby suspended and the use thereof deferred until the date indicated in the above "Date Suspended Until" column, and thereafter until such further time as it is made effective in

the manner prescribed by the Natural Gas Act.

(C) Neither the supplements hereby suspended, nor the rate schedules sought to be altered thereby, shall be changed until this proceeding has been disposed of or until the period of suspension has expired, unless otherwise ordered by the Commission.

(D) Notices of intervention 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 and 1.37(f)) on or before July 24, 1961.

By the Commission (Commissioner Kline dissenting).

[SEAL]

JOSEPH H. GUTRIDE,  
Secretary.

[F.R. Doc. 61-5645; Filed, June 19, 1961; 8:46 a.m.]

[Docket No. CP61-38]

**MIDWESTERN GAS TRANSMISSION CO.**

**Notice of Application and Date of Hearing**

JUNE 12, 1961.

Take notice that the above Applicant, Midwestern Gas Transmission Company (Midwestern), a Delaware Cor-

poration, having its principal place of business in the Tennessee Building, Houston, Texas, filed an application for a certificate of public convenience and necessity, pursuant to section 7 of the Natural Gas Act to construct and operate facilities relating to the transportation and sale of natural gas in interstate commerce, as hereinafter described, subject to the jurisdiction of the Commission, all as more fully represented by the application and amendment and supplement thereto, which are on file with the Commission and open to public inspection.

Midwestern in the above-entitled proceeding seeks authorization to construct and operate facilities necessary to provide an additional delivery point for Northern Illinois Gas Company (Northern Illinois) at a point near Gilman, Illinois. The purpose of such delivery point is to deliver natural gas to Northern Illinois for use in testing, developing and operating a proposed storage field (Crescent City Field) located near Crescent City, Iroquois County, Illinois. Northern Illinois also proposes to furnish natural gas service to the inhabitants of the village of Crescent City and City of

<sup>1</sup> This order does not provide for the consolidation for hearing or disposition of the several matters covered herein, nor should it be so construed.

Watska through this delivery point. Both of these communities are located in close proximity to the proposed storage field.

The deliveries of natural gas for the testing and development of storage and for service to the aforesaid communities are to be made pursuant to the existing gas service agreement between Midwestern and Northern Illinois and in accordance with Midwestern's FPC Gas Tariff, Original Volume No. 1.

Midwestern to establish its new delivery point near Gilman, Illinois for Northern Illinois seeks authorization to install a ten-inch side valve the cost and installation of which it estimates will be approximately \$3,090.00.

This matter is one that should be disposed of as promptly as possible under the applicable rules and regulations and to that end:

Take notice, that, pursuant to the authority contained in and subject to the jurisdiction conferred upon the Federal Power Commission by sections 7 and 15 of the Natural Gas Act, and the Commission's rules of practice and procedure, a hearing will be held on July 21, 1961, at 10:00 a.m., e.d.s.t., in a hearing room of the Federal Power Commission, 441 G Street NW., Washington, D.C., concerning the matters involved in and the issues presented by such application.

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) on or before July 6, 1961.

JOSEPH H. GUTRIDE,  
*Secretary.*

[F.R. Doc. 61-5648; Filed, June 19, 1961;  
8:46 a.m.]

[Docket No. G-16504]

### CITY OF RED BUD, ILLINOIS

#### Order Adopting in Part Examiner's Decision Directing Physical Connection of Facilities and Sale of Natural Gas

MAY 18, 1961.

The City of Red Bud (Red Bud), Illinois, which is located in Randolph County, approximately 38 miles southeast of St. Louis, Missouri, filed an application on October 6, 1958, as supplemented on November 19, 1958 and January 8, 1959, for an order of the Commission pursuant to section 7(a) of the Natural Gas Act (Act) directing Mississippi River Fuel Corporation (Mississippi) to establish a physical connection of its main transmission line with a municipal system to be constructed, owned and operated by Red Bud and to deliver and sell to Red Bud its natural gas requirements estimated to be 430 Mcf per day in the first year, 640.9 Mcf in the third, and 864.2 Mcf in the fifth year. By orders issued April 27 and May 21, 1959 (21 FPC 701), Red Bud's application was consolidated with four other section 7(a) applications and with the proceeding in Docket No. G-17832 involving a complaint filed by Laclede Gas

Company against Mississippi.<sup>1</sup> Upon consideration of the entire record made in the consolidated proceeding the examiner considered separately and on July 25, 1960, granted the order sought by Red Bud after finding that the proposed service is necessary and desirable in the public interest. In the light of the facts and circumstances of this case, Red Bud's application should be severed from the consolidated proceeding and disposed of separately. While we agree with the examiner's conclusion that service to Red Bud is justified, we are unable to adopt all his reasoning. Accordingly, we shall adopt his decision but only to the extent set forth below.

This case comes before the Commission on exceptions filed to the presiding examiner's decision with respect to Red Bud's requested authorization.<sup>2</sup> These exceptions primarily are centered around the question of the adequacy of Mississippi's supply of natural gas available for delivery and sale to the various applicants, including Red Bud, in the consolidated proceeding. Mississippi contends that its supplies of natural gas are not adequate to meet the initial and increased stated demands of the various applicants without placing an undue burden upon Mississippi and without impairing its ability to render adequate service to its existing customers. Pointing to the very small quantity of gas to be made available to Red Bud, Mississippi states that it would not contest the examiner's order to supply and service Red Bud if the examiner had limited his decision to the essential findings respecting Red Bud's application. However, Mississippi contends it must except thereto, since much of the reasoning and many of the principles of law set forth in the examiner's decision, if applied to its large volume customers, would adversely affect the rights of many of its existing customers and would result in an impairment of service to them.

It appears there will be no objections to an order requiring Mississippi to supply the modest requirements of Red Bud. Since the facts disclose that the requirements of section 7(a) of the Act under which Red Bud seeks service from Mississippi are met, it is not necessary that we rely upon or consider the discussion and rationale respecting gas supply and related matters excepted to by Mississippi on which the presiding examiner based his grant of Red Bud's authorization. Likewise, we need not consider the exceptions and disputed issues at this time.

<sup>1</sup> Two section 7(a) applications sought initial service, viz., Red Bud and Natural Gas Improvement District No. 2 of Ashley County, Arkansas, the latter in Docket No. G-17942 being unopposed and severed from the other proceedings and granted. (22 FPC 1039). The other three section 7(a) applicants, viz., Illinois Power Company, St. Charles Gas Corporation and MidSouth Gas Company, existing customers of Mississippi, seek increased stated demands.

<sup>2</sup> Exceptions were filed by Illinois Power Company, Mississippi, Laclede Gas Co., and a group of industries which are directly served by Mississippi. Oral argument was requested by Mississippi and the industrial interveners.

With respect to the requirements of section 7(a) of the Act, the evidence adduced by the applicant, Red Bud, sufficiently supports the conclusion that there is a public need for, and a public benefit to be derived from, natural gas service in Red Bud; that the proposed project can be adequately financed; that it is economically feasible and that it will not require enlargement of Mississippi's transportation facilities. The volume of gas sought by Red Bud is so small in relation to Mississippi's total sales that it reasonably appears that the granting of this application would not impair Mississippi's ability to render adequate service to its customers.

The Commission finds:

(1) It is appropriate in the public interest and consistent with the orderly administration of the Natural Gas Act that the section 7(a) application filed by the City of Red Bud, Illinois be severed from the proceedings consolidated by Commission orders of April 27 and May 21, 1959.

(2) Mississippi River Fuel Corporation, a Delaware corporation having its principal place of business in St. Louis, Missouri, is a "natural gas company" within the meaning of the Natural Gas Act, as heretofore found by the Commission in its order of March 1, 1944, Docket No. G-291 (4 FPC 535).

(3) Applicant, City of Red Bud, Illinois, is a municipality in the State of Illinois and is legally authorized to engage in the local distribution of natural gas to the public.

(4) It is necessary and desirable in the public interest that the Commission by order direct Mississippi to establish physical connection of its natural gas transmission facilities with the lateral pipeline proposed to be constructed by the City of Red Bud, and direct the sale and delivery by Mississippi in accordance with its presently filed tariff, or as such tariff may hereafter legally be changed, and an executed service agreement thereunder, a maximum daily volume of 640.9 Mcf per day, the estimated requirements for the third year of operation of the City of Red Bud's system, as set forth in Paragraph (C) of the order.

(5) The ability of Mississippi River Fuel Corporation to render adequate service to its customers will not be impaired and no undue burden will be placed upon it by reason of the requirement that it sell the above-designated volumes of natural gas to the City of Red Bud, Illinois, nor will it be compelled to enlarge its transportation facilities.

(6) The City of Red Bud's proposed natural gas system is financially, economically feasible, and necessary and desirable in the public interest.

The Commission orders:

(A) The application filed by the City of Red Bud, Illinois which has heretofore been consolidated with the applications of MidSouth Gas Company, Docket No. G-17567; Illinois Power Company, Docket No. G-17984; St. Charles Gas Corporation, Docket No. G-18405; and the complaint filed by Laclede Gas Company, Docket No. G-17832, is hereby severed therefrom.



(B) The decision of the presiding examiner issued July 25, 1960, is hereby adopted except to the extent hereinabove set forth.

(C) Mississippi River Fuel Corporation be and it is hereby directed to establish and maintain physical interconnection of its transportation facilities with the proposed facilities to be constructed by the City of Red Bud, Illinois, for the purpose of supplying gas in Red Bud; and to deliver and sell to Red Bud, in accordance with the application filed herein, a maximum daily volume of 430 Mcf during the first year of operation, such maximum volume to be increased to 640.9 Mcf per day during either the second or third year of operation upon notification by the City of Red Bud to Mississippi and the Commission that it is ready to receive the increased volumes.

(D) The City of Red Bud, Illinois, shall be prepared to receive service from Mississippi River Fuel Corporation as directed herein within one year from the date of issuance of this order.

(E) Mississippi River Fuel Corporation shall report to the Commission, in writing and under oath, the date of commencement of service to the City of Red Bud within thirty days after such commencement.

(F) Mississippi River Fuel Corporation, pursuant to the provisions of the Commission's regulations, shall file an executed service agreement covering the service provided for in paragraph (C) hereof.

(G) The requests for oral argument are denied.

By the Commission.

JOSEPH H. GUTRIDE,  
Secretary.

[F.R. Doc. 61-5646; Filed, June 19, 1961;  
8:46 a.m.]

[Docket No. CP61-135]

### HOUSTON TEXAS GAS AND OIL CORP.

#### Notice of Application and Date of Hearing

JUNE 12, 1961.

Take notice that on November 1, 1960, Houston Texas Gas and Oil Corporation (Applicant), a Delaware Corporation, having its principal place of business in St. Petersburg, Florida, filed an application in Docket No. CP61-135, pursuant to section 7(c) of the Natural Gas Act, for a certificate of public convenience and necessity seeking authorization to construct and operate eight hundred feet of three and one-half inch pipe from its present eighteen inch main line to a point near the city limits of Palm Beach Gardens, Palm Beach County, Florida, where a meter and regulator station will be constructed, and to sell and deliver natural gas to the City of Palm Beach Gardens, all as more fully set forth in the application on file with the Commission and open to public inspection.

The City of Palm Beach Gardens is presently under development and the

City estimates that 50 percent of the 1,250 houses that will be constructed by December 1963 will use natural gas. Based on these figures, the City estimates annual and peak day requirements as follows:

	Volumes In Mcf <sup>1</sup>		
	1st year	2d year	3d year
Annual requirements.....	5,396	13,607	38,795
Peak day requirements.....	44.5	98.5	171

<sup>1</sup> Assuming 1,000 Btu gas. The volumes in the application are expressed in therms, which were converted here to Mcf.

Applicant states that natural gas will be distributed and resold by the City of Palm Beach Gardens for domestic residential and commercial use.

Applicant states that it has sufficient capacity to sell and deliver the natural gas requirements to the City of Palm Beach Gardens without affecting its ability to continue existing service to any existing customer on its interstate natural gas transmission system.

The cost of constructing the proposed lateral and meter and regulator station is estimated to be \$11,600, which amount is to be advanced by the City of Palm Beach Gardens to Houston Texas Gas and Oil Corporation, to be repaid by the latter, without interest, upon the completion of permanent financing.

This matter is one that should be disposed of as promptly as possible under the applicable rules and regulations and to that end:

Take further notice that, pursuant to the authority contained in and subject to the jurisdiction conferred upon the Federal Power Commission by sections 7 and 15 of the Natural Gas Act, and the Commission's rules of practice and procedure, a hearing will be held on July 13, 1961 at 9:30 a.m., e.d.s.t., in a Hearing Room of the Federal Power Commission, 441 G Street NW., Washington, D.C., concerning the matters involved in and the issues presented by such application: *Provided, however,* That the Commission may, after a non-contested hearing, dispose of the proceedings pursuant to the provisions of § 1.30(c) (1) or (2) of the Commission's rules of practice and procedure. Under the procedure herein provided for, unless otherwise advised, it will be unnecessary for Applicant to appear or be represented at the hearing.

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) on or before June 30, 1961. Failure of any party to appear at and participate in the hearing shall be construed as waiver of and concurrence in omission herein of the intermediate decision procedure in cases where a request therefor is made.

JOSEPH H. GUTRIDE,  
Secretary.

[F.R. Doc. 61-5647; Filed, June 19, 1961;  
8:46 a.m.]

[Docket No. CP61-274]

### MISSISSIPPI RIVER TRANSMISSION CORP.

#### Notice of Application and Date of Hearing

JUNE 12, 1961.

Take notice that Mississippi River Transmission Corporation (Applicant), a Delaware corporation with a principal office at 9900 Clayton Road, St. Louis 24, Missouri, filed an application on April 19, 1961, pursuant to section 7 of the Natural Gas Act, for a certificate of public convenience and necessity authorizing the Applicant to construct and operate certain facilities which will be used in connection with the development of an underground natural gas storage project in the St. Jacob Field near St. Jacob, Illinois and to transport gas which will be used as cushion or base storage gas in such storage reservoir, all as more fully described in the application on file with the Commission, and open to public inspection.

Applicant has an agreement with Storage Corporation (Storage), which controls certain gas storage leases, contract rights, exploratory wells and appurtenances in the St. Jacob Field area. Under the agreement Applicant has agreed to construct and operate facilities needed to transport gas from a point of connection with its existing pipeline facilities to presently existing injection wells, to sell gas to Storage for use as base storage gas in the storage reservoir and to inject such gas for Storage into the storage reservoir. It is proposed that the injection service be performed by Applicant under a cost of service rate schedule which provides an annual rate of return of 6½ percent on Applicant's actual net investment in the storage field facilities and an annual depreciation expense allowance of 3½ percent for such facilities. Storage has agreed to indemnify Applicant against any loss in the event it becomes necessary or desirable to abandon the facilities which Applicant proposes to construct.

Applicant proposes to construct and operate the following facilities:

(1) 3,300 feet of 4.500" O.D., 3,000 feet of 6.625" O.D., and 1,700 feet of 8.625" O.D. well lines within the storage field area to the transmission line.

(2) One compressor unit of approximately 550 horsepower within the storage area.

(3) Appurtenant facilities including metering and control station structures, piping, instrumentation, etc. Applicant estimates the cost of the proposed facilities at \$395,000.

This matter is one that should be disposed of as promptly as possible under the applicable rules and regulations and to that end:

Take further notice that, pursuant to the authority contained in and subject to the jurisdiction conferred upon the Federal Power Commission by sections 7 and 15 of the Natural Gas Act, and the Commission's rules of practice and procedure, a hearing will be held on July 13,



1961, at 9:30 a.m., e.d.s.t., in a Hearing Room of the Federal Power Commission, 441 G Street NW., Washington, D.C., concerning the matters involved in and the issues presented by such application: *Provided, however,* That the Commission may, after a non-contested hearing, dispose of the proceeding pursuant to the provisions of § 1.30(c) (1) or (2) of the Commission's rules of practice and procedure.

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) on or before June 26, 1961.

JOSEPH H. GUTRIDE,  
Secretary.

[F.R. Doc. 61-5649; Filed, June 19, 1961; 8:46 a.m.]

[Docket No. G-2409 etc.]

**NORTHERN NATURAL GAS CO.**

**Notice of Petition To Amend, Severance and Date of Hearing**

JUNE 13, 1961.

Northern Natural Gas Company, Docket Nos. G-2409, G-17485, G-17486.

Take notice that Northern Natural Gas Company (Northern), a Delaware corporation with principal place of business at 2223 Dodge Street, Omaha 1, Nebraska, filed in the above dockets on July 6, 1960, as supplemented on April 26, 1961, a petition to (1) amend the certificate issued June 30, 1956, to Northern in Docket No. G-2409, 15 FPC 1634, so as to authorize Northern to sell gas to Northern's wholly-owned subsidiary, Northern Plains Natural Gas Company (Northern Plains), for resale to Northern States Power Company (Northern States) for use by the latter in its "Black Dog" generating station, and (2) amend the certificate issued July 31, 1959, to Northern by the order accompanying Opinion No. 324, 22 FPC 164, so as to authorize Northern to sell gas to Northern Plains for resale in Lakeville Township, Minnesota.

The aforementioned certificates authorized Northern in Docket No. G-2409 to make direct sales through its Peoples Natural Gas Division (Peoples Division) to Northern States for use in the latter's generating station and authorized Northern in Docket No. G-17486, *inter alia*, to deliver gas to its Peoples Division for initiating natural-gas service in Lakeville Township. The petition states that the Commission's staff, in Northern's rate proceeding in Docket No. G-19040, proposes to allocate against Northern's main-line interruptible industrial sales \$1,105,253 more costs than revenues received from such sales, and that if this allocation were ultimately to be prescribed by the Commission, Northern's stockholders would be subjected to a possible annual loss of more than \$688,434 in connection with sales made to the "Black Dog" generating plant.

Northern's petition, as supplemented, avers that this large risk of loss by its stockholders can properly be eliminated only by the granting of Northern's peti-

tion herein. In support of its position, Northern claims first that continuance of direct deliveries to "Black Dog" would be possible only if assurance could be obtained " \* \* \* that the costs allocated against this sale will not exceed the rates charged to jurisdictional sales for similar services". Northern believes that no answer as to this "assurance" is likely to be forthcoming in the immediate future because of the deferral of the cost-allocation issued in Opinion No. 342, issued March 7, 1961, in Docket Nos. G-19040 and G-19041. Northern emphasizes that it needs an immediate decision regarding its petition to amend because Northern States desires to receive large volumes of gas for its "Black Dog" plant beginning about April 27, 1961.

Northern subsequently rejects cancellation of the contract as a means of eliminating the risk to its stockholders on the grounds that loss of the "Black Dog" sales would deprive its customers of the contribution, amounting to an alleged \$838,000 per year, which these sales make to system fixed costs and would also aggravate Northern's under-produced position in the Kansas portion of the Hugoton Field. Northern, therefore, contends that the only way it can continue these sales to Northern States' generating station is for the Commission to grant its petition to amend the certificates heretofore issued in Docket Nos. G-2409 and G-17486 so as to enable Northern to convert these direct, non-jurisdictional sales to jurisdictional sales for resale through the substitution of Northern Plains for its Peoples Division as the distributor of gas in Lakeville Township where the "Black Dog" generating station is located. Peoples Division proposes to assign its contract providing for sales to Northern States' "Black Dog" plant to Northern Plains.

On July 15, 1960, Minnesota Valley Natural Gas Company filed a "response" in opposition to Northern's petition to amend, contending that Northern's petition failed " \* \* \* to meet the requirements of the Commission's Rules and Regulations for filing certificate applications under section 7 of the Act", sought to abandon the direct service now being rendered, and amounted to a collateral attack upon positions taken regarding issues yet to be resolved by the Commission in Northern's rate proceedings in Docket No. G-19040.

Northern's petition was filed in Docket Nos. G-2409 and G-17485, et al., but the latter consolidated proceeding involved several companies and dockets which are wholly irrelevant to the issues raised by Northern's petition to amend. To reduce the possibility of confusion, for the purpose of considering the issues raised by Northern's petition filed herein, Docket Nos. G-17485 and G-17486 are hereby severed from the other dockets which were involved in the consolidated proceeding which culminated in the issuance of Opinion No. 324.

Take further notice that, pursuant to the authority contained in and subject to the jurisdiction conferred upon the Federal Power Commission by sections 7,

15 and 16 of the Natural Gas Act, and the Commission's rules of practice and procedure, a hearing will be held on July 17, 1961, at 10:00 a.m., e.d.s.t., in a hearing room of the Federal Power Commission, 441 G Street NW., Washington, D.C., concerning the matters involved in and the issues presented by the above-described petition to amend the certificates heretofore issued to Northern in Docket Nos. G-2409 and G-17486.

Protests and 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) on or before July 6, 1961.

JOSEPH H. GUTRIDE,  
Secretary.

[F.R. Doc. 61-5650; Filed, June 19, 1961; 8:46 a.m.]

**GENERAL SERVICES ADMINISTRATION**

[Delegation of Authority 397]

**SECRETARY OF LABOR**

**Delegation of Authority To Lease Space in Washington, D.C. and Vicinity**

1. Pursuant to authority vested in me by the Federal Property and Administrative Services Act of 1949 (63 Stat. 377), as amended, authority is hereby delegated to the Secretary of Labor to acquire by lease general-purpose building space in Washington, D.C., and vicinity to be used for meetings, conferences, and training or for temporary occupancy by special committees or organizations, subject to the following limitations:

(a) Leases or other contractual arrangements shall not exceed rent at the rate of \$2,000 per annum for the use of space, exclusive of the costs of building services.

(b) In no event shall the firm term of any leasehold interest to be acquired exceed 90 calendar days, but the occupancy of the leased premises may be continued for a period of time not to exceed an additional 90 days if necessary.

(c) All leases or other contractual arrangements made pursuant to this delegation of authority shall be made by advertising except that leases may be negotiated without advertising if the total amount to be paid to the lessor does not exceed \$2,500 for the firm term of the lease and the renewal period as permitted by section 302(c) of the Federal Property and Administrative Services Act of 1949, *supra*.

(d) No lease shall be entered into pursuant to this delegation of authority if General Services Administration, Regional Office No. 3, has existing space under its control which is available for assignment to the Department of Labor for the purposes needed.

2. This authority shall be exercised in accordance with applicable limitations and requirements of the above-cited Act.

3. The Secretary of Labor may redelegate this authority to any officer or employee of the United States Department of Labor.

4. This delegation of authority shall expire June 30, 1963.

This delegation of authority is effective immediately.

Dated: June 13, 1961.

JOHN L. MOORE,  
Administrator.

[F.R. Doc. 61-5667; Filed, June 19, 1961;  
8:48 a.m.]

## SECURITIES AND EXCHANGE COMMISSION

[File No. 31-627]

### ELECTRIC BOND AND SHARE CO.

#### Notice of Filing by Certain Participants of Applications for Allowance of Fees and Expenses

JUNE 12, 1961.

Notice is hereby given that, in the above-entitled proceeding, Electric Bond and Share Company ("Bond and Share") (New York City, N.Y.), a registered holding company applied, pursuant to section 3(a)(5) of the Public Utility Holding Company Act of 1935 ("Act"), for exemption from all provisions of the Act other than section 9(a)(2). Bond and Share also requested that it be relieved of its commitment to dispose of its holdings of the common stock of its former gas-utility subsidiary company, United Gas Corporation ("United Gas") (Electric Power & Light Corporation, Holding Company Act release No. 8889 (1949), 29 S.E.C. 52, 166), and that the order entered February 6, 1952 (Electric Bond and Share Company, Holding Company Act Release No. 11004, 33 S.E.C. 21) be modified to eliminate the provision directing such disposition.

After a public hearing, the Commission entered its Findings and Opinion and Order on December 6, 1960 (Holding Company Act Release No. 14326) granting the relief requested, subject to certain terms and conditions. In said order jurisdiction was reserved to determine the reasonableness of all fees and expenses incurred or to be incurred in connection with the proceeding by the following: (1) The Bond and Share Common Stockholders Committee and its counsel, (2) counsel for Esther Buchman (a stockholder of United Gas), and (3) counsel for Noah Friedland (a stockholder of Middle South Utilities, Inc.) all of whom were granted limited participation in the proceeding.

Pursuant to notification previously given by the Commission, requests for allowance of fees and expenses have been filed by each of the above applicants. Certain of the applicants and Bond and Share have agreed upon the following amounts:

Applicant	Fees	Expenses
Buchman & Buchman, counsel for Esther Buckman	\$26,500	\$4,328.80
Jacob N. Gefien, counsel for Noah Friedland	6,000	500.00

Notice is further given that any interested person may, not later than June 30, 1961, request in writing that a hearing be held in respect of such agreed upon requests for fees and expenses, stating the nature of his interest, the reasons for such request, and the issues of fact or law he desires to controvert; or he may request that he be notified should the Commission order a hearing in respect of such request for allowances of fees and expenses. Any such request should be addressed: Secretary, Securities and Exchange Commission, Washington 25, D.C. At any time after said date the Commission may grant the applications for allowances in the amounts requested, or take such other action as it deems appropriate.

By the Commission.

[SEAL] ORVAL L. DUBOIS,  
Secretary.

[F.R. Doc. 61-5656; Filed, June 19, 1961;  
8:47 a.m.]

[File No. 1-4252]

### UNITED INDUSTRIAL CORP.

#### Order Summarily Suspending Trading

JUNE 14, 1961.

The Common Stock, \$1 par value of United Industrial Corporation (Delaware) being listed and registered on the New York Stock Exchange and the Pacific Coast Stock Exchange, and admitted to unlisted trading privileges on the Detroit Stock Exchange; and

The Series A Convertible Preferred Stock \$8.50 par value of United Industrial Corporation (Delaware) being listed and registered on the New York Stock Exchange and the Pacific Coast Stock Exchange; and

The Warrants to Purchase Common Stock of United Industrial Corporation (Delaware) being listed and registered on the American Stock Exchange and the Pacific Coast Stock Exchange; and

The Commission being of the opinion that the public interest requires the summary suspension of trading in each such security on such Exchanges and that such action is necessary and appropriate for the protection of investors; and

The Commission being of the opinion further that such suspensions are necessary in order to prevent fraudulent, deceptive or manipulative acts or practices, with the result that it will be unlawful under section 15(c)(2) of the Securities Exchange Act of 1934 and the Commission's Rule 15c2-2 thereunder for any broker or dealer to make use of the mails or of any means or instrumentality of interstate commerce to effect any transaction in, or to induce or attempt to induce the purchase or sale of any of such securities, otherwise than on a national securities exchange;

It is ordered, Pursuant to section 19(a)(4) of the Securities Exchange Act of 1934 that trading in said securities on the American Stock Exchange, the New York Stock Exchange, the Detroit Stock Exchange and the Pacific Coast Stock Exchange be summarily suspended in order to prevent fraudulent, deceptive or manipulative acts or practices, this order to be effective for a period of ten (10) days, June 15, 1961, to June 24, 1961, both dates inclusive.

By the Commission.

[SEAL] ORVAL L. DUBOIS,  
Secretary.

[F.R. Doc. 61-5657; Filed, June 19, 1961;  
8:47 a.m.]

## TARIFF COMMISSION

[337-18]

### SELF-CLOSING CONTAINERS

#### Notice of Investigation and Date of Hearing

Having considered a complaint under oath filed with the Commission on June 2, 1960, and amended effective June 21, 1960, by Quikey Manufacturing Company, Inc. of Akron, Ohio, alleging unfair methods of competition and unfair acts in the importation and sale in the United States of certain foreign-manufactured, self-closing containers (also known as squeeze-type coin purses) embodying, employing, or containing the invention disclosed in claims of United States Reissue Patent 24,166, in violation of the provisions of section 337 of the Tariff Act of 1930, as amended (19 U.S.C. 1337), and having conducted a preliminary inquiry with respect to the matters alleged in the said amended complaint in accordance with section 203.3 of the Commission's rules of practice and procedure (19 CFR 203.3), the United States Tariff Commission, on the 14th day of June 1961 ordered:

(1) That an investigation be instituted for the purposes of the aforesaid section 337 of the Tariff Act of 1930 with regard to imported self-closing containers which are made in accordance with or embody, employ, or contain the invention disclosed in the aforesaid reissue patent; and

(2) That a public hearing in connection with the said investigation be held in the Hearing Room of the Tariff Commission Building, Eighth and E Streets NW., Washington, D.C., beginning at 10 a.m., e.d.s.t., on the 12th day of September 1961, at which hearing all parties concerned will be afforded an opportunity to be present, to produce evidence, and to be heard concerning the subject matter of the investigation.

Public notice of the receipt of the aforesaid complaint was published in the FEDERAL REGISTER for June 25, 1960 (25 F.R. 5894) and in the Treasury Decisions for June 30, 1960, and the said complaint has been available for inspection by interested persons continuously since issuance of the notice, at the office of the Secretary located in the Tariff Commission Building and also in the New York

City office of the Commission located in Room 437 of the Custom House.

Interested parties desiring to appear and give testimony at the hearing should notify the Secretary of the Commission in writing at least five days in advance of the opening date of the hearing.

Issued June 15, 1961.

By order of the Commission.

[SEAL] DONN N. BENT,  
Secretary.

[F.R. Doc. 61-5668; Filed, June 19, 1961;  
8:49 a.m.]

## INTERSTATE COMMERCE COMMISSION

### FOURTH SECTION APPLICATIONS FOR RELIEF

JUNE 15, 1961.

Protests to the granting of an application must be prepared in accordance with Rule 40 of the general rules of practice (49 CFR 1.40) and filed within 15 days from the date of publication of this notice in the FEDERAL REGISTER.

#### LONG-AND-SHORT HAUL

FSA No. 37212: *Substituted service—LV and Wab. for Trans-American Van Service, Inc.* Filed by The Mover's & Warehousemen's Association of America, Inc., Agent (No. 2), for interested carriers. Rates on property loaded in highway trailers and transported on railroad flat cars, between Jersey City, N.J., on the one hand, and Chicago, and East St. Louis, Ill., Fort Wayne, Ind., and Kansas City, Mo., on the other, on traffic originating at or destined to such points or points beyond as described in the application.

Grounds for relief: Motor-truck competition.

FSA No. 37213: *T.O.F.C. class rates from and to points in southwestern territory.* Filed by Southwestern Freight Bureau, Agent (No. B-8038), for interested rail carriers. Rates on various commodities moving on class rates, loaded in or on trailers and transported on railroad flat cars, between Mammoth Spring and Rogers, Ark., Chickasha, Clinton and Ft. Sill., Okla., on the one hand and points in southwestern territory on the other.

Grounds for relief: Motor-truck competition.

Tariff: Supplement 37 to Southwestern Freight Bureau tariff I.C.C. 4353.

FSA No. 37214: *Petroleum products to southwestern territory.* Filed by Southwestern Freight Bureau, Agent (No. B-8039), for interested rail carriers. Rates on asphalt (asphaltum), natural by-product or petroleum (other than paint, stain or varnish), petroleum road oil and petroleum wax tailings, in tank-car loads, from Lawrenceville and Marshall, Ill., to points in southwestern territory, and from specified points in Illinois, Kansas, Missouri, and Memphis, Tenn., to points in Texas and New Mexico.

Grounds for relief: Short-line distance formula and grouping.

Tariffs: Supplements 16, 186, and 47 to Southwestern Freight Bureau tariffs I.C.C. 4410, 4102 and 4113, respectively.

By the Commission.

[SEAL] HAROLD D. MCCOY,  
Secretary.

[F.R. Doc. 61-5665; Filed, June 19, 1961;  
8:48 a.m.]



CUMULATIVE CODIFICATION GUIDE—JUNE

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