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Codification Guide

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UNITED STATES STATUTES AT LARGE

[87th Cong., 2d Sess.]

Contains laws and concurrent resolutions enacted by the Congress during 1962, Reorganization Plan No. 2 of 1962, proposed amendment to the Constitution, and Presidential proclamations

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Presidential Documents

Title 3—THE PRESIDENT

Proclamation 3571

LAW DAY, U.S.A.—1964

By the President of the United States of America.

A Proclamation

In setting aside the first day of May in each year as Law Day, U.S.A., the Congress of the United States called upon the American people to rededicate themselves to the ideals of equality and justice under law in their relations with each other and with other nations, and to cultivate "that respect for law that is so vital to the democratic way of life."

The educational objectives of Law Day, U.S.A., are of fundamental importance to our Nation. Respect for law is the condition upon which our whole social order depends. Observance of the law is essential to public order and to the strengthening of the individual rights of our citizens. A viable democracy requires understanding of the nature and basis of our freedoms and recognition of the individual responsibilities which those freedoms impose.

Bringing a fuller awareness of these truths to all citizens, and particularly to young Americans, is the central purpose of the seventh annual Law Day, U.S.A., on May 1, 1964. The theme of "Observe the Law—Key to Order, Justice, Freedom," will serve as a timely reminder that the basic values of our system can be maintained only through voluntary adherence to the rule of law in our daily lives.

NOW, THEREFORE, I, LYNDON B. JOHNSON, President of the United States of America, do hereby request the people of our country to give recognition and support to the nationwide observance of Law Day, U.S.A., on the first day of May 1964. I urge that our schools, courts, churches, bar associations, service organizations, and the media of public information join in this constructive educational effort. Further, I call upon all public officials to display the Nation's flag on public buildings on that day as requested by the Congress.

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

DONE at the City of Washington this sixteenth day of January in the year of our Lord nineteen hundred and sixty-four, and of [SEAL] the Independence of the United States of America the one hundred and eighty-eighth.

LYNDON B. JOHNSON

By the President:

DEAN RUSK,
Secretary of State.

[F.R. Doc. 64-550 ; Filed, Jan. 17, 1964 ; 10:02 a.m.]

Rules and Regulations

Title 14—AERONAUTICS AND SPACE

Chapter I—Federal Aviation Agency SUBCHAPTER F—AIR TRAFFIC AND GENERAL OPERATING RULES [NEW]

[Reg. Docket No. 3046; Amdt. 110]

PART 95—IFR ALTITUDES [NEW] Miscellaneous Amendments

This amendment is adopted to provide safety in air commerce for IFR operations by prescribing the IFR altitudes at which all aircraft shall be flown over a specified route or portion thereof. These altitudes also assure navigational coverage that is adequate and free of frequency interference for such a route or portion thereof.

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

In view of the foregoing and pursuant to the authority delegated to me by the Administrator (24 F.R. 5662), Part 95 [New] (14 CFR Part 95 [New]) is amended as follows:

Section 95.115 *Amber Federal airway 15* is amended to read in part:

From *Annette Island, Alaska, LFR; to Guard Island INT, Alaska; MEA 4,700. *2,300—MCA Annette Island LFR, northwest-bound.

Section 95.679 *Blue Federal airway 79* is amended to read in part:

From *Annette Island, Alaska, LFR; to Guard Island INT, Alaska; MEA 4,700. *2,300—MCA Annette Island LFR, northwest-bound.

Section 95.1001 *Direct route—U.S.* is amended to delete:

From Lawton, Okla., VOR; to Int LAW VOR 076 and SPS VOR 033; MEA 2,500.

From Monroe, La., VOR; to Pine Bluff, Ark., VOR; MEA *2,500. *2,000—MOCA.

Section 95.1001 *Direct route—U.S.* is amended by adding:

From Brunswick, Ga., VOR; to Alma, Ga., VOR; MEA *2,000. *1,400—MOCA.

From Dyersburg, Tenn., VOR; to Memphis, Tenn., VOR; MEA 2,500.

From Fort Lauderdale, Fla., VOR; to Cypress INT, Fla.; MEA *1,500. *1,400—MOCA.

From Guppy INT, Fla.; to Fort Lauderdale, Fla., VOR; MEA *1,500. *1,400—MOCA.

From Miami, Fla., VOR; to Fort Lauderdale, Fla., VOR; MEA 2,000.

From Miami, Fla., LF/RBN; to Fort Lauderdale, Fla., LF/RBN; MEA *1,500. *1,300—MOCA.

Section 95.1001 *Direct route—U.S.* is amended to read in part:

From Texarkana, Ark., LF/RBN; to Tyler, Tex., LF/RBN; MEA 2,000.

Section 95.6001 *VOR Federal airway 1* is amended to read in part:

From Barnegat, N.J., VOR; to Int. 171 M rad Idlewild VOR and 053 M rad Barnegat VOR; MEA *3,000. *1,600—MOCA.

Section 95.6002 *VOR Federal airway 2* is amended to read in part:

From Salem, Mich., VOR; to Belle INT, Mich.; MEA *2,800. *2,700—MOCA.

Section 95.6004 *VOR Federal airway 4* is amended to read in part:

From Lawrence INT, Kans., via S alter.; to Bonner Springs INT, Kans., via S alter.; MEA *2,600. *2,300—MOCA.

Section 95.6005 *VOR Federal airway 5* is amended to read in part:

From Jacksonville, Fla., VOR via W alter.; to Callahan INT, Fla., via W alter.; MEA *1,600. *1,300—MOCA.

From Callahan INT, Fla., via W alter.; to Cabins INT, Fla., via W alter.; MEA *2,000. *1,300—MOCA.

From Folkston INT, Ga.; to Alma, Ga., VOR; MEA *2,000. *1,700—MOCA.

From Cabins INT, Ga., via W alter.; to *Bolen INT, Ga., via W alter.; MEA **2,000. *2,100—MRA. **1,700—MOCA.

From Bolen INT, Ga., via W alter.; to Alma, Ga., VOR via W alter.; MEA *2,000. *1,700—MOCA.

Section 95.6007 *VOR Federal airway 7* is amended to read in part:

From Milwaukee, Wis., VOR; to Calvary INT, Wis.; MEA *3,000. *2,500—MOCA.

Section 95.6008 *VOR Federal airway 8* is amended to read in part:

From Kilgore INT, Ohio; to Hammond INT, Ohio; MEA 3,100.

From Hammond INT, Ohio; to Pittsburgh, Pa., VOR; MEA 3,000.

From Pittsburgh, Pa., VOR; to *Scottdale INT, Pa.; MEA 3,100. *4,000—MCA Scottdale INT, Eastbound.

Section 95.6009 *VOR Federal airway 9* is amended to read in part:

From Milwaukee, Wis., VOR; to Eden INT, Wis.; MEA *3,000. *2,500—MOCA.

From Lewisburg INT, Miss.; to Memphis, Tenn., VOR; MEA 1,900.

From Sardis INT, Tenn., via E alter.; to Miller INT, Miss., via E alter.; MEA 2,000.

From Miller INT, Miss., via E alter.; to Memphis, Tenn., VOR via E alter.; MEA 1,900.

From Savage INT, Miss., via W alter.; to Memphis, Tenn., VOR via W alter.; MEA 1,900.

Section 95.6011 *VOR Federal airway 11* is amended to read in part:

From Memphis, Tenn., VOR via E alter.; to Somerville INT, Tenn., via E alter.; MEA 1,900.

From Somerville INT, Tenn., via E alter.; to Anderson INT, Tenn., via E alter.; MEA 2,000.

Section 95.6012 *VOR Federal airway 12* is amended to read in part:

From Gage, Okla., VOR; to *Capron INT, Okla.; MEA **4,300. *5,000—MRA. **3,600—MOCA.

From Gage, Okla., VOR via N alter.; to *Salt INT, Kans., via N alter.; MEA **6,800. *4,200—MRA. **3,600—MOCA.

From Wheeling, W. Va., VOR; to Pittsburgh, Pa., VOR; MEA 3,200.

From Pittsburgh, Pa., VOR via S alter.; to *Scottdale INT, Pa., via S alter.; MEA 3,100. *4,000—MCA Scottdale INT, eastbound.

Section 95.6016 *VOR Federal airway 16* is amended to read in part:

From Coyle, N.J., VOR; to Riverhead, N.Y., VOR; MEA *2,000. *1,500—MOCA.

From *Walls INT, Miss.; to Memphis, Tenn., VOR; MEA 1,800. *2,500—MRA.

From Memphis, Tenn., VOR; to Somerville INT, Tenn.; MEA 1,900.

From Somerville INT, Tenn.; to Jacks Creek, Tenn., VOR; MEA 2,000.

From *Round Pond INT, Ark., via N alter.; to Memphis, Tenn., VOR, via N alter.; MEA 1,800. *4,000—MRA.

From Dewitt INT, Ark., via S alter.; to Int .075 M rad Pine Bluff VOR and 220 M rad Memphis VOR via S alter.; MEA *3,000. *1,600—MOCA.

From Int .075 M rad Pine Bluff VOR and 220 M rad Memphis VOR via S alter.; to Norfolk INT, Miss., via S alter.; MEA 3,000.

From Norfolk INT, Miss., via S alter.; to Memphis, Tenn., VOR via S alter.; MEA 1,900.

From Memphis, Tenn., VOR via S alter.; to Wilson INT, Tenn., via S alter.; MEA 1,900.

From Wilson INT, Tenn., via S alter.; to Moscow INT, Tenn., via S alter.; MEA 2,200.

Section 95.6020 *VOR Federal airway 20* is amended to read in part:

From Picayune, Miss., VOR via N alter.; to Mobile, Ala., VOR via N alter.; MEA 2,000.

Section 95.6023 *VOR Federal airway 23* is amended to read in part:

From Roseburg, Ore., VOR via W alter.; to Eugene, Ore., VOR via W alter.; MEA 5,000.

From Stockton, Calif., VOR via W alter.; to Sacramento, Calif., VOR via W alter.; MEA 2,500.

Section 95.6025 *VOR Federal airway 25* is amended to read in part:

From *Red Bluff, Calif., VOR; to **Whitmore INT, Calif.; MEA 5,000. *5,000—MCA Red Bluff VOR, southbound. **7,000—MCA Whitmore INT, northbound.

From Whitmore INT, Calif.; to Klamath Falls, Ore., VOR; MEA 11,000.

Section 95.6030 *VOR Federal airway 30* is amended to read in part:

From Idlewild, N.Y., VOR; to Beach INT, N.Y.; MEA *6,000. *1,500—MOCA.

Section 95.6040 *VOR Federal airway 40* is amended to read in part:

From Briggs, Ohio, VOR; to Imperial, Pa., VOR; MEA 3,100.

Section 95.6042 *VOR Federal airway 42* is amended to read in part:

From U.S. Canadian Border via E alter.; to Crib INT, Ohio, via E alter.; MEA *3,500. *1,700—MOCA.

From Crib INT, Ohio, via E alter.; to Strongsville, Ohio, VOR via E alter.; MEA *3,000. *2,500—MOCA.

Section 95.6050 *VOR Federal airway 50* is amended to read in part:

From Decatur, Ill., VOR; to Arcola INT, Ill.; MEA *2,400. *2,000—MOCA.

Section 95.6051 *VOR Federal airway 51* is amended to read in part:

From Jacksonville, Fla., VOR via W alter.; to Callahan INT, Fla., via W alter.; MEA *1,600. *1,300—MOCA.

From Callahan INT, Fla., via W alter.; to Cabins INT, Fla., via W alter.; MEA *2,000. *1,300—MOCA.

From Folkston INT, Ga.; to Alma, Ga., VOR; MEA *2,000. *1,700—MOCA.

From Cabins INT, Ga., via W alter.; to *Bolen INT, Ga., via W alter.; MEA **2,000. *2,100—MRA. **1,700—MOCA.

From Bolen INT, Ga., via W alter.; to Alma, Ga., VOR via W alter.; MEA *2,000. *1,700—MOCA.

Section 95.6053 VOR Federal airway 53 is amended by adding:

From City INT, Ill.; to Chicago O'Hare, Ill., VOR; MEA *2,500. *2,100—MOCA.

Section 95.6053 VOR Federal airway 53 is amended to read in part:

From Holston Mountain, Tenn., VOR; to Hilton INT, Va.; MEA 6,000.

From Hilton INT, Va.; to Whitesburg, Ky., VOR; MEA 6,400.

Section 95.6054 VOR Federal airway 54 is amended to read in part:

From Memphis, Tenn., VOR; to Rossville INT, Tenn.; MEA 1,900.

From *Round Pond INT, Ark., via N alter.; to Memphis, Tenn., VOR, via N alter.; MEA 1,800. *4,000—MRA.

From Memphis, Tenn., VOR via N alter.; to Wilson INT, Tenn., via N alter.; MEA 1,900.

From Wilson INT, Tenn., via N alter.; to Moscow INT, Tenn., via N alter.; MEA 2,300.

Section 95.6056 VOR Federal airway 56 is amended to read in part:

From Macon, Ga., VOR; to Augusta, Ga., VOR; MEA *2,000. *1,800—MOCA.

Section 95.6062 VOR Federal airway 62 is amended to read in part:

From Texico, N. Mex., VOR; to Plainview, Tex., VOR; MEA *5,800. *5,100—MOCA.

From Texico, N. Mex., VOR via S alter.; to Littlefield INT, Tex., via S alter.; MEA *5,700. *5,300—MOCA.

From Littlefield INT, Tex., via S alter.; to Lubbock, Tex., VOR via S alter.; MEA *5,500. *5,300—MOCA.

Section 95.6066 VOR Federal airway 66 is amended to delete:

From El Paso, Tex., VOR; to Fabens INT, Tex.; MEA 6,000.

From Fabens INT, Tex.; to Hudspeth, Tex., VOR; MEA 7,000.

From Hudspeth, Tex., VOR; to Culberson, Tex., VOR; MEA 8,000.

From Culberson, Tex., VOR; to *Pyote INT, Tex.; MEA **7,000. *6,000—MRA. **6,300—MOCA.

From Pyote INT, Tex.; to Penwell INT, Tex.; MEA *6,000. *4,400—MOCA.

From Penwell INT, Tex.; to Midland, Tex., VOR; MEA *5,000. *4,900—MOCA.

Section 95.6066 VOR Federal airway 66 is amended by adding:

From El Paso, Tex., VOR; to Hudspeth, Tex., VOR; MEA 7,400.

From Hudspeth, Tex., VOR; to Pecos, Tex., VOR; MEA 8,000.

From Pecos, Tex., VOR; to Midland, Tex., VOR; MEA 4,900.

Section 95.6066 VOR Federal airway 66 is amended to read in part:

From Hyman, Tex., VOR; to *Laxy K INT, Tex.; MEA **6,000. *4,400—MRA. **3,700—MOCA.

Section 95.6068 VOR Federal airway 68 is amended to delete:

From Eden INT, Tex., via N alter.; to Junction, Tex., VOR via N alter.; MEA *3,700. *3,300—MOCA.

Section 95.6071 VOR Federal airway 71 is amended to delete:

From Baton Rouge, La., VOR; to Natchez, Miss., VOR; MEA *2,000. *1,700—MOCA.

From Natchez, Miss., VOR; to Monroe, La., VOR; MEA *2,000. *1,500—MOCA.

Section 95.6071 VOR Federal airway 71 is amended by adding:

From Baton Rouge, La., VOR; to Natchez, Miss., VOR; MEA *2,000. *1,700—MOCA.

From Natchez, Miss., VOR; to *Baskin INT, La.; MEA **2,000. *3,500—MRA. **1,500—MOCA.

From Baskin INT, La.; to Monroe, La., VOR; MEA *2,000. *1,500—MOCA.

Section 95.6072 VOR Federal airway 72 is amended to read in part:

From Vandalla, Ill., VOR; to Arcola INT, Ill.; MEA *3,000. *2,100—MOCA.

Section 95.6075 VOR Federal airway 75 is amended to read in part:

From Old Concord INT, Pa.; to Wheeling, W. Va., VOR; MEA 3,300.

Section 95.6077 VOR Federal airway 77 is amended to delete:

From Junction, Tex., VOR; to San Angelo, Tex., VOR; MEA *4,000. *3,600—MOCA.

Section 95.6077 VOR Federal airway 77 is amended to read in part:

From Duncan, Okla., VOR via E alter.; to *Alex INT, Okla., via E alter.; MEA **2,900. *2,900—MCA Alex INT, southbound. **2,500—MOCA.

From Alex INT, Okla., via E alter.; to Oklahoma City, Okla., VOR via E alter.; MEA 2,500.

Section 95.6079 VOR Federal airway 79 is amended to read in part:

From Ft. Stockton, Tex., VOR; to Wink, Tex., VOR; MEA *4,500. *4,000—MOCA.

Section 95.6083 VOR Federal airway 83 is amended to read in part:

From Carlsbad, N. Mex., VOR; to Nelson INT, N. Mex.; MEA *5,300. *4,800—MOCA.

Section 95.6084 VOR Federal airway 84 is amended to read in part:

From Buffalo, N.Y., VOR; to Geneseo, N.Y., VOR; MEA 3,300.

Section 95.6094 VOR Federal airway 94 is amended to read in part:

From Dyess, Tex., VOR; to *Mill INT, Tex.; MEA **5,500. *3,500—MRA. **3,800—MOCA.

Section 95.6100 VOR Federal airway 100 is amended to read in part:

From Chadron, Nebr., VOR; to O'Neill, Nebr., VOR; MEA *10,000. *5,900—MOCA.

Section 95.6102 VOR Federal airway 102 is amended to read in part:

From *Carlsbad, N. Mex., VOR; to Hobbs, N. Mex., VOR; MEA **5,600. *7,000—MCA Carlsbad VOR, southwestbound. **5,300—MOCA.

Section 95.6103 VOR Federal airway 103 is amended to read in part:

From Clarksburg, W. Va., VOR; to Porter INT, W. Va.; MEA 3,000.

From Porter INT, W. Va.; to Wheeling, Ohio, VOR; MEA 3,300.

From Chagrin Falls INT, Ohio; to Crib INT, Ohio; MEA *3,500. *3,000—MOCA.

From Crib INT, Ohio; to U.S.-Canadian border; MEA *3,500. *1,700—MOCA.

Section 95.6115 VOR Federal airway 115 is amended to read in part:

From Knoxville, Tenn., VOR; to Rutledge INT, Tenn.; MEA 4,000.

From Rutledge INT, Tenn.; to Whitesburg, Ky., VOR; MEA 5,400.

From Parkersburg, W. Va., VOR; to *Antioch INT, Ohio; MEA 3,000. *3,500—MRA.

From Antioch INT, Ohio; to Proctor INT, W. Va.; MEA 3,100.

From Proctor INT, W. Va.; to Old Concord INT, Pa.; MEA 3,300.

From Old Concord INT, Pa.; to Pittsburgh, Pa., VOR; MEA 3,200.

Section 95.6119 VOR Federal airway 119 is amended to read in part:

From Parkersburg, W. Va., VOR; to *Beallsville INT, Ohio; MEA 2,500. *4,000—MRA.

From Beallsville INT, Ohio; to Bellaire, Ohio, VOR; MEA 3,100.

From Imperial, Pa., VOR; to East Brady INT, Pa.; MEA 3,300.

From East Brady INT, Pa.; to Clarion, Pa., VOR; MEA 3,000.

Section 95.6128 VOR Federal airway 128 is amended by adding:

From Chicago O'Hare, Ill., VOR; to City INT, Ill.; MEA *2,500. *2,100—MOCA.

Section 95.6138 VOR Federal airway 138 is amended to read in part:

From Grand Island, Nebr., VOR; to Seward INT, Nebr.; MEA *3,600. *3,200—MOCA.

From Neola, Iowa, VOR; to Ft. Dodge, Iowa, VOR; MEA 2,700.

Section 95.6144 VOR Federal airway 144 is amended to read in part:

From Zanesville, Ohio, VOR; to *Beallsville INT, Ohio; MEA **4,000. *4,000—MRA. **2,500—MOCA.

Section 95.6157 VOR Federal airway 157 is amended to read in part:

From Taylor, Fla., VOR; to Waycross, Ga., VOR; MEA 2,200.

From Waycross, Ga., VOR; to Alma, Ga., VOR; MEA *2,000. *1,300—MOCA.

Section 95.6163 VOR Federal airway 163 is amended to read in part:

From Christine INT, Tex., via W alter.; to *Leming INT, Tex., via W alter.; MEA **2,200. *2,500—MRA. **1,700—MOCA.

Section 95.6176 VOR Federal airway 176 is amended to read in part:

From Memphis, Tenn., VOR; to Holly Springs, Miss., VOR; MEA 2,000.

From Holly Springs, Miss., VOR; to *Guntown INT, Miss.; MEA 2,200. *3,000—MRA.

Section 95.6190 VOR Federal airway 190 is amended to read in part:

From Gage, Okla., VOR; to *Capron INT, Okla.; MEA **4,300. *5,000—MRA. **3,600—MOCA.

Section 95.6191 VOR Federal airway 191 is amended to read in part:

From Milwaukee, Wis., VOR; to Eden INT, Wis.; MEA *3,000. *2,500—MOCA.

Section 95.6193 VOR Federal airway 193 is amended to read in part:

From Pullman, Mich., VOR; to Comstock INT, Mich.; MEA *2,700. *2,000—MOCA.

From Comstock INT, Mich.; to Kent City INT, Mich.; MEA *2,400. *2,000—MOCA.

From Kent City INT, Mich.; to White Cloud, Mich., VOR; MEA *2,700. *2,300—MOCA.

From Traverse City, Mich., VOR; to Pellston, Mich., VOR; MEA *3,000. *2,400—MOCA.

Section 95.6198 VOR Federal airway 198 is amended to read in part:

From El Paso, Tex., VOR; to Hudspeth, Tex., VOR; MEA 7,400.
From Hudspeth, Tex., VOR; to Fort Stockton, Tex., VOR; MEA 8,700.

Section 95.6203 VOR Federal airway 203 is amended to read in part:

From Norwich, Conn., VOR; to Skylark INT, Conn.; MEA *2,800. *2,100—MOCA.
From Skylark INT, Conn.; to *Russell INT, Mass.; MEA *2,900. *3,500—MCA Russell INT, Northwestbound. **2,200—MOCA.

Section 95.6210 VOR Federal airway 210 is amended to read in part:

From Irondale INT, Ohio; to Imperial, Pa., VOR; MEA 3,000.

Section 95.6214 VOR Federal airway 214 is amended to read in part:

From Bellaire, Ohio, VOR; to Pittsburgh, Pa., VOR; MEA 3,300.

Section 95.6222 VOR Federal airway 222 is amended to delete:

From Salt Flat, Tex., VOR; to Culbertson, Tex., VOR; MEA 8,000.
From Culbertson, Tex., VOR; to Fort Stockton, Tex., VOR; MEA 6,300.

Section 95.6222 VOR Federal airway 222 is amended by adding:

From Salt Flat, Tex., VOR; to Fort Stockton, Tex., VOR; MEA 8,000.

Section 95.6232 VOR Federal airway 232 is amended to read in part:

From Chardon, Ohio, VOR; to Seneca INT, Ohio; MEA 3,200.

Section 95.6243 VOR Federal airway 243 is amended to delete:

From Jacksonville, Fla., VOR; to Folkston INT, Ga.; MEA *2,000. *1,300—MOCA.
From Folkston INT, Ga.; to Alma, Ga., VOR; MEA *2,000. *1,600—MOCA.
From Alma, Ga., VOR; to Vienna, Ga., VOR; MEA *2,000. *1,400—MOCA.

Section 95.6243 VOR Federal airway 243 is amended by adding:

From Jacksonville, Fla., VOR; to Callahan INT, Fla.; MEA *1,600. *1,300—MOCA.
From Callahan INT, Fla.; to Cabins INT, Fla.; MEA *2,000. *1,300—MOCA.
From Cabins INT, Fla.; to Waycross, Ga., VOR; MEA 2,200.
From Waycross, Ga., VOR to Vienna, Ga., VOR; MEA *2,200. *1,700—MOCA.
From Cabins INT, Fla., via E alter.; to *Boles INT, Ga., via E alter.; MEA **2,000. *2,100—MRA. **1,700—MOCA.
From Boles INT, Ga., via E alter.; to Alma, Ga., VOR via E alter.; MEA *2,000. *1,700—MOCA.
From Alma, Ga., VOR via E alter.; to Rochelle INT, Ga., via E alter.; MEA *2,000. *1,400—MOCA.

Section 95.6250 VOR Federal airway 250 is amended to read in part:

From Finley INT, Pa.; to Imperial, Pa., VOR; MEA 3,300.

Section 95.6274 VOR Federal airway 274 is amended to read in part:

From Pullman, Mich., VOR; to Byron INT, Mich.; MEA *2,700. *2,200—MOCA.
From Byron INT, Mich.; to Ada INT, Mich.; MEA *2,400. *2,200—MOCA.
From Ada INT, Mich.; to *Orleans INT, Mich.; MEA **4,000. *4,000—MRA. **2,000—MOCA.

Section 95.6276 VOR Federal airway 276 is amended to read in part:

From Briggs, Ohio, VOR; to Ellwood City, Pa., VOR; MEA 3,000.

Section 95.6278 VOR Federal airway 278 is amended to read in part:

From Texico, N. Mex., VOR; to Plainview, Tex., VOR; MEA *5,800. *5,100—MOCA.

Section 95.6280 VOR Federal airway 280 is amended to read in part:

From Gage, Okla., VOR; to *Salt INT, Kans.; MEA **6,600. *4,200—MRA. **3,600—MOCA.

Section 95.6297 VOR Federal airway 297 is amended to read in part:

From Paulton INT, Pa.; to Ellwood City, Pa., VOR; MEA 3,100.
From Ellwood City, Pa., VOR; to Kerner INT, Ohio; MEA 3,100.
From Kerner INT, Ohio; to Akron, Ohio, VOR; MEA 3,000.

Section 95.6422 VOR Federal airway 422 is amended to read in part:

From *Boone Grove INT, Ind.; to **Kouts INT, Ind.; MEA 2,200. *2,800—MRA. **2,800—MRA.
From Kouts INT, Ind.; to Knox, Ind., VOR; MEA 2,200.

Section 95.6471 VOR Federal airway 471 is amended to read in part:

From Bar Harbor INT, Maine; to Bangor, Maine, VOR; MEA *3,000. *2,200—MOCA.

Section 95.6474 VOR Federal airway 474 is amended to read in part:

From Bellaire, Ohio, VOR; to Republic INT, Pa.; MEA 3,300.
From Republic INT, Pa.; to Indian Head, Pa., VOR; MEA 5,000.

Section 95.6802 VOR Federal airway 802 is amended to read in part:

From Wheeling, W. Va., VOR; to Pittsburgh, Pa., VOR; MEA 3,200.

Section 95.6804 VOR Federal airway 804 is amended to read in part:

From Clarion, Pa., VOR; to East Brady INT, Pa.; MEA 3,000.
From East Brady INT, Pa.; to Imperial, Pa., VOR; MEA 3,300.
From Imperial, Pa., VOR; to Irondale INT, Ohio; MEA 3,000.

Section 95.6810 VOR Federal airway 810 is amended to read in part:

From Chadron, Nebr., VOR; to O'Neill, Nebr., VOR; MEA *10,000. *5,900—MOCA.

Section 95.6819 VOR Federal airway 819 is amended to read in part:

From Taylor, Fla., VOR; to Waycross, Ga., VOR; MEA 2,200.
From Waycross, Ga., VOR; to Alma, Ga., VOR; MEA *2,000. *1,300—MOCA.

Section 95.6830 VOR Federal airway 830 is amended to read in part:

From *Walls INT, Miss.; to Memphis, Tenn., VOR; MEA 1,800. *2,500—MRA.
From Memphis, Tenn., VOR; to Somerville INT, Tenn.; MEA 1,900.
From Somerville INT, Tenn.; to Jacks Creek, Tenn., VOR; MEA 2,000.

Section 95.6839 VOR Federal airway 839 is amended to read in part:

From Taylor, Fla., VOR; to Waycross, Ga., VOR; MEA 2,200.
From Waycross, Ga., VOR; to Alma, Ga., VOR; MEA *2,000. *1,300—MOCA.

Section 95.6853 VOR Federal airway 853 is amended to read in part:

From Zanesville, Ohio, VOR; to *Beallsville INT, Ohio; MEA **4,000. *4,000—MRA. **2,500—MOCA.

Section 95.6854 VOR Federal airway 854 is amended to read in part:

From O'Neill, Nebr., VOR; to Chadron, Nebr., VOR; MEA *10,000. *5,900—MOCA.

Section 95.6855 VOR Federal airway 855 is amended to read in part:

From Knox, Ind., VOR; to *Kouts INT, Ind.; MEA 2,200. *2,800—MRA.
From Kouts INT, Ind.; to *Boone Grove INT, Ind.; MEA 2,200. *2,800—MRA.
From *Scottsdale INT, Pa.; to Pittsburgh, Pa., VOR; MEA 3,100. *4,000—MCA Scottsdale INT, eastbound.
From Pittsburgh, Pa., VOR; to Hammond INT, Ohio; MEA 3,000.
From Hammond INT, Ohio; to Kilgore INT, Ohio; MEA 3,100.

Section 95.6881 VOR Federal airway 881 is amended to read in part:

From Alma, Ga., VOR; to Waycross, Ga., VOR; MEA *2,000. *1,300—MOCA.
From Waycross, Ga., VOR; to Taylor, Fla., VOR; MEA 2,200.

Section 95.6887 VOR Federal airway 887 is amended to read in part:

From Jacks Creek, Tenn., VOR; to Somerville INT, Tenn.; MEA 2,000.
From Somerville INT, Tenn.; to Memphis, Tenn., VOR; MEA 1,900.
From Memphis, Tenn., VOR; to *Walls INT, Miss.; MEA 1,800. *2,500—MRA.
From Walls INT, Miss.; to Pine Bluff, Ark., VOR; MEA *2,500. *1,500—MOCA.

Section 95.6888 VOR Federal airway 888 is amended to read in part:

From Beach INT, N.Y.; to Int 125 M rad Idlewild VOR and 236 M rad, Hampton VOR; MEA *5,000. *1,400—MOCA.
From Int 125 M rad Idlewild VOR and 236 M rad Hampton VOR; to Bluefish INT, N.J.; MEA *6,000. *1,500—MOCA.

Section 95.1542 VOR Federal airway 1542 is amended to read in part:

From Salt Flat, Tex., VOR; to Fort Stockton, Tex., VOR; MEA 15,000; MAA 24,000.

Section 95.1610 VOR Federal airway 1610 is amended to read in part:

From El Paso, Tex., VOR; to Hudspeth, Tex., VOR; MEA 15,000; MAA 24,000.
From Hudspeth, Tex., VOR; to Ft. Stockton, Tex., VOR; MEA 15,000; MAA 24,000.

Section 95.1628 VOR Federal airway 1628 is amended to read in part:

From El Paso, Tex., VOR; to Hudspeth, Tex., VOR; MEA 15,000; MAA 24,000.
From Hudspeth, Tex., VOR; to Pecos, Tex., VOR; MEA 15,000; MAA 24,000.
From Pecos, Tex., VOR; to Midland, Tex., VOR; MEA 15,000; MAA 24,000.

These amendments are made under the authority of sections 307(c), 313(a), and 601 of the Federal Aviation Act of 1958 (49 U.S.C. 1348(c), 1354(a), 1421; 72 Stat. 749, 752, 775).

These rules shall become effective February 6, 1964.

Issued in Washington, D.C., on January 10, 1964.

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

[F.R. Doc. 64-422; Filed, Jan. 17, 1964; 8:45 a.m.]

[Reg. Docket No. 3021; Amdt. 356]

PART 97—STANDARD INSTRUMENT APPROACH PROCEDURES [NEW]

Miscellaneous Amendments

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

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

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

1. By amending the following low or medium frequency range procedures prescribed in § 97.11(a) to read:

LFR STANDARD INSTRUMENT APPROACH PROCEDURE

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

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

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Allentown VOR.....	AE-LFR.....	Direct.....	3000	T-dn.....	300-1	300-1	200-1/4
				C-d.....	500-1	600-1	600-1/4
				C-n.....	500-1	600-1/4	600-2
				A-dn.....	800-2	800-2	800-2

Procedure turn E side NE crs, 060° Outbnd, 240° Inbnd, 3000' within 10 miles.

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

Crs and distance, facility to airport, 195°—2.5 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 2.5 miles after passing AE-LFR climb to 2500' on SW crs within 10 miles.

City, Allentown; State, Pa.; Airport Name, Allentown-Bethlehem-Easton; Elev., 391'; Fac. Class., SBMAZ; Ident., AE; Procedure No. 1, Amdt. 5; Eff. Date, 25 Jan. 64; Sup. Amdt. No. 4; Dated, 19 July 63

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

ADF STANDARD INSTRUMENT APPROACH PROCEDURE

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

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

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
				T-dn.....	300-1	300-1	200-1/4
				C-d.....	400-1	500-1	500-1/4
				C-n.....	400-1/4	500-1/4	500-1/4
				S-dn-32.....	400-1	400-1	400-1
				A-dn.....	800-2	800-2	800-2

Procedure turn E side crs, 141° Outbnd, 321° Inbnd, 3900' within 10 miles.

Minimum altitude over facility on final approach crs, 2900'.

Crs and distance, facility to airport, 321°—3.7 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.7 miles after passing BFD RBN, climb to 3400' on crs 321° within 10 miles. Make climbing left turn, return to Bradford RBN at 4000'. Hold SE 1-minute left turns, Inbnd crs 321°.

City, Bradford; State, Pa.; Airport Name, Bradford-McKean County; Elev., 2142'; Fac. Class., BMH; Ident., BFD; Procedure No. 1, Amdt. 6; Eff. Date, 25 Jan. 64; Sup. Amdt. No. 5; Dated, 27 July 63

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	
API-VOR	LOM	Direct	2500	T-dn	300-1	300-1	200-1/2
Surl Int	LOM	Direct	2500	C-d	*500-1	500-1	500-1 1/2
Big Run Int	LOM	Direct	2500	C-n	*500-1 1/2	500-1 1/2	500-1 1/2
MX RBn	LOM	Direct	2500	S-dn-13 R and	500-1	500-1	500-1
Griffith Int**	MX RBn	Direct	2500	L*			
				A-dn	800-2	800-2	800-2

Radar vectoring authorized in accordance with approved patterns.
 Procedure turn W side of crs, 312° Outbnd, 132° Inbnd, 2500' within 10 miles.
 Minimum altitude over facility on final approach crs, 2200'.
 Crs and distance, facility to airport, 132°—5.0 miles.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.0 miles after passing LOM, make right turn, climb to 2300' and proceed to Peotone VOR Inbnd on R-001.
 NOTE: Aircraft executing missed approach may, after being reidentified, be radar controlled.
 Other change: Deletes transitions from MDW LFR and Hobart Int.
 *400' minimums authorized provided descent below 1100' not made until past ADF bearing 020/200 MW LFR.
 **Griffith Int: Int EON VOR R-050 and CGT VOR R-087.

City, Chicago; State, Ill.; Airport Name, Midway; Elev., 619'; Fac. Class., LOM; Ident., MD; Procedure No. 1, Amdt. 20; Eff. Date, 25 Jan. 64; Sup. Amdt. No. 19; Dated, 20 Oct. 62

Orib Int	MX RBn	Direct	2000	T-dn	300-1	300-1	200-1/2
Griffith Int*	Calumet Int**	Via bearing 132° from MX RBn	2000	C-d	400-1	500-1	500-1 1/2
				C-n	400-1 1/2	500-1 1/2	500-1 1/2
Calumet Int**	MX RBn (final)	Direct	1500	S-dn-31 L, R	400-1	400-1	400-1
Big Run Int	MX RBn	Direct	2000	A-dn	800-2	800-2	800-2
API VOR	MX RBn	Direct	2300				
CGT VOR	Calumet Int**	Via CGT R-356	2000				

Radar vectoring authorized in accordance with approved patterns.
 Procedure turn E side of crs, 132° Outbnd, 312° Inbnd, 2000' within 10 miles.
 Minimum altitude over facility on final approach crs, 1500'.
 Crs and distance, facility to airport, 312°—3.3 miles.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.3 miles after passing LOM, make left turn, climbing to 2300'; proceed to Peotone VOR Inbnd on R-001.
 NOTES: (1) Aircraft executing missed approach may after being reidentified be radar controlled. (2) Final approach from holding pattern not authorized. Procedure turn required.
 Other change: Deletes transitions from Joliet VOR and MDW LFR.
 *Griffith Int: Int CGT VOR R-087 and EON VOR R-050.
 **Calumet Int: Int 132° bearing from MX RBn and CGT VOR R-356.

City, Chicago; State, Ill.; Airport Name, Midway; Elev., 619'; Fac. Class., LOM(MHW); Ident., MX; Procedure No. 2, Amdt. 13; Eff. Date, 25 Jan. 64; Sup. Amdt. No. 12; Dated, 20 Oct. 62

Crestview VOR	CEW RBn	Direct	1800	T-dn	300-1	NA	NA
				C-dn	500-1	NA	NA
				A-dn	800-2	NA	NA

Procedure turn N side of crs, 083° Outbnd, 263° Inbnd, 1800' within 10 miles.
 Minimum altitude over facility on final approach crs, 900'.
 Crs and distance, facility to airport, 263°—2.3 miles.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 2.3 miles after passing CEW RBn, climb to 1800', turn right and return direct to CEW RBn.
 NOTE: Air carrier use of airport not authorized.

City, Crestview; State, Fla.; Airport Name, Crestview; Elev., 274'; Fac. Class., SBH; Ident., CEW; Procedure No. 1, Amdt. 3; Eff. Date, 25 Jan. 64; Sup. Amdt. No. 2; Dated, 15 June 63

ITH-VOR	Alpine RBn (final)	Direct	3400	T-d	800-2	800-2	800-2
ATE-VOR	Alpine RBn	Direct	3400	T-n	800-3	800-3	800-3
ELM-VOR	Alpine RBn	Direct	3500	C-d	1200-2	1200-2	1200-2
Sayre Int	Alpine RBn	Direct	3400	C-n	1200-3	1200-3	1200-3
Int ATE-VOR R-129 and 239° bearing to Alpine RBn	Alpine RBn (final)	Direct	3300	A-d	1800-2	1800-2	1800-2
				A-n	1800-3	1800-3	1800-3

Procedure turn N side of final approach crs, 059° Outbnd, 239° Inbnd, 3400' within 10 miles of Alpine RBn.
 Minimum altitude over facility on final approach crs, 3300'.
 Crs and distance, facility to airport, 239°—7.0 miles.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 7.0 miles after passing Alpine RBn, climb on crs 239° to 2500' within 10 miles. Then proceed direct to ELM-VOR, climbing to 3400'. Hold W ELM-VOR, 1-minute right turns, 066° Inbnd.
 AIR CARRIER NOTE: Sliding scale not authorized. No reduction in landing visibility minimums authorized for local conditions. No reduction in takeoff minimums authorized.

City, Elmira; State, N.Y.; Airport Name, Chemung County; Elev., 951'; Fac. Class., MHW; Ident., ALP; Procedure No. 1, Amdt. 2; Eff. Date, 25 Jan. 64; Sup. Amdt. No. 1; Dated, 23 Feb. 63

Fayetteville VOR	FYV RBn	Direct	3000	T-dn	500-2	500-2	500-2
				C-dn	1000-2	1000-2	1000-2
				A-dn	1000-2	1000-2	1000-2

Teardrop procedure turn, 009° Outbnd, 171° Inbnd, 3000' within 10 miles. Beyond 10 miles not authorized.
 Procedure turn nonstandard due to ATC.
 Minimum altitude over facility on final approach crs, 2300'.
 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 3000' on crs of 351° within 20 miles or, when directed by ATC, turn left, proceed direct to FYV VOR, climbing to 3000'.
 *VOR receiver required for alternate missed approach.

City, Fayetteville; State, Ark.; Airport Name, Drake Field; Elev., 1250'; Fac. Class., BMH; Ident., FYV; Procedure No. 1, Amdt. 1; Eff. Date, 25 Jan. 64; Sup. Amdt. No. Original; Dated, 17 Jan. 59

RULES AND REGULATIONS

ADF STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition		Ceiling and visibility minimums					
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
LAW VOR	FSI RBN	Direct	3500	T-dn	300-1	300-1	200-1/2
HBR VOR	FSI RBN	Direct	4200	C-d	600-1	600-1	600-1 1/2
				C-n	600-2	600-2	600-2
				S-d-17	600-1	600-1	600-1
				S-n-17	600-2	600-2	600-2
				A-dn	800-2	800-2	800-2

Radar vectoring authorized in accordance with approved patterns. Procedure turn W side of crs 350° Outbnd, 170° Inbnd, 3000' within 10 miles. Beyond 10 miles not authorized. Minimum altitude over facility on final approach crs 2500'. Crs and distance, facility to airport 170°-7.5 miles. If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 7.5 miles after passing FSI RBN, climb to 3000', proceed direct to LAW VOR. NOTES: Single transmitter. Aural signal must be received at all times during approach. Authorized for military use only except by prior arrangement. CAUTION: High terrain (Wichita Mountains) W of RBN. City, Fort Sill; State, Okla.; Airport Name, Post AAF; Elev., 1187'; Fac. Class., MHW; Ident., FSI; Procedure No. 2, Amdt. Original; Eff. Date, 25 Jan. 64

HYA VOR	HY LOM	Direct	1400	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	800-2	800-2	800-2

Radar vectoring from Otis RAPCON authorized in accordance with approved patterns. Procedure turn E side of crs 066° Outbnd, 246° Inbnd, 1400' within 10 miles. Minimum altitude over facility on final approach crs 1100'. Crs and distance, facility to airport 246°-3.8 miles. If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.8 miles after passing HY LOM, climb to 500' on heading 246°, then make a left climbing turn to 1400', and return to HY LOM. Hold NE of HY LOM, 246° Inbnd, 1-minute, left turns. City, Hyannis; State, Mass.; Airport Name, Barnstable Municipal; Elev., 52'; Fac. Class., LOM; Ident., HY; Procedure No. 1, Amdt. Original; Eff. Date, 25 Jan. 64

AZO-VOR	AZ LOM	Direct	2500	T-dn	300-1	300-1	200-1/2
BTL-VOR	AZ LOM	Direct	2500	C-dn	400-1	500-1	500-1 1/2
Centerville Int.	Barton Int.	Via AZO R-192 and BTL R-218.	2500	S-dn-35	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2
Barton Int.	AZ LOM (final)	Direct	2400				
Lawton Int.	AZ LOM	Direct	2600				
Cooper Int.	AZ LOM	Direct	2500				
Hickory Int.	AZO-VOR	Direct	2500				
GRR VOR	AZ LOM	Direct	2900				

Procedure turn E side of crs, 172° Outbnd, 352° Inbnd, 2500' within 10 miles. Minimum altitude over facility on final approach crs, 2400'. Crs and distance, facility to airport, 352°-5.8 miles. If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.8 miles after passing AZ LOM, climb to 2500', turn left and return to AZ LOM or, when directed by ATC, climb to 3000', turn left and proceed to Cooper Int via AZO-VOR R-321. CAUTION: This procedure authorized only when tower operates. Hours are 0700-2300 local time. City, Kalamazoo; State, Mich.; Airport Name, Kalamazoo Municipal; Elev., 874'; Fac. Class., LOM; Ident., AZ; Procedure No. 1, Amdt 4; Eff. Date, 25 Jan. 64; Sup. Amdt. No. 3; Dated, 12 Oct. 63

PROCEDURE CANCELLED EFFECTIVE 25 JAN. 1964 OR UPON DECOMMISSIONING OF FACILITY.

City, London; State, Ky.; Airport Name, London; Elev., 1201'; Fac. Class., BMH; Ident., LOZ; Procedure No. 1, Amdt. 2; Eff. Date, 25 May 63; Sup. Amdt. No. 1; Dated 25 Feb. 61

Rowland Int.	LBT RBN	134°, 7.9 miles	1900	T-dn*	300-1	300-1	200-1/2
Radar Terminal Transition (Raleigh Approach Control):				C-dn*	800-1	800-1	800-1 1/2
0°	360°	Within 5 miles of LBT RBN.	3000	A-dn*	NA	NA	NA

Procedure turn N side of crs 305° Outbnd 125° Inbnd 1700' within 10 miles. Minimum altitude over facility on final approach crs 900'. Facility on airport. If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile of LBT RBN, climb to 1700' on 098° crs from LBT RBN within 20 miles or, when directed by ATC, climb to 1700' on 098° crs returning to RBN. Holding when required—hold E on 098° crs right turns, 1-minute 1700'. *Aircraft will not takeoff under IFR conditions without prior ATC approval. Night operations not authorized on Runway 13-36. **IFR flight plan must be filed or closed with Fayetteville CB/T or Florence FSS. #No local weather reporting; area weather available from FLO or FAX. City, Lumberton; State, N.C.; Airport Name, Lumberton Municipal; Elev., 126'; Fac. Class., MHW; Ident. LBT; Procedure No. 1, Amdt. Original; Eff. Date, 25 Jan. 64

GEG VOR	GE LOM	Direct	4500	T-dn	300-1	300-1	200-1/2
Rockford VHF Int.	GE LOM	Direct	5500	C-dn	500-1	500-1	500-1 1/2
				S-dn-21	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Radar vectoring authorized in accordance with approved patterns. When used in lieu of procedure turn, alignment on final approach heading within 10 miles of LOM is required. Procedure turn N side of crs, 025° Outbnd, 205° Inbnd, 4500' within 10 miles. Not authorized beyond 10 miles. Shuttle descent to 4500' in a 170-175 kt 1-minute right turn holding pattern NE of GE LOM. Minimum altitude over facility on final approach crs, 2600'. Crs and distance, facility to airport, 205°-3.9 miles. If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.9 miles after passing GE LOM, climb to 4000' direct GEG VOR, continue climb on R-207 within 10 miles of GEG VOR or, when directed by ATC, turn right, climb to 4000', direct GE LOM, thence continue climb in a 170-175 kt 1-minute right turn holding pattern NE of GE LOM. CAUTION: High terrain N and E of airport. 3185' tower 4.8 miles SE of GE LOM. Terrain and tower 6031' 16 miles NE of LOM; 4549' TV tower 9.2 miles E of airport. Major change: Deletes transition from GG LFR. City, Spokane; State, Wash.; Airport Name, Spokane International; Elev., 2372'; Fac. Class., LOM; Ident., GE; Procedure No. 1, Amdt. 4; Eff. Date, 25 Jan. 64; Sup. Amdt. No. 3; Dated, 28 Sept. 63

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

VOR STANDARD INSTRUMENT APPROACH PROCEDURE

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

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Lucas Int.....	BRT VOR.....	Direct.....	3300	T-dn..... C-dn..... A-dn.....	300-1 1000-2 NA	300-1 1000-2 NA	300-1 1000-2 NA

Radar vectoring authorized (Radar Site GSW). Radar vectoring may be utilized to position aircraft on final approach with elimination of procedure turn. Procedure turn W side of crs 193° Outbnd 013° Inbnd 2500' within 10 miles. Beyond 10 miles not authorized. Nonstandard due to ATC requirements.
 Minimum altitude over facility on final approach crs 2500'.
 Crs and distance, facility to airport 344°—10.3 miles.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 6.0 miles after passing BRT VOR, turn left, proceed direct to the BRT VOR, climb to 2500'.
 CAUTION: 2349' towers 7.0 miles SE, 1449' towers 8.0 miles NE, 1244' tower 13.5 miles SE, 1743' and 1649' towers 10.3 miles NW of airport.
 NOTES: (1) Pilots using this procedure are requested to cancel their IFR Flight Plan when landing at Arlington Airport is assured, or by commercial facilities as soon as practicable after landing. (2) No weather service at airport.
 *Maintain 2500' until N of the Benbrook VOR R-065 on final approach. Procedure not wholly contained within controlled airspace.

City, Arlington; State, Tex.; Airport Name, Arlington Municipal; Elev., 630'; Fac. Class., M-BVOR; Ident., BRT; Procedure No. 1, Amdt; Original; Eff. Date, 25 Jan. 64

				T-dn.....	300-1	300-1	300-1½
				C-d.....	500-1	500-1	500-1½
				C-n.....	500-1½	500-1½	500-1½
				A-dn.....	800-2	800-2	800-2
				If aircraft equipped with operating VOR and ADF receivers and Bradford RBN received, the following minimums apply:*			
				C-d.....	400-1	500-1	500-1½
				C-n.....	400-1½	500-1½	500-1½
				S-dn-32.....	400-1	400-1	400-1

Procedure turn E side of crs, 145° Outbnd, 325° Inbnd, 3900' within 10 miles.
 Minimum altitude over facility on final approach crs, 2900'.
 Crs and distance, facility to airport, 325°—0.9 miles.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.9 mile after passing BFD-VOR, climb to 3400' on R-325 within 10 miles of Bradford VOR. Make climbing left turn, return to Bradford VOR at 4000'. Hold SE 1-minute left turns, Inbnd crs 325'.
 *Descent below 2642' not authorized until after passing Bradford RBN.

City, Bradford; State, Pa.; Airport Name, Bradford-McKean County; Elev., 2142'; Fac. Class., BVOR; Ident., BFD; Procedure No. 1, Amdt. 5; Eff. Date, 25 Jan. 64; Sup. Amdt. No. 4; Dated, 27 July 63

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

Procedure turn S side of crs, 285° Outbnd, 105° Inbnd, 1800' within 10 miles.
 Minimum altitude over facility on final approach crs, 1800'.
 Crs and distance, facility to airport, 105°—6.1 miles.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 6.1 miles after passing CEW-VOR, turn left, climb to 1800' on R-087 CEW-VOR within 15 miles.
 NOTE: Air carrier use of airport not authorized.

City, Crestview; State, Fla.; Airport Name, Crestview; Elev., 274'; Fac. Class., BVOR; Ident., CEW; Procedure No. 1, Amdt. 3; Eff. Date, 25 Jan. 64; Sup. Amdt. No. 7; Dated, 6 Apr. 63

				T-dn.....	300-1	NA	NA
				C-d.....	900-1	NA	NA
				C-n.....	900-2	NA	NA
				A-dn.....	NA	NA	NA

Procedure turn W side of crs 009° Outbnd, 189° Inbnd, 2500' within 10 miles. Beyond 10 miles not authorized.
 Minimum altitude over facility on final approach crs 2500'.
 Crs and distance, facility to airport 189°—9.8 miles.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 9.8 miles after passing Dallas VOR, turn left, climb to 2500' on crs 090° within 20 miles.
 NOTES: No weather service available. Night operations restricted to Runway 13-31. Procedure not wholly contained within controlled airspace.
 CAUTION: Final approach crs 1 mile E of Temco-Garland Airport. 1028' radio tower 2.2 miles NNE, 899' and 911' towers 4.8 miles E of airport. Full length of Runway 13-31 not visible from NW end. Obtain traffic information from Garland Unicom prior to T.O. SE. Pilots using this procedure are requested to close their IFR flight plan with DAL Approach Control when landing at Garland Airport is assured, or by commercial facilities as soon as practicable after landing.

City, Dallas; State, Tex.; Airport Name, Dallas-Garland; Elev., 614'; Fac. Class., H-BVORTAC; Ident., DAL; Procedure No. 1, Amdt. Original; Eff. Date, 25 Jan. 64

Antwerp Int.....	DFI VOR.....	Direct.....	2400	T-dn.....	300-1	300-1	NA
				C-dn.....	800-1	500-1	NA
				A-dn.....	NA	NA	NA

Procedure turn S side of final approach crs, 253° Outbnd, 073° Inbnd, 2400' within 10 miles.
 Minimum altitude over facility on final approach crs, 2200'.
 Crs and distance, facility to airport, 073°—6.4 miles.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 6.4 miles after passing DFI-VOR, climb to 2400' within 10 miles, return to DFI-VOR, hold SW 073° Inbnd.
 *Nearest WX at FWA.

City, Defiance; State, Ohio; Airport Name, Bryan-Defiance Memorial; Elev., 707'; Fac. Class., BVOR; Ident., DFI; Procedure No. 1, Amdt. 2; Eff. Date, 25 Jan. 64; Sup. Amdt. No. 1; Dated, 7 Oct. 61

RULES AND REGULATIONS

VOR STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
				T-d.....	800-2	800-2	800-2
				T-n.....	800-3	800-3	800-3
				C-d.....	1400-2	1400-2	1400-3
				C-n.....	1400-3	1400-3	1400-3
				A-d.....	2000-2	2000-2	2000-2
				A-n.....	2000-3	2000-3	2000-3

Procedure turn S side of crs, 246° Outbnd, 066° Inbnd, 3400' within 10 miles.
 Minimum altitude over facility on final approach crs, 2800'.
 Crs and distance, facility to airport, 066°—6.6 miles.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 6.6 miles, after passing ELM-VOR, climb to 3400' on R-066 within 10 miles, make left turn and proceed direct to ELM-VOR. Hold W 1-minute right turns, 066° Inbnd.
AIR CARRIER NOTE: Sliding scale not authorized. No reduction in landing visibility minimums authorized for local conditions. No reduction in takeoff minimums authorized.
 City, Elmira; State, N.Y.; Airport Name, Chemung County; Elev., 951'; Fac. Class., BVOR; Ident., ELM; Procedure No. 1, Amdt. 8; Eff. Date, 26 Jan. 64; Sup. Amdt. No. 7; Dated, 9 Mar. 63

				T-dn.....	500-2	500-2	500-2
				C-dn.....	1000-3	1000-3	1000-3
				A-dn.....	NA	NA	NA

Procedure turn W side of crs, 002° Outbnd, 182° Inbnd, 3000' within 10 miles. Beyond 10 miles not authorized.
 Minimum altitude over facility on final approach crs, 2300'.
 Crs and distance, facility to airport, 182°—14.3 miles.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile of FYV VOR, turn left and climb to 3000' on R-002 within 20 miles.
 City, Fayetteville; State, Ark.; Airport Name, Drake Field; Elev., 1250'; Fac. Class., BVOR-DME; Ident., FYV; Procedure No. 1, Amdt. 2; Eff. Date, 25 Jan. 64; Sup. Amdt. No. 1; Dated, 5 Oct. 63

FYV VOR.....	DAK VOR.....	Direct.....	3500	T-dn.....	500-2	500-2	500-2
				C-dn.....	800-2	800-2	800-2
				A-dn.....	1000-2	1000-2	1000-2

Procedure turn W side of crs, 320° Outbnd, 140° Inbnd, 3500' within 10 miles.
 Minimum altitude over facility on final approach crs, 2200'.
 Crs and distance, facility to airport, 140°—2.3 miles.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 2.3 miles after passing DAK VOR, climb to 3500' on R-178 of the DAK VOR within 15 miles.
NOTE: Sliding scale not authorized.
 City, Fayetteville; State, Ark.; Airport Name, Drake Field; Elev., 1250'; Fac. Class., BVOR; Ident., DAK; Procedure No. 2, Amdt. 2; Eff. Date, 25 Jan. 64; Sup. Amdt. No. 1; Dated, 12 Oct. 63

STP VOR.....	Bonin Int*.....	Direct.....	2300	T-dn.....	300-1	300-1	NA
				C-dn.....	600-1	600-1	NA
				C-n#.....	600-2	600-2	NA
				A-dn.....	NA	NA	NA

Radar transition to final approach crs authorized in accordance with approved patterns. Aircraft will be released for final approach without procedure turn on Inbnd final approach crs at least 3 miles SW of Bonin Int*.
 Procedure turn S side of crs 226° Outbnd 046° Inbnd 2200' within 10 miles.
 Minimum altitude over Bonin Int* on final approach crs 1700'.
 Crs and distance Bonin Int* to airport 046°—3.1 miles.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.1 miles after passing Bonin Int* climb on R-226 to the STP VOR, then continue climb to 2300' on R-046 of STP VOR within 10 miles of STP VOR.
NOTE: Aircraft on missed approach may be radar controlled after radar identification.
 *Bonin Int: Int STP VOR R-226 and SE crs MSP ILS.
 #Authorized only for aircraft equipped to receive VOR and ILS simultaneously, or Bonin Int* identified by MSP radar controller.
 City, South St. Paul; State, Minn.; Airport Name, Fleming Field; Elev., 829'; Fac. Class., LVOR; Ident., STP; Procedure No. 1, Amdt. Original; Eff. Date, 25 Jan. 64 or upon commissioning of facility

White Bear Int.....	STP VOR.....	Direct.....	2500	T-dn.....	300-1	300-1	NA
FGT VOR.....	STP VOR.....	Direct.....	2500	C-d.....	700-1	700-1	NA
				C-n.....	700-2	700-2	NA
				A-dn.....	NA	NA	NA

Radar transitions to final approach crs authorized in accordance with approved patterns. Aircraft will be released for final approach without procedure turn on Inbnd final approach crs at least 3 miles NE of STP VOR.
 Procedure turn N side of crs 046° Outbnd, 226° Inbnd, 2300' within 10 miles.
 Minimum altitude over facility on final approach crs 1800'.
 Crs and distance, facility to airport 226°—4.2 miles.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.2 miles after passing STP VOR, climb to 2200' on R-226 of STP VOR within 15 miles.
NOTE: Aircraft on missed approach may be radar controlled after radar identification.
 City, South St. Paul; State, Minn.; Airport Name, Fleming Field; Elev., 829'; Fac. Class., LVOR; Ident., STP; Procedure No. 2, Amdt. Original; Eff. Date, 25 Jan. 64 or upon commissioning of facility

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	
White Bear Int.	STP VOR	Direct	2500	T-dn*	300-1	300-1	300-1
FGT VOR	STP VOR	Direct	2500	C-dn	900-1½	900-1½	900-1½
				A-dn	NA	NA	NA
*Following minimums apply after passing Lakeland Int.							
				S-dn-30	700-1	700-1	700-1

Radar transitions to final approach crs authorized in accordance with approved patterns. Aircraft will be released for final approach without procedure turn on Inbnd final approach crs at least 8 miles SE of STP VOR.
 Procedure turn E side of crs 109° Outbnd, 289° Inbnd, 2300' within 10 miles.
 Minimum altitude over facility on final approach crs 1600'.
 Crs and distance, facility to airport 289°—4.6 miles. Lakeland Int to airport 289°—2.9 miles.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.6 miles after passing STP VOR, make right climbing turn to 2300' and return to the STP VOR.
 NOTE: Aircraft on missed approach may be radar controlled after radar identification.
 CAUTION: 1262' antenna on top of building 1.0 mile NW of airport.
 †Lakeland Int: Int STP VOR R-289 and FGT VOR R-020.
 ‡Authorized only for aircraft with dual VOR receivers operating simultaneously, or Lakeland Int identified by MSP radar.
 *Takeoff minimums of 600-1 required for all departures on Runways 28, 30 and 34. Departure on Runway 8 make right climbing turn to STP VOR before proceeding on crs; Runway 12 climb direct to STP VOR before proceeding on crs; and Runway 16 make left climbing turn to STP VOR before proceeding on crs.
 City, St. Paul; State, Minn.; Airport Name, St. Paul-Downtown; Elev., 703'; Fac. Class., LVOR; Ident., STP; Procedure No. 1, Amdt. Original; Eff. Date, 25 Jan. 64 or upon commissioning of facility

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

TERMINAL VOR STANDARD INSTRUMENT APPROACH PROCEDURE

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

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

PROCEDURE CANCELLED EFFECTIVE 25 JAN. 1964 OR UPON DECOMMISSIONING OF FACILITY.
 City, Belmar; State, N.J.; Airport Name, Monmouth County; Elev., 155'; Fac. Class., LVOR; Ident., BLM; Procedure No. TerVOR-14, Amdt. 1; Eff. Date, 11 Feb. 61; Sup. Amdt. No. Original; Dated, 24 Dec. 60

PROCEDURE CANCELLED EFFECTIVE 25 JAN. 1964 OR UPON DECOMMISSIONING OF FACILITY.
 City, Belmar; State, N.J.; Airport Name, Monmouth County; Elev., 155'; Fac. Class., LVOR; Ident., BLM; Procedure No. TerVOR-32, Amdt. 2; Eff. Date, 4 Mar. 61; Sup. Amdt. No. 1; Dated, 11 Feb. 60

Schoelcraft Int.	Sugar Int* (final)	Direct	1600	T-dn	300-1	300-1	200-1½
BTL-VOR	AZO-VOR	Direct	2200	C-dn	400-1	500-1	500-1½
GRR-VOR	AZO-VOR	Direct	2900	S-dn-5	400-1	400-1	400-1
PMM-VOR	AZO-VOR	Direct	2500	A-dn†	800-2	800-2	800-2
Cooper Int.	AZO-VOR	Direct	2200				
Leroy Int.	AZO-VOR	Direct	2200				
Lawton Int.	AZO-VOR	Direct	2600				
Centerville Int.	AZO-VOR	Direct	2500				

Procedure turn S side of crs, 230° Outbnd, 050° Inbnd, 2100' within 10 miles.
 Minimum altitude over Sugar Int* on final approach crs 1600', over facility, 1300'.
 VOR on airport. Crs and distance, Sugar Int* to airport, 050°—2.5 miles.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile after passing AZO-VOR, make climbing left turn to 3000' and proceed to Cooper Int via AZO R-321 or, when directed by ATC, climb to 2400' on AZO-VOR R-050, then reverse crs and proceed direct to the AZO-VOR.
 NOTE: Dual VOR receivers required.
 Other change: Deletes transition from ELX VOR.
 †Alternate minimums authorized only when AZO Tower operational or for air carrier with weather reporting service.
 ‡Tower operates 0700-2300 local time.
 *Sugar Int: Int AZO R-230 and PMM R-125.
 City, Kalamazoo; State, Mich.; Airport Name, Kalamazoo Municipal; Elev., 874'; Fac. Class., BVOR; Ident., AZO; Procedure No. TerVOR-5, Amdt. 5; Eff. Date, 25 Jan. 64; Sup. Amdt. No. 4; Dated, 12 Oct. 63

Cooper Int.	AZO-VOR	Direct	2400	T-dn	300-1	300-1	200-1½
BTL-VOR	AZO-VOR	Direct	2400	C-dn	400-1	500-1	500-1½
GRR-VOR	AZO-VOR	Direct	2900	S-dn-23	400-1	400-1	400-1
PMM-VOR	AZO-VOR	Direct	2500	A-dn†	800-2	800-2	800-2
Leroy Int.	AZO-VOR	Direct	2400				
BTL VOR	Gull Int	Direct	2400				
Gull Int	Campbell Int (final)	Direct	1900				
Lawton Int.	AZO-VOR	Direct	2600				
Centerville Int.	AZO-VOR	Direct	2500				

Procedure turn W side of crs, 040° Outbnd, 220° Inbnd, 2400' within 10 miles.
 Minimum altitude over facility on final approach crs, 1300' over Campbell Int, 1900'.
 Facility on airport. Crs and distance, Campbell Int to airport, 220°—4.0 miles.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile after passing AZO-VOR, make climbing right turn to 3000' and proceed to Cooper Int via AZO-VOR R-321 or, when directed by ATC, climb to 2400' on R-220, reverse crs and proceed direct to AZO-VOR.
 Other change: Deletes transition from ELX VOR.
 †Alternate minimums authorized only when AZO tower operational or for air carrier with weather reporting service.
 ‡Dual VOR receiver required. Tower operates 0700-2300 local time.
 City, Kalamazoo; State, Mich.; Airport Name, Kalamazoo Municipal; Elev., 874'; Fac. Class., BVOR; Ident., AZO; Procedure No. TerVOR-23, Amdt. 5; Eff. Date, 25 Jan 64; Sup. Amdt. No. 4; Dated, 12 Oct. 63

RULES AND REGULATIONS

TERMINAL VOR STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition		Ceiling and visibility minimums					
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Centerville Int.	AZO-VOR	Direct	2500	T-dn	300-1	300-1	200-1/2
BTL-VOR	AZO-VOR	Direct	2200	C-dn	400-1	500-1	500-1/2
Lawton Int.	AZO-VOR	Direct	2600	S-dn-27	400-1	400-1	400-1
GRR-VOR	AZO-VOR	Direct	2900	A-dn#	800-2	800-2	800-2
PMM-VOR	AZO-VOR	Direct	2500				
Cooper Int.	AZO-VOR	Direct	2200				
Leroy Int.	AZO-VOR	Direct	2200				
BTL-VOR	Climax Int.	Direct	2000				
Climax Int.	Scotts Int (final)	Direct	2000				

Procedure turn N side of crs, 101° Outbnd, 281° Inbnd, 2200' within 10 miles.
 Minimum altitude over Scott Int on final approach, 2000'; over facility, 1300'.
 VOR on airport. Crs and distance, Scott Int to airport, 281°—5.3 miles.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile after passing AZO-VOR, make climbing right turn to 3000' and proceed to Cooper Int via AZO-VOR R-321 or, when directed by ATC, climb to 2200' on AZO-VOR R-281, then turn left and return to AZO-VOR.
 #Alternate minimums authorized only when AZO Tower operational or for air carrier with weather reporting service.
 Dual VOR receivers required. Tower operates 0700-2300 local time.

City, Kalamazoo; State, Mich.; Airport Name, Kalamazoo Municipal; Elev., 874'; Fac. Class., BVOR; Ident., AZO; Procedure No. TerVOR-27, Amdt. 4; Eff. Date, 25 Jan. 64; Sup. Amdt. No. 3; Dated, 12 Oct. 63

Cooper Int.	AZO-VOR	Direct	2200	T-dn	300-1	300-1	200-1/2
Lawton Int.	AZO-VOR	Direct	2600	C-dn	500-1	500-1	500-1/2
GRR VOR	AZO-VOR	Direct	2900	S-dn-35	500-1	500-1	500-1
PMM-VOR	AZO-VOR	Direct	2500	A-dn#	800-2	800-2	800-2
BTL-VOR	AZO-VOR	Direct	2200	The following minimums apply for dual VOR equipped aircraft and Austin Int identified:			
Centerville Int.	Kimble Int.	Direct	2500	C-dn	400-1	500-1	500-1/2
Kimble Int.	Austin Int (final)	Direct	1900	S-dn-35	400-1	400-1	400-1
Leroy Int.	AZO-VOR	Direct	2200				

Procedure turn E side of crs, 168° Outbnd, 348° Inbnd, 2100' within 10 miles.
 Minimum altitude over facility on final approach crs, 1400'.
 VOR on airport. Crs and distance, Austin Int to airport, 348°—4.0 miles.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile after passing AZO-VOR, make climbing left turn to 3000' and proceed to Cooper Int via AZO-VOR R-321 or, when directed by ATC, climb to 2400' on AZO-VOR R-348, turn left and return to AZO-VOR.
 Other change: Deletes transition from ELX-VOR.
 #Alternate minimums authorized only when AZO Tower operational or for air carrier with weather reporting service.
 Tower operates 0700-2300 local time.

City, Kalamazoo; State, Mich.; Airport Name, Kalamazoo Municipal; Elev., 874'; Fac. Class., BVOR; Ident., AZO; Procedure No. TerVOR-35, Amdt. 4; Eff. Date, 25 Jan. 64; Sup. Amdt. No. 3; Dated, 12 Oct. 63

SCK-VOR	MOD-VOR	Direct	2000	T-dn	300-1	300-1	200-1/2
Woodward Int.	MOD-VOR	Direct	2000	C-dn	500-1	500-1	500-1/2
SCK-VOR	Salida Int.	Direct	2000	S-dn-29R	500-1	500-1	500-1
Salida Int.	MOD VOR	Direct	2000	A-dn*	NA	NA	NA

Radar vectoring authorized in accordance with approved patterns.
 Procedure turn S side of crs, 102° Outbnd, 282° Inbnd, 1600' within 10 miles. Procedure turn S side of crs to provide separation from Castle AFB traffic.
 Minimum altitude over facility on final approach crs, 600'.
 Facility on airport. Crs and distance, breakoff point to approach end of runway, 287°—0.2 mile.
 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-274 within 20 miles.
 *Alternate minimum of 800-2 authorized for air carriers with weather reporting service available at the airport.

City, Modesto; State, Calif.; Airport Name, Modesto City-County; Elev., 96'; Fac. Class., BVOR; Ident., MOD; Procedure No. TerVOR-29R, Amdt. 1; Eff. Date, 25 Jan. 64; Sup. Amdt. No. Original; Dated, 14 Sept. 63

Lamar Int.	ALW-VOR	Direct	3100	T-dn	300-1	300-1	200-1/2
College Place Int.	ALW-VOR	Direct	3100	C-dn	600-1	600-1	600-1/2
				A-dn	800-2	800-2	800-2

Procedure turn W side of crs, 195° Outbnd, 015° Inbnd, 3100' within 10 miles.
 Facility on airport.
 Minimum altitude over facility on final approach crs, 1800'.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile of ALW VOR turn left, climb to 3100' on R-335 within 10 miles.
 Note: Final approach from holding pattern at ALW VOR not authorized, procedure turn required.

City, Walla Walla; State, Wash.; Airport Name, Walla Walla City-County; Elev., 1205'; Fac. Class., L-BVOR; Ident., ALW; Procedure No. TerVOR-02, Amdt. 3; Eff. Date, 25 Jan. 64; Sup. Amdt. No. 2; Dated, 7 Dec. 63

Lamar Int.	ALW-VOR	Direct	3100	T-dn	300-1	300-1	200-1/2
College Place Int.	ALW-VOR	Direct	3100	C-dn	1100-1	1100-1	1100-1/2
				A-dn	1100-2	1100-2	1100-2
				*If aircraft equipped to receive VOR and ADF simultaneously and Russell Int identified the following minimums apply:			
				C-dn	600-1	600-1	600-1/2
				S-dn-16	400-1	400-1	400-1/2

Procedure turn, W side of crs, 335° Outbnd, 155° Inbnd, 3100' within 10 miles.
 Facility on airport.
 Minimum altitude over Russell Int on final approach crs, 2300'; over ALW VOR, 2300'.
 Crs and distance, Russell Int to airport, 155°—3.7 miles.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile of ALW VOR, climb to 3100' on R-195 within 10 miles.
 Note: Final approach from holding pattern at ALW VOR not authorized, procedure turn required.

City, Walla Walla; State, Wash.; Airport Name, Walla Walla City-County; Elev., 1205'; Fac. Class., L-BVOR; Ident., ALW; Procedure No. TerVOR-16, Amdt. 5; Eff. Date, 25 Jan. 64; Sup. Amdt. No. 4; Dated, 7 Dec. 63

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

VOR-DME STANDARD INSTRUMENT APPROACH PROCEDURE

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

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

Transition				Ceiling and visibility minimums			
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	
Rockford Int.	GEG VOR	Direct	5500	T-dn	300-1	300-1	200-1/2
20-mile DME fix R-073	11-mile DME fix R-073	Direct	5500	C-dn	500-1	500-1	500-1 1/2
11-mile DME fix R-073	GEG VOR	Direct	4200	S-dn-3	400-1	400-1	400-1
Williams Int.	Corskey Int.	Direct	4000	A-dn	800-2	800-2	800-2
Amber Int.	Corskey Int.	Direct	4000				
Tyler Int.	Corskey Int.	Direct	4000				
Edwall Int/10.1-mile DME fix R-241	Corskey Int.	Direct	4000				
Corskey Int.	GEG VOR (final)	Direct	3700				

Radar transitions and vectoring utilizing Spokane Radar authorized in accordance with approved radar patterns. When used in lieu of procedure turn, alignment on final approach heading within 10 miles of VOR is required. Procedure turn S side of crs, 207° Outbnd, 027° Inbnd, 4000' within 10 miles. Minimum altitude over facility on final approach crs, 3700'. Crs and distance, facility to airport, 027°—4.4 miles. If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.4 miles after passing GEG-VOR, climb on R-026 to GE LOM, thence continue climb to 4500' in a 1-minute right turn holding pattern on R-026 NE of GE LOM or, when directed by ATC, make left climbing turn and climb to 4500' on R-271 within 20 miles, all turns S side R-271, or make left climbing turn and return to VOR, climbing to 4000'. Note: When authorized by ATC, DME may be used within 9 miles at 4000' to position aircraft for straightin approach with elimination of the procedure turn. CAUTION: Terrain and tower 6031' 16 miles NE of LOM; high terrain N through E of airport; 3188' tower 4.8 miles SE of GE LOM; 4549' TV tower 9.2 miles E of airport. City, Spokane; State, Wash.; Airport Name, Spokane International; Elev., 2372'; Fac. Class., H-BVORTAC; Ident., GEG; Procedure No. VOR/DME No. 1, Amdt. 2; Eff. Date, 25 Jan. 64; Sup. Amdt. No. 1; Dated, 6 Apr. 63

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

ILS STANDARD INSTRUMENT APPROACH PROCEDURE

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

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

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Allentown VOR	Bath Int.	Direct	2400	T-dn	300-1	300-1	200-1/2
Allentown LFR	Bath Int.	Direct	2400	C-dn	500-1	500-1	500-1 1/2
Allentown LOM	Bath Int.	Direct	2400	S-dn-24	500-1	500-1	500-1
Tannersville VOR	Nazareth Int (final)	Direct	3000	A-dn	800-2	800-2	800-2

Procedure turn E side NE crs 061° Outbnd, 241° Inbnd, 2400' within 10 miles of Bath Int. No glide slope or markers. Descent to landing minimums after passing Bath Int. Minimum altitude over Bath Int on final approach 1400'. Distance Bath Int to Runway 24, 3.7 miles. If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.7 miles after passing Bath Int, climb to 2500' on SW crs ILS within 20 miles of Bath Int. Make right turn, proceed direct to ETX VOR at 2600. Hold W ETX VOR, 1-minute, right turns 112° Inbnd. When Inbnd from Nazareth Int on localizer back crs, descent to cross Bath Int at 1400' is authorized. City, Allentown; State, Pa.; Airport Name, Allentown-Bethlehem-Easton; Elev., 391'; Fac. Class., ILS; Ident., I-ABE; Procedure No. ILS-24, Amdt. 6; Eff. Date, 25 Jan. 64; Sup. Amdt. No. 5; Dated, 17 Feb. 62

Beaumont VOR	LOM	Direct	1400	T-dn	300-1	300-1	200-1/2
Marsh Int.	LOM	Direct	1400	C-dn	400-1	500-1	500-1 1/2
Mitchell Int.	LOM (final)	Direct	1400	S-dn-11 1/2	200-1/2	200-1/2	200-1/2
				A-dn	600-2	600-2	600-2

Procedure turn S side NW crs 268° Outbnd, 113° Inbnd, 1400' within 10 miles. Minimum altitude at glide slope interception Inbnd 1400'. Altitude of glide slope and distance to approach end of runway at OM, 1323'—4.8 miles; at MM, 202'—0.6 mile. If visual contact not established upon descent to authorized landing minimums or if landing not accomplished climb to 1400' on SE crs ILS within 20 miles or, when directed by ATC, turn left, climb to 1400' on R-067 BPT-VOR. *400-3/4 required when glide slope not utilized. City, Beaumont; State, Tex.; Airport Name, Jefferson County Municipal; Elev., 16'; Fac. Class., ILS; Ident., I-BPT; Procedure No. ILS-11, Amdt. 6; Eff. Date, 25 Jan. 64; Sup. Amdt. No. 5; Dated, 3 Nov. 62

BRO VOR	LOM	Direct	1600	T-dn	300-1	300-1	200-1/2
BRO RBn	LOM	Direct	1600	C-dn	500-1	500-1	500-1 1/2
Int BRO-VOR R-330 and HRL-VOR R-110	BRO ILS N crs (final)	Via BRO R-330	1600	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, 355° Outbnd, 173° Inbnd, 1600' within 10 miles. Beyond 10 miles not authorized. Minimum altitude at glide slope interception Inbnd, 1200'. Altitude of glide slope and distance to approach end of runway at OM 1050'—3.8 miles; at MM 205'—0.6 mile. If visual contact not established upon descent to authorized landing minimums or if landing not accomplished turn left, climb to 1600' 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: 150' 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. 18; Eff. Date, 25 Jan. 64; Sup. Amdt. No. 17; Dated, 8 Sept. 62

ILS STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Griffith Int**	MX RBn	Direct	2500	T-dn	300-1	300-1	200-1/2
API VOR	LOM	Direct	2500	C-d	*500-1	500-1	500-1 1/2
Surf Int	LOM	Direct	2500	C-n	*500-1 1/2	500-1 1/2	500-1 1/2
Big Run Int	LOM	Direct	2500	S-dn-13R*	300-3/4	300-3/4	300-3/4
MX RBn	LOM	Direct	2500	A-dn	600-2	600-2	600-2

Radar vectoring to final approach crs authorized in accordance with approved patterns.

Procedure turn W side of crs, 312° Outbnd, 132° 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 LOM, 2255'—5.0 miles; at LMM, 868'—0.6 mile.

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 Inbnd on R-001.

NOTES: (1) Aircraft executing missed approach may, after being reidentified, be radar controlled. (2) Final approach from holding pattern not applicable. Procedure turn required.

Other change: Deletes transitions from API-VOR to NW crs ILS, MDW LFR to LOM and Hobart Int to LOM.

*500-1 required with glide slope inoperative, 400-1 minimums authorized provided descent below 1100' not made until past ADF bearing 020/200 of MDW LFR.

**Griffith Int; Int CGT R-067 and EON R-050.

City, Chicago; State, Ill.; Airport Name, Midway; Elev., 619'; Fac. Class., ILS; Ident., I-MDW; Procedure No. ILS-13R, Amdt. 19; Eff. Date, 26 Jan. 64; Sup. Amdt. No. 18; Dated, 1 July 61

Griffith Int*	Calumet Int**	Via SE Crs MXT ILS	2000	T-dn	300-1	300-1	200-1/2
Big Run Int	MX-RBn	Direct	2000	C-d	400-1	500-1	500-1 1/2
API VOR	MX-RBn	Direct	2300	C-n	400-1 1/2	500-1 1/2	500-1 1/2
Crib Int	MX-RBn	Direct	2000	S-dn-31 Land	400-1	400-1	400-1
CGT VOR	Calumet Int**	Via CGT R-355	2000	R			
Calumet Int**	MX RBn (final)	Direct	1500	A-dn	800-2	800-2	800-2

Procedure turn E side of crs, 132° Outbnd, 312° Inbnd, 2000' within 10 miles.

No glide slope. No approach lights.

Minimum altitude over MX-RBn, 1500'.

Crs and distance, MX-RBn to airport, 312°—3.3 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.3 miles after passing MX RBn, make left turn, climb to 2300', proceed to Peotone VOR Inbnd on R-001.

Other change: Deletes transitions from Joliet VOR, Downers Grove Int, MDW LFR, Lake Shore Int, and radar vectors.

NOTE: Aircraft executing missed approach may after being reidentified be radar controlled.

*Griffith Int; Int CGT R-067 and EON R-050.

**Calumet Int; Int CGT R-355 and MXT ILS SE crs.

City, Chicago; State, Ill.; Airport Name, Midway; Elev., 619'; Fac. Class., ILS; Ident., I-MXT; Procedure No. ILS-31L-R, Amdt. 2; Eff. Date, 25 Jan. 64; Sup. Amdt. No. 1; Dated, 3 Jan. 59

ITH-VOR	Alpine RBn (final)	Direct	3400	T-d*	800-2	800-2	800-2
ATE-VOR	Alpine RBn/Int	Direct	3400	T-n*	800-3	800-3	800-3
ELM-VOR	Alpine RBn	Direct	3500	C-d	1200-2	1200-2	1200-2
Sayre Int	Alpine RBn	Direct	3400	C-n	1200-3	1200-3	1200-3
Int ATE-VOR R-120 and NE crs Loc.	Alpine RBn/Int (final)	Direct	3400	S-dn-24#	800-1 1/2	800-1 1/2	800-1 1/2
				A-d	1400-2	1400-2	1400-2
				A-n	1400-3	1400-3	1400-3

Procedure turn N side of final approach crs, 050° Outbnd, 239° Inbnd, 3400' within 10 miles of Alpine RBn.

Minimum altitude at glide slope interception Inbnd, 3300'.

Altitude of glide slope and distance to approach end of runway at OM, 2237'—3.9 miles; at MM, 1170'—0.6 mile.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.9 miles after passing outer marker or 7.0 after passing Alpine RBn, climb on crs 239° to 2500' within 10 miles. Then proceed direct to ELM-VOR, climbing to 3400'. Hold W ELM-VOR, 1-minute right turns, 066° Inbnd.

Air Carrier Note: Sliding scale not authorized. No reduction in landing visibility minimums authorized for local conditions.

*Takeoff minimums 800-1 1/2 day and night authorized for runway 6-24 only when all components of ILS are in operation otherwise 800-2 and 800-3 night apply.

#800-1 1/2 required when glide slope not utilized.

City, Elmira; State, N.Y.; Airport Name, Chemung County; Elev., 951'; Fac. Class., ILS; Ident., I-ELM; Procedure No. ILS-24, Amdt. 4; Eff. Date, 25 Jan. 64; Sup. Amdt. No. 3; Dated, 20 Apr. 63

Lawton Int	AZO VOR	Direct	2600				
AZO-VOR	Upjohn Int*	Direct	2500	T-dn	300-1	300-1	200-1/2
Cooper Int	Upjohn Int*	Via PMM R-112	2500	C-dn	400-1	500-1	500-1 1/2
Prince Int	Upjohn Int* (final)	Direct	2000	S-dn-17	400-1	400-1	400-1
BTL-VOR	Upjohn Int*	Via BTL R-270	2500	A-dn#	800-2	800-2	800-2
AZ LOM	Upjohn Int*	Direct	2500				
Centerville Int	AZO-VOR	Direct	2500				
GRR VOR	Prince Int	Direct	2900				

Procedure turn W side of crs, 352° Outbnd, 172° Inbnd, 2500' within 10 miles of Upjohn Int.*

Minimum altitude over Upjohn Int* on final approach crs, 2000'.

Crs and distance, Upjohn Int* to airport, 172°—4.0 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.0 miles after passing Upjohn Int,* climb to 2500' and proceed to AZ LOM via S crs AZO ILS or, when directed by ATC, make right turn, climb to 3000' and proceed to Cooper Int via AZO R-321.

NOTES: Back crs approach. No glide slope. No approach lights. Final approach from holding pattern at Upjohn Int* not authorized. Procedure turn required.

*Upjohn Int; Int N crs AZO ILS and BTL R-270.

#Alternate minimums authorized only when AZO tower operational or for air carrier with weather reporting service.

Tower operates 0700-2300 local time.

City, Kalamazoo; State, Mich.; Airport Name, Kalamazoo Municipal; Elev., 874'; Fac. Class., ILS; Ident., I-AZO; Procedure No. ILS-17, Amdt. 3; Eff. Date, 25 Jan. 64; Sup. Amdt. No. 2; Dated, 12 Oct. 63

ILS STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition		Course and distance	Minimum altitude (feet)	Condition	Ceiling and visibility minimums		
From—	To—				2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
AZO-VOR	AZ LOM	Direct	2800	T-dn	300-1	300-1	200-1/2
BTL-VOR	AZ LOM	Direct	2800	C-dn	400-1	500-1	500-1/2
Centerville Int.	Barton Int.	Via BTL R-218 and AZO R-192	2800	S-dn-35°	200-1/2	200-1/2	200-1/2
Barton Int.	AZ LOM (final)	Direct	2800	A-dn*	600-2	600-2	600-2
Lawton Int.	AZ LOM	Direct	2800				
Cooper Int.	AZO-VOR	Direct	2800				
Hickory Int.	AZO-VOR	Direct	2800				
GRE-VOR	AZO-VOR	Direct	2900				

Procedure turn E side of crs, 172° Outbnd, 352° Inbnd, 2800' within 10 miles. Minimum altitude at glide slope interception Inbnd, 2800'. Altitude of glide slope and distance to approach end of runway at OM, 2717'—5.8 miles; at MM, 1070'—0.5 mile. If visual contact not established upon descent to authorized landing minimums or if landing not accomplished climb to 3000', proceed to Cooper Int via AZO-VOR R-321 or, when directed by ATC, climb to 2800' turn left and return to AZ LOM.

AIR CARRIER NOTE: 300-3/4 authorized when tower not operating for air carrier with weather reporting service. *400-1 required when glide slope not utilized. 400-1 required when tower not operating. †Alternate minimums authorized only when AZO tower operational or for air carrier with weather reporting service. Tower operates 0700-2300 local time.

City, Kalamazoo; State, Mich.; Airport Name, Kalamazoo Municipal; Elev., 874'; Fac. Class., ILS; Ident., I-AZO; Procedure No. ILS-35, Amdt. 4; Eff. Date, 25 Jan. 64; Sup. Amdt. No. 3; Dated, 12 Oct. 63

Carmel Int.	LOM	Direct	4000	T-dn*	300-1	300-1	300-3/4
Salinas VOR	LMM	Direct	4000	C-d	700-2	700-2	700-2
Salinas VOR	Marina Int.	Direct	4000	C-n	700-3	700-3	700-3
Marina Int.	LOM	Direct	4000	S-dn-10*	300-3/4	300-3/4	300-3/4
Shark Int.	Seal Int.	Direct	4000	A-d	700-2	700-2	700-2
Seal Int**	LOM (final)	Direct	1700	A-n	700-3	700-3	700-3

Procedure turn S side of W crs, 276° Outbnd, 096° Inbnd, 2000' within 10 miles. Beyond 10 miles not authorized. Minimum altitude at glide slope interception Inbnd, 1700'. Altitude of glide slope and distance to approach end of runway at LOM, 1630'—4.3 miles; at MM, 370'—0.5 mile. If visual contact not established upon descent to authorized landing minimums or if landing not accomplished make immediate left climbing turn, proceed direct to LOM climbing to 2000' in a 1-minute holding pattern 096° Inbnd, right turns.

CAUTION: Circling minimums do not provide standard clearance over terrain S of airport. All maneuvering for circling approaches must be accomplished N of localizer crs.

AIR CARRIER NOTE: No reductions in visibility minimums authorized, except for takeoff on Runway 28. *300-1 required for takeoff Runway 6. **Seal Int: Int W crs MRY ILS and R-308 BSR-VOR. †400-1 required with any component of the ILS inoperative except that 700-1/2 required with glide slope inoperative.

City, Monterey; State, Calif.; Airport Name, Monterey Peninsula; Elev., 220'; Fac. Class., ILS; Ident., I-MRY; Procedure No. ILS-10, Amdt. 9; Eff. Date, 25 Jan. 64; Sup. Amdt. No. 8; Dated, 19 May 62

Nantucket VOR	AC LOM	Direct	1700	T-dn**	300-1	300-1	200-1/2
				C-dn	400-1	500-1	500-1/2
				S-dn-24*	200-1/2	200-1/2	200-1/2
				A-dn	600-2	600-2	600-2

Procedure turn N side of crs, 060° Outbnd, 240° Inbnd, 1600' within 10 miles. Beyond 10 miles not authorized. Crs and distance, facility to airport 240°—4.5 miles. Minimum altitude at glide slope interception Inbnd, 1600'. Altitude of glide slope and distance to approach end of runway at OM, 1515'—4.5 miles; at MM, 266'—0.6 mile. If visual contact not established upon descent to authorized landing minimums or if landing not accomplished make left climbing turn to 1600' and return to AC LOM.

Hold NE of AC LOM, 240° Inbnd, right turns, 1-minute. *400-1 required when glide slope not utilized. **400-1 required during hours when tower facility not in operation. **CAUTION: 342' tower (2.6 miles W of airport)—652' Loran antenna (3.0 miles ESE of airport).

City, Nantucket; State, Mass.; Airport Name, Nantucket; Elev., 48'; Fac. Class., ILS; Ident., I-ACK; Procedure No. ILS-24, Amdt. 2; Eff. Date, 25 Jan. 64; Sup. Amdt. No. 1; Dated, 22 Dec. 62

GEG-VOR	GE LOM	Direct	4500	T-dn*	300-1	300-1	200-1/2
Rockford VHF Int.	GE LOM	Direct	5500	C-dn	500-1	500-1	500-1/2
				S-dn-21**	200-1/2	200-1/2	200-1/2
				A-dn	600-2	600-2	600-2

Radar vectoring authorized in accordance with approved patterns. When used in lieu of procedure turn, alignment on final approach heading within 10 miles of LOM is required.

Procedure turn N side of NE crs, 025° Outbnd, 205° Inbnd, 4500' within 10 miles. Beyond 10 miles not authorized. Shuttle descent to 4500' in a 170-175 kt 1-minute right turn holding pattern NE of GE LOM on NE crs of ILS localizer. Minimum altitude at glide slope Inbnd, 3600'. Altitude of glide slope and distance to approach end of runway at LOM, 3527'—3.9 miles; at LMM, 2560'—0.6 mile. If visual contact not established upon descent to authorized landing minimums or if landing not accomplished climb straight ahead to the GEG-VOR and climb to 4000' on R-207 within 10 miles of GEG-VOR or, when directed by ATC, turn right, climb to 4000', direct GE LOM, thence continue climb in a 170-175 kt 1-minute right turn holding pattern NE of GE LOM on the localizer crs.

CAUTION: Terrain and tower 6031' 16 miles NE of LOM; high terrain N through E of airport; 3188' tower 4.8 miles SE of GE LOM; 4549' TV tower 9.2 miles E of airport. Major change: Deletes transition from GG-LFR. *Runway visual range 2600' also authorized for takeoff on Runway 21 in lieu of 200-1/2 when 200-1/2 is authorized provided high intensity runway lights are operational. **Runway visual range 2600' also authorized for landing on Runway 21, provided all components of the ILS, high intensity runway lights, approach lights, condenser discharge flashers, outer compass locator, and all related airborne equipment are operating satisfactorily. Descent below 2572' shall not be made unless visual contact with approach lights has been established or the aircraft is clear of the clouds.

City, Spokane; State, Wash.; Airport Name, Spokane International; Elev., 2372'; Fac. Class., ILS; Ident., I-GEG; Procedure No. ILS-21, Amdt. 7; Eff. Date, 25 Jan. 64; Sup. Amdt. No. 6; Dated, 28 Sept. 63

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

RADAR STANDARD INSTRUMENT APPROACH PROCEDURE

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

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

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

PROCEDURE CANCELLED EFFECTIVE 25 JAN. 1964 OR UPON DECOMMISSIONING OF FACILITY.

City, Belmar; State, N.J.; Airport Name, Monmouth County; Elev., 155'; Fac. Class. and Ident., Monmouth County Radar; Procedure No. 1, Amdt. 2; Eff. Date, 9 Sept. 61; Sup. Amdt. No. 1; Dated, 11 Feb. 61

				Surveillance approach			
210°	075°	Within 15 miles	3000				
075°	210°	15 miles	3500				
All directions		25 miles	5000	T-dn	300-1	300-1	200-1/2
160°	210°	10 miles	3000	C-dn	600-1	600-1	600-1/2
210°	160°	10 miles	2000	S-dn-5, 14 & 23	600-1	600-1	600-1
				A-dn	800-2	800-2	800-2

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished Runway 5: Climb straight ahead to 2500', proceed to LOM hold NE 1-minute right turn Inbnd crs 230°. Runways 14 and 23: Climb straight ahead to 3000', then proceed direct to CRW VOR, maintain 3000', hold CRW VOR R-261 1-minute right turns, 081° Inbnd.

City, Charleston; State, W. Va.; Airport Name, Kanawha County; Elev., 932'; Fac. Class. and Ident., Charleston Radar; Procedure No. 1, Amdt. 3; Eff. Date, 25 Jan. 64; Sup. Amdt. No. 2; Dated, 14 Sept. 63

				Precision approach			
All Directions		0-10 miles	2000				
290°	065°	10-20 miles	2500	S-dn-13R	300-1/2	300-1/2	300-1/2
065°	150°	10-20 miles	2000	A-dn	600-2	600-2	600-2
150°	185°	10-15 miles	2000				
150°	185°	15-20 miles	2300				
185°	290°	10-20 miles	2400				

				Surveillance approach			
				T-dn-All	300-1	300-1	200-1/2
				C or S-d#	600-1	600-1	600-1/2
				C or S-n#	600-1/2	600-1/2	600-1/2
				A-dn#	800-2	800-2	800-2
				C or S-d##	400-1	500-1	600-1/2
				C or S-n##	400-1/2	500-1/2	600-1/2
				A-dn##	800-2	800-2	800-2

Radar control will provide 1000' vertical clearance within a 3-mile radius or 500' vertical clearance within a 3- to 5-mile (inclusive) radius of towers 1604' 8 miles NE, 1260' 11 miles W, 1120' 12 miles NW and 1080' 12 miles W of airport.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished make right or left turn as appropriate, climb to 2300' and proceed to EON VOR Inbnd on R-001.

NOTES: Aircraft executing missed approach may after being reidentified be radar controlled. MTI feature of ground radar equipment required for all surveillance approaches. Departures westbnd on V-6 at 2000' will be released within 8 miles to climb to 2300'.

Runway 22 R and L.

Runways 4 R and L, 9R, 13 R and L, 15, 27L, 31 E and L, 26.

* Harlem Int: Int 195° bearing from MDW LOM and API VOR R-090.

City, Chicago; State, Ill.; Airport Name, Midway; Elev., 619'; Fac. Class. and Ident., Midway Radar; Procedure No. 1, Amdt. 8; Eff. Date, 25 Jan. 64; Sup. Amdt. No. 7; Dated, 5 May 62

These procedures shall become effective on the dates specified therein.

These amendments are made under the authority of sections 307(c), 313(a), and 601 of the Federal Aviation Act of 1958 (49 U.S.C. 1348(c), 1354(a), 1421; 72 Stat. 749, 752, 775).

Issued in Washington, D.C., on December 19, 1963.

W. LLOYD LANE,
Acting Director, Flight Standards Service.

[F.R. Doc. 64-5; Filed, Jan. 17, 1964; 8:45 a.m.]

Title 7—AGRICULTURE

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

[Navel Orange Reg. 47]

PART 907—NAVEL ORANGES GROWN IN ARIZONA AND DESIGNATED PART OF CALIFORNIA

Limitation of Handling

§ 907.347 Navel Orange Regulation 47.

(a) Findings. (1) Pursuant to the marketing agreement, as amended, and Order No. 907, as amended (7 CFR Part

907; 27 F.R. 10087), regulating the handling of navel oranges grown in Arizona and designated part of California, effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601-674), and upon the basis of the recommendations and information submitted by the Navel Orange Administrative Committee, established under the said amended marketing agreement and order, and upon other available information, it is hereby found that the limitation of handling of such navel oranges as hereinafter provided will tend to effectuate the declared policy of the act.

(2) It is hereby further found that it is impracticable and contrary to the public interest to give preliminary notice,

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

and the need for regulation; interested persons were afforded an opportunity to submit information and views at this meeting; the recommendation and supporting information for regulation during the period specified herein were promptly submitted to the Department after such meeting was held; the provisions of this section, including its effective time, are identical with the aforesaid recommendation of the committee, and information concerning such provisions and effective time has been disseminated among handlers of such navel oranges; it is necessary, in order to effectuate the declared policy of the act, to make this section effective during the period herein specified; and compliance with this section will not require any special preparation on the part of persons subject hereto which cannot be completed on or before the effective date hereof. Such committee meeting was held on January 16, 1964.

(b) *Order.* (1) The respective quantities of navel oranges grown in Arizona and designated part of California which may be handled during the period beginning at 12:01 a.m., P.s.t., January 19, 1964, and ending at 12:01 a.m., P.s.t., January 26, 1964, are hereby fixed as follows:

- (i) District 1: 900,000 cartons;
- (ii) District 2: 300,000 cartons;
- (iii) District 3: Unlimited movement;
- (iv) District 4: Unlimited movement.

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

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

Dated: January 17, 1964.

PAUL A. NICHOLSON,
Deputy Director, Fruit and Vegetable Division, Agricultural Marketing Service.

[F.R. Doc. 64-562; Filed, Jan. 17, 1964; 11:27 a.m.]

[Grapefruit Reg. 14]

PART 909—GRAPEFRUIT GROWN IN ARIZONA; IN IMPERIAL COUNTY, CALIF.; AND IN THAT PART OF RIVERSIDE COUNTY, CALIF., SITUATED SOUTH AND EAST OF WHITE WATER, CALIF.

Limitation of Shipments

§ 909.314 Grapefruit Regulation 14.

(a) *Findings.* (1) Pursuant to the marketing agreement, as amended, and Order No. 909, as amended (7 CFR Part 909), regulating the handling of grapefruit grown in the State of Arizona; in Imperial County, California; and in that part of Riverside County, California, situated south and east of White Water, California, effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601 et seq.), and upon the basis of the recommendations of the Administrative Committee (established under the aforesaid amended marketing agreement and order), and upon other

available information, it is hereby found that the limitation of shipments of grapefruit, as hereinafter provided, will tend to effectuate the declared policy of the act.

(2) It is hereby further found that it is impracticable and contrary to the public interest to give preliminary notice, engage in public rule-making procedure, and postpone the effective date of this section until 30 days after publication thereof in the FEDERAL REGISTER (5 U.S.C. 1001-1011), because the time intervening between the date when information upon which this section is based became available and the time when this section must become effective in order to effectuate the declared policy of the act is insufficient, and a reasonable time is permitted, under the circumstances, for preparation for such effective date. The Administrative Committee held an open meeting on January 9, 1964, to consider recommendations for a regulation, after giving due notice of such meeting, and interested persons were afforded an opportunity to submit their views at this meeting; the recommendation and supporting information for regulation during the period specified herein were promptly submitted to the Department after such open meeting; necessary supplemental economic and statistical information upon which this recommended section is based were received by the Fruit Branch on January 14, 1964; information regarding the provisions of the section recommended by the committee has been disseminated to shippers of grapefruit, grown as aforesaid, and this section, including the effective time thereof, is identical with the recommendation of the committee; it is necessary, in order to effectuate the declared policy of the act, to make this section effective on the date hereinafter set forth; and compliance with this section will not require any special preparation on the part of persons subject thereto which cannot be completed on or before the effective date hereof.

(b) *Order.* (1) During the period beginning at 12:01 a.m., P.s.t., January 19, 1964, and ending at 12:01 a.m., P.s.t., February 23, 1964, no handler shall handle:

(i) From the State of California or the State of Arizona to any point outside thereof any grapefruit of any variety grown in the State of Arizona; in Imperial County, California; or in that part of Riverside County, California, situated south and east of White Water, California, unless such grapefruit grade at least U.S. No. 2: *Provided*, That any such grapefruit may have scars to the extent permitted by the U.S. No. 3 grade: *Provided further*, That, included in the tolerances for defects permitted by such grade not more than 5 percent, by count, shall be allowed for grapefruit having peel more than one inch in thickness at the stem end, measured from the flesh to the highest point of the peel; or

(ii) From the State of California or the State of Arizona to any point in Zone 1 or Zone 2, any grapefruit, grown as aforesaid, which measure less than $3\frac{1}{16}$ inches in diameter, except that a tolerance of 5 percent,

by count, of grapefruit smaller than the foregoing minimum size shall be permitted which tolerance shall be applied in accordance with the provisions for the application of tolerances, specified in the revised United States Standards for Grapefruit (California and Arizona), §§ 51.925-51.955 of this title: *Provided*, That, in determining the percentage of grapefruit in any lot which are smaller than $3\frac{1}{16}$ inches in diameter, such percentage shall be based only on the grapefruit in such lot which are of a size $4\frac{1}{16}$ inches in diameter and smaller.

(2) As used herein, "handler," "variety," "grapefruit," "handle," "Zone 1," and "Zone 2" shall have the same meaning as when used in said amended marketing agreement and order; the term "U.S. No. 2" shall have the same meaning as when used in the aforesaid revised United States Standards for Grapefruit; and "diameter" shall mean the greatest dimension measured at right angles to a line from the stem to blossom end of the fruit.

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

Dated: January 15, 1964.

PAUL A. NICHOLSON,
Deputy Director, Fruit and Vegetable Division, Agricultural Marketing Service.

[F.R. Doc. 64-491; Filed, Jan. 17, 1964; 8:47 a.m.]

[Lemon Reg. 93]

PART 910—LEMONS GROWN IN CALIFORNIA AND ARIZONA

Limitation of Handling

§ 910.393 Lemon Regulation 93.

(a) *Findings.* (1) Pursuant to the marketing agreement, as amended, and Order No. 910, as amended (7 CFR Part 910; 27 F.R. 8346), regulating the handling of lemons grown in California and Arizona, effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601-674), and upon the basis of the recommendation and information submitted by the Lemon Administrative Committee, established under the said amended marketing agreement and order, and upon other available information, it is hereby found that the limitation of handling of such lemons as hereinafter provided will tend to effectuate the declared policy of the act.

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

forth. The committee held an open meeting during the current week, after giving due notice thereof, to consider supply and market conditions for lemons and the need for regulation; interested persons were afforded an opportunity to submit information and views at this meeting; the recommendation and supporting information for regulation during the period specified herein were promptly submitted to the Department after such meeting was held; the provisions of this section, including its effective time, are identical with the aforesaid recommendation of the committee, and information concerning such provisions and effective time has been disseminated among handlers of such lemons; it is necessary, in order to effectuate the declared policy of the act, to make this section effective during the period herein specified; and compliance with this section will not require any special preparation on the part of persons subject hereto which cannot be completed on or before the effective date hereof. Such committee meeting was held on January 14, 1964.

(b) *Order.* (1) The respective quantities of lemons grown in California and Arizona which may be handled during the period beginning at 12:01 a.m., P.s.t., January 19, 1964, and ending at 12:01 a.m., P. s.t., January 26, 1964, are hereby fixed as follows:

(i) District 1: 16,740 cartons;

(ii) District 2: 153,450 cartons;

(iii) District 3: Unlimited movement.

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

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

Dated: January 16, 1964.

PAUL A. NICHOLSON,
Deputy Director, Fruit and Vegetable Division, Agricultural Marketing Service.

[F.R. Doc. 64-518; Filed, Jan. 17, 1964; 8:47 a.m.]

[Lime Reg. 6; Lime Reg. 5, as Amended, Terminated]

PART 911—LIMES GROWN IN FLORIDA

Quality and Size

§ 911.308 Lime Regulation 6.

(a) *Findings.* (1) Pursuant to the marketing agreement, as amended, and Order No. 911, as amended (7 CFR Part 911), regulating the handling of limes grown in Florida, effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601-674), and upon the basis of the recommendations of the Florida Lime Administrative Committee, established under the aforesaid amended marketing agreement and order, and upon other available information, it is

hereby found that the limitation of handling of limes, as hereinafter provided, will tend to effectuate the declared policy of the act.

(2) It is hereby further found that it is impracticable and contrary to the public interest to give preliminary notice, engage in public rule-making procedure, and postpone the effective date of this section until 30 days after publication thereof in the FEDERAL REGISTER (5 U.S.C. 1001-1011) because the time intervening between the date when information upon which this section is based became available and the time when this section must become effective in order to effectuate the declared policy of the act is insufficient; and this section relieves restrictions on the handling of limes grown in Florida during the period January 20, 1964, to May 1, 1964.

(b) *Order.* (1) Lime Regulation 5, as amended (28 F.R. 3969, 5493, 12544, 13927) is hereby terminated at 12:01 a.m., e.s.t., January 19, 1964.

(2) During the period beginning at 12:01 a.m., e.s.t., January 19, 1964, and ending at 12:01 a.m., e.s.t., May 1, 1964, no handler shall handle:

(i) Any limes of the group known as true limes (also known as Mexican, West Indian, and Key limes and by other synonyms), grown in the production area, which do not meet the requirements of at least U.S. No. 2 grade for Persian (Tahiti) limes, except as to color;

(ii) Any limes of the group known as large fruited or Persian limes (including Tahiti, Bearss, and similar varieties) which do not grade at least U.S. Combination, Turning, with not less than 60 percent, by count, of the limes in each container thereof grading at least U.S. No. 1, Turning, and the remainder thereof grading not less than U.S. No. 2, Turning; or

(iii) Any limes of the group known as large fruited or Persian limes (including Tahiti, Bearss, and similar varieties) which are of a size smaller than 1 1/2 inches in diameter: *Provided*, That not to exceed 10 percent, by count, of the limes in any container may fail to meet this requirement.

(3) Terms used in the amended marketing agreement and order shall, when used herein, have the same meaning as is given to the respective term in said amended marketing agreement and order; and terms relating to grade and diameter, as used herein, shall have the same meaning as is given to the respective term in the United States Standards for Persian (Tahiti) limes (§§ 51.1000-51.1016).

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

Dated: January 16, 1964.

PAUL A. NICHOLSON,
Deputy Director, Fruit and Vegetable Division, Agricultural Marketing Service.

[F.R. Doc. 64-549; Filed, Jan. 17, 1964; 8:47 a.m.]

[971.306 Amdt. 2]

PART 971—LETTUCE GROWN IN LOWER RIO GRANDE VALLEY OF SOUTH TEXAS

Limitation of Shipments

Findings. a. Pursuant to Marketing Agreement No. 144 and Order No. 971 (7 CFR Part 971), regulating the handling of lettuce grown in the Lower Rio Grande Valley in south Texas (Cameron, Hidalgo, Starr, and Willacy Counties), effective under the applicable provisions of the Agricultural Market Agreement Act of 1937, as amended (secs. 1-19, 48 Stat. 31, as amended; 7 U.S.C. 601 et seq.), and upon the basis of the recommendation and information submitted by the South Texas Lettuce Committee, established pursuant to said marketing agreement and order, and upon other available information, it is hereby found that the amendment to the limitation of shipments hereinafter set forth will tend to effectuate the declared policy of the act.

b. It is hereby found that it is impracticable and contrary to the public interest to give preliminary notice, or engage in public rule making procedure, and that good cause exists for not postponing the effective date of this amendment until 30 days after publication in the FEDERAL REGISTER (5 U.S.C. 1003) in that (1) the time intervening between the date when information upon which this amendment is based became available and the time when this amendment must become effective in order to effectuate the declared policy of the act is insufficient, (2) compliance with this amendment will not require any special preparation on the part of handlers, (3) information regarding the committee's recommendation has been made available to producers and handlers in the production area, and (4) this amendment relieves restrictions on the handling of lettuce grown in the production area.

Order, as amended. In § 971.306 (28 F.R. 13487, 13928) delete paragraph (a) "Grade," and insert in lieu thereof the following:

§ 971.306 Limitation of shipments.

(a) *Grade.* Seventy percent, for January 20, 1964, through March 31, 1964, U.S. No. 1 quality, or better, with not more than 5 percent decay in any lot. Individual containers shall have not less than 50 percent for January 20, 1964, through March 31, 1964, U.S. No. 1 quality, with not more than 23 percent serious damage, including not more than three heads affected by decay.

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

Dated January 16, 1964, to become effective January 20, 1964.

PAUL A. NICHOLSON,
Deputy Director,
Fruit and Vegetable Division.

[F.R. Doc. 64-548; Filed, Jan. 17, 1964; 8:47 a.m.]

Title 21—FOOD AND DRUGS

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

SUBCHAPTER A—GENERAL

PART 2—ADMINISTRATIVE FUNCTIONS, PRACTICES, AND PROCEDURES

The Food and Drug Administration, operating under the supervision of the Secretary of Health, Education, and Welfare, is an agency engaged primarily in law-enforcement activities. Therefore, pursuant to section 3(a) (1) and (2) of the Administrative Procedure Act (60 Stat. 238; 5 U.S.C. 1002(a) (1), (2)) and section 13.2 of Title 1 of the Code of Federal Regulations, Title 21 is amended by adding thereto a new part, a portion of which is reserved at this time, concerning administrative functions, practices, and procedures as follows:

PART 2—ADMINISTRATIVE FUNCTIONS, PRACTICES, AND PROCEDURES

Subparts A—G—[Reserved]

Subpart H—Delegations of Authority

- 2.90 Direct delegations from the Secretary.
2.91 Redelegation of authority from the Commissioner to other officers of the Administration.

Subparts I—L—[Reserved]

Subpart M—Organization

- 2.101 Washington headquarters.
2.102 Food and Drug Division of the Office of the General Counsel, Department of Health, Education, and Welfare.
2.103 Field offices.

AUTHORITY: The provisions of this Part 2 issued under sec. 10, 29 Stat. 607, as amended 41 Stat. 712; sec. 4, 49 Stat. 885; sec. 701, 52 Stat. 1055 as amended; 21 U.S.C. 50, 64, 701; sec. 10, 74 Stat. 378; 15 U.S.C. 1269.

Subparts A—G—[Reserved]

Subpart H—Delegations of Authority

- § 2.90 Direct delegations from the Secretary.

(a) The Secretary has delegated to the Commissioner (25 F.R. 8625) all the functions vested by Congress in the Secretary and the Department under the Federal Food, Drug, and Cosmetic Act, the Federal Caustic Poison Act, the Federal Hazardous Substances Labeling Act, the Import Milk Act, the Filled Milk Act, and the Tea Importation Act.

(b) The Secretary has redelegated to the Commissioner certain civil defense responsibilities delegated to the Secretary by Executive Order 11001 (27 F.R. 1534), sections 3 (b), (d), (e), 6, 7, 9, and 12 that relate to food, drugs, and biologicals. In the performance of his emergency functions, the Commissioner shall coordinate his activities with the Surgeon General, Public Health Service, in order that preemergency plans shall be developed in consonance with postattack organizational plans and structure of the Department for the Emergency Health Service.

(c) The Assistant General Counsel in charge of the Food and Drug Division has been authorized to accept services of process pursuant to sections 408(i) (1), 409, 505(h), 507, 701(f) (1), and 706 of the Federal Food, Drug, and Cosmetic Act, and sections 8 and 9 of the Hazardous Substances Labeling Act, and to report apparent violations to the Department of Justice for the institution of criminal proceedings, pursuant to section 305 of the Federal Food, Drug, and Cosmetic Act, section 4 of the Federal Import Milk Act, section 9(b) of the Federal Caustic Poison Act, and section 4 of the Hazardous Substances Labeling Act.

§ 2.91 Redelegations of authority from the Commissioner to other officers of the Administration.

Final authority of the Commissioner of Food and Drugs is delegated as set forth in this section. Unless otherwise specified, final authority is retained by the Commissioner of Food and Drugs.

(a) *General delegation of authority.* The Deputy Commissioner of Food and Drugs is authorized to perform all the functions of the Commissioner of Food and Drugs. In the absence of the Commissioner and the Deputy Commissioner, the Assistant Commissioner for Planning is authorized to perform all the functions described in this paragraph.

(b) *Designations to hold informal hearings in districts.* (1) The Director of the Bureau of Regulatory Compliance is authorized to designate officers and employees to hold informal hearings under sections 305, 404(b), and 801(a) of the Federal Food, Drug, and Cosmetic Act, sections 7 and 14 of the Federal Hazardous Substances Labeling Act, and section 5 of the Federal Import Milk Act. These employees are delegated authority contemplated by section 1, 43 Stat. 803 (5 U.S.C. 521), section 13 of Reorganization Plan No. 1 of 1953, and section 7(b) of the Administrative Procedure Act (sec. 7(b), 60 Stat. 241; 5 U.S.C. 1006) to administer to or take from any person an oath, affirmation, affidavit, or deposition for use in any prosecution or proceeding under or in the enforcement of any law cited in this paragraph.

(2) Duly appointed and authorized inspectors of the Food and Drug Administration and all officers and employees of the Food and Drug Administration who have been issued the official credentials denominated as Form FD-200A entitled "Identification Record," which bears the description and photograph of the bearer, his signature, identification number, and the date of issuance, and Form FD-200B entitled "Specification of General Authority," which contains the name of and describes the general authority of the bearer, and the signature of the Commissioner of Food and Drugs:

(i) Have been designated by the Commissioner of Food and Drugs to conduct examinations, inspections, and investigations; to collect and obtain samples; to have access to and to copy and verify records; and to supervise compliance operations, for the enforcement of the Federal Food, Drug, and Cosmetic Act, the Federal Tea Importation Act, the

Federal Import Milk Act, Federal Filled Milk Act, Federal Caustic Poison Act, and Federal Hazardous Substances Labeling Act.

(ii) Have been designated by the Commissioner of Food and Drugs to administer oaths and affirmations, under the Act of January 31, 1925, Chapter 124, section 1, 43 Stat. 803 (5 U.S.C. 521) and sections 12 to 15 of Reorganization Plan No. IV, effective June 30, 1940, and Reorganization Plan No. 1 of 1953, sections 1 to 9, effective April 11, 1953.

(3) Duly appointed and authorized inspectors of the Food and Drug Administration and all officers and employees of the Food and Drug Administration who have been issued the official credential denominated as Form FD-200C entitled "Specification of Special Authority," bearing the signature of the Commissioner of Food and Drugs and containing authorization to copy or verify sections 505 (i) and (j) and 507(d) and (g) records and reports, have been designated as officers and employees having the authority to request and the authority to have access to and copy and verify records and reports required by sections 505(i) and (j) and 507(d) and (g) of the Federal Food, Drug, and Cosmetic Act (21 U.S.C. 335(i) and (j), 357(d) and (g)).

(4) The official credentials denominated as Form FD-200A, Form FD-200B, and Form FD-200C, described in subparagraphs (2) and (3) of this paragraph are all superimposed with the seal of the Department of Health, Education, and Welfare, with blue imprint.

(c) *Authorization of officials to request samples of imports.* The Director of the Bureau of Regulatory Compliance may authorize officials to request, pursuant to section 801(a) of the Federal Food, Drug, and Cosmetic Act, and section 14 of the Federal Hazardous Substances Labeling Act, from the Secretary of the Treasury samples of foods, drugs, devices, cosmetics, or hazardous substances imported or offered for import, in order to determine whether such articles are in compliance with those acts.

(d) *Certification of true copies and use of Department seal.* The Director of the Bureau of Regulatory Compliance may certify true copies of documents and cause the seal of the Department of Health, Education, and Welfare to be affixed to such copies.

(e) *Delegation regarding disclosure of official records.* The Director of the Bureau of Regulatory Compliance and the Director of the Division of Case Supervision of that Bureau are authorized to make determinations to disclose official records and information in accordance with § 4.1.

(f) *Delegation regarding certification of color additives.* The Director of the Bureau of Scientific Standards and Evaluation and the Director of the Division of Color Certification and Evaluation of that Bureau are authorized to certify batches of color additives for use in food, drugs, or cosmetics, pursuant to section 706 of the Federal Food, Drug, and Cosmetic Act.

(g) *Delegations regarding food additives, food standards, pesticides, and*

color additives—(1) *Food additives*. The Assistant Commissioner for Regulations and/or the Assistant Commissioner for Operations are authorized to publish notices of the filing of food additive petitions and notices of withdrawal of food additive petitions, pursuant to section 409 (b) and (c) (1) of the Federal Food, Drug, and Cosmetic Act.

(2) *Foods standards*. The Assistant Commissioner for Regulations and/or the Assistant Commissioner for Operations are authorized to publish notices of the filing of food standards petitions and notices of withdrawal of food standards petitions, pursuant to section 701(e) of the Federal Food, Drug, and Cosmetic Act.

(3) *Pesticides*. The Assistant Commissioner for Regulations and/or the Assistant Commissioner for Operations are authorized to publish notices of the filing of pesticide petitions and notices of withdrawal of pesticide petitions, pursuant to section 408(d) (1) of the Federal Food, Drug, and Cosmetic Act.

(4) *Color additives*. The Assistant Commissioner for Regulations and/or the Assistant Commissioner for Operations are authorized to publish notices of the filing of color additive petitions and notices of withdrawal of color additive petitions, pursuant to section 706(b) (5) (C) of the Federal Food, Drug, and Cosmetic Act.

(h) *Delegations regarding certification of insulin*. The Director of the Bureau of Scientific Standards and Evaluation and the Director of the Division of Antibiotics and Insulin Certification are authorized to exercise the functions and duties of the Commissioner under the regulations insofar as such duties and functions involve the certification of batches of drugs containing insulin as contemplated by § 164.3 (a) and (c) of this chapter or approval of the use of materials as contemplated by § 164.2 (j) and (k) of this chapter.

(i) *Delegations regarding certification of antibiotic drugs*. The Director of the Bureau of Scientific Standards and Evaluation and the Director of the Division of Antibiotics and Insulin Certification are authorized to certify or reject batches of antibiotic drugs, or any derivative of these drugs, pursuant to section 507(a) of the Federal Food, Drug, and Cosmetic Act.

(j) *Delegations regarding approved new-drug applications*. The Assistant Commissioners for Regulations and Operations are authorized to notify applicants of approved new-drug applications pursuant to § 130.10 of this chapter.

(k) *Delegations regarding approved new-drug application supplements involving only changes in manufacturing processes or controls*. The Director of the Bureau of Medicine, the Director of the Division of New Drugs, and the Director of the Division of Veterinary Medicine are authorized to notify applicants of supplements to approved new-drug applications involving only changes in manufacturing processes or controls pursuant to § 130.9 of this chapter.

Subparts I—[Reserved]

Subpart M—Organization

§ 2.101 Washington headquarters.¹

The central organization of the Food and Drug Administration consists of:

OFFICE OF THE COMMISSIONER

Commissioner of Food and Drugs.
Deputy Commissioner of Food and Drugs.
Special Assistant for National Advisory Council and Special Projects.
Associate Commissioner of Food and Drugs.
Assistant Commissioner for Planning.
Assistant Commissioner for Science Resources.
Assistant Commissioner for Regulations.
Assistant Commissioner for Operations.
Assistant Commissioner for Administration.
Division of Financial Management.
Division of General Services.
Division of Management Systems.
Division of Personnel Management.
Office of Public Information.
Office of Federal-State Relations.
Office of Emergency Preparedness.

BUREAU OF MEDICINE

Division of Medical Review.
Division of New Drugs.
Division of Research and Reference.
Division of Veterinary Medicine.

BUREAU OF SCIENTIFIC STANDARDS AND EVALUATION

Division of Food Standards and Additives.
Division of Toxicological Evaluation.
Division of Antibiotics and Insulin Certification.
Division of Color Certification and Evaluation.

BUREAU OF SCIENTIFIC RESEARCH

Division of Food Chemistry.
Division of Color and Cosmetics Chemistry.
Division of Nutrition.
Division of Pharmacology.
Division of Pharmaceutical Chemistry.
Division of Microbiology.

BUREAU OF REGULATORY COMPLIANCE

Division of Case Supervision.
Division of Review and Appraisal.
Division of Field Operations.

BUREAU OF EDUCATION AND VOLUNTARY COMPLIANCE

Division of Consumer Education.
Division of Industry Advice.

§ 2.102 Food and Drug Division, Office of the General Counsel, Department of Health, Education, and Welfare.

Office of the Assistant General Counsel for Food and Drugs, Room 5342, Health, Education, and Welfare Building, North, Washington, D.C., 20201.
Hearing Clerk, Room 5440, Health, Education, and Welfare Building, North, Washington, D.C., 20201.

§ 2.103 Field offices.

Food and Drug Administration, 60 Eighth Street NE, Atlanta, Ga., 30309.
Food and Drug Administration, Room 800, U.S. Appraisers Stores Building, 103 South Gay Street, Baltimore, Md., 21202.
Food and Drug Administration, 585 Commercial Street, Boston, Mass., 02109.
Food and Drug Administration, 599 Delaware Avenue, Buffalo, N.Y., 14202.

¹ Current locations and addresses of these units may be obtained from the Office of Public Information, Room 3389, 330 Independence Avenue SW., Washington, D.C., 20204.

Food and Drug Administration, Room 1222, Main Post Office Building, 433 West Van Buren Street, Chicago, Ill., 60607.
Food and Drug Administration, 1141 Central Parkway, Cincinnati, Ohio, 45202.
Food and Drug Administration, 3032 Bryan Street, Dallas, Tex., 75204.
Food and Drug Administration, Room 573, New Customhouse Building, Nineteenth and Stout Streets, Denver, Colo., 80202.
Food and Drug Administration, 1560 East Jefferson Avenue, Detroit, Mich., 48207.
Food and Drug Administration, 1009 Cherry Street, Kansas City, Mo., 64106.
Food and Drug Administration, 1521 West Pico Boulevard, Los Angeles, Calif., 90015.
Food and Drug Administration, Room 201, Federal Office Building, Washington and Third Avenue South, Minneapolis, Minn., 55401.
Food and Drug Administration, Room 222, U.S. Customhouse Building, 423 Canal Street, New Orleans, La., 70130.
Food and Drug Administration, Room 1200, U.S. Appraisers Stores Building, 201 Varick Street, New York, N.Y., 10014.
Food and Drug Administration, Room 1204, U.S. Customhouse Building, Second and Chestnut Streets, Philadelphia, Pa., 19106.
Food and Drug Administration, Room 1007, U.S. Courthouse and Customhouse Building, 1114 Market Street, St. Louis, Mo., 63101.
Food and Drug Administration, Room 518, Federal Office Building, 50 Fulton Street, San Francisco, Calif., 94102.
Food and Drug Administration, Room 501, Federal Office Building, 909 First Avenue, Seattle, Wash., 98104.

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

(Secs. 2.90 to 2.103 issued under sec. 10, 29 Stat. 607, as amended 41 Stat. 712; sec. 4, 49 Stat. 885; sec. 701, 52 Stat. 1055 as amended; 21 U.S.C. 50, 64, 371; sec. 10, 74 Stat. 378; 15 U.S.C. 1269)

Dated: December 24, 1963.

[SEAL]

JOHN L. HARVEY,
Deputy Commissioner
of Food and Drugs.

Approved: January 14, 1964.

ANTHONY J. CELEBREZZE,
Secretary.

[F.R. Doc. 64-477; Filed, Jan. 17, 1964; 8:45 a.m.]

SUBCHAPTER B—FOOD AND FOOD PRODUCTS

PART 121—FOOD ADDITIVES

Subpart C—Food Additives Permitted in Animal Feed or Animal-Feed Supplements

DEFINITIONS AND INTERPRETATIONS

Following publication in the FEDERAL REGISTER of May 18, 1963 (28 F.R. 5023), of a proposal to establish definitions and interpretations of terms applicable to Subpart C, comments were received from fifty-three interested parties. Based upon the comments received, including data submitted therewith, and other relevant information, the Commissioner of Food and Drugs has concluded that the proposed regulations, as modified, should issue. Therefore, pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (sec. 409(d)), 72 Stat.

1787; 21 U.S.C. 348(d)), and under the authority delegated to the Commissioner by the Secretary of Health, Education, and Welfare (25 P.R. 8625), Part 121 is amended by adding the following new section:

§ 121.200 Definitions and interpretations applicable to Subpart C.

(a) Regulations prescribing conditions under which additives may be safely used in animal feed, animal feed supplements, concentrates, or premixes or in animals intended for food use shall not be construed to relieve the use of such additives from the provisions of sections 505 and 507 of the act, where applicable, and §§ 121.7 and 121.9 of the food additive regulations.

(b) For the purposes of this Subpart C:

(1) A "complete feed" or "finished feed" is an article intended to be administered as the sole ration to an animal.

(2) A "feed additive supplement" or "supplement" is an article for the diet of an animal which contains one or more food additives, and is intended to be:

(i) Further diluted and mixed to produce a complete feed; or

(ii) Fed undiluted as a supplement to other rations; or

(iii) Offered free choice with other parts of the ration separately available.

A "feed additive supplement" is safe for the animal and will not produce unsafe residues in the edible products from food-producing animals if fed according to directions.

(3) A "feed additive concentrate" or "concentrate" is an article intended to be further diluted to produce a complete feed or a feed additive supplement and is not suitable for offering as a supplement or for offering free choice without dilution. It contains, among other things, one or more additives in amounts in a suitable feed base such that from 100 to 1,000 pounds of concentrate must be diluted to produce 1 ton of a complete feed. A "feed additive concentrate" is unsafe if fed free choice or as a supplement because of danger to the health of the animal and/or because of the production of unsafe residues in the edible products from food-producing animals in excess of the safe levels established in this Part 121.

(4) A "feed additive premix" or "premix" is an article that must be diluted for safe use in a feed additive concentrate, a feed additive supplement, or a complete feed. It contains, among other things, one or more additives in high concentration in a suitable feed base such that up to 100 pounds must be diluted to produce 1 ton of a complete feed. A "feed additive premix" contains additives at levels for which safety to the animal has not been demonstrated and/or which may result in residues in the edible products from food-producing animals in excess of the safe levels established in this Part 121 when fed undiluted.

(5) In feeding chickens:

(i) "Broiler chickens" are chickens raised for meat purposes only.

(ii) "Replacement chickens" are chickens being raised for the purpose of egg production.

(iii) "Laying chickens" are chickens producing eggs for food.

(iv) "Breeding chickens" are chickens producing eggs used for hatching.

(6) In feeding swine:

(i) "Pre-starter ration" is a feed administered from the time the baby pigs begin to eat until they weigh approximately 12 pounds.

(ii) "Starter ration" is a complete feed administered to the animals as they grow in weight from approximately 10 pounds to 50 pounds.

(iii) "Grower ration" is a complete feed administered to the animals as they grow in weight from approximately 30 pounds to 125 pounds.

(iv) "Finisher ration" is a complete feed administered to the animals as they grow in weight from approximately 100 pounds to market weight.

Any person who will be adversely affected by the foregoing order may at any time within 30 days from the date of its publication in the FEDERAL REGISTER file with the Hearing Clerk, Department of Health, Education, and Welfare, Room 5440, 330 Independence Avenue SW., Washington 25, D.C., written objections thereto. Objections shall show wherein the person filing will be adversely affected by the order and specify with particularity the provisions of the order deemed objectionable and the grounds for the objections. If a hearing is requested, the objections must state the issues for the hearing. A hearing will be granted if the objections are supported by grounds legally sufficient to justify the relief sought. Objections may be accompanied by a memorandum or brief in support thereof. All documents shall be filed in quintuplicate.

Effective date. This order shall be effective on the date of its publication in the FEDERAL REGISTER, except as to any provisions that may be stayed by the filing of proper objections.

(Sec. 409(d), 72 Stat. 1787; 21 U.S.C. 348(d))

Dated: January 13, 1964.

GEO. P. LARRICK,

Commissioner of Food and Drugs.

[F.R. Doc. 64-478; Filed, Jan. 17, 1964; 8:46 a.m.]

Title 25—INDIANS

Chapter I—Bureau of Indian Affairs, Department of the Interior

SUBCHAPTER I—LEASING AND PERMITTING

PART 131—LEASING AND PERMITS

Crow Reservation

On page 10676 of the FEDERAL REGISTER of October 3, 1963, there was published a notice of intention to amend § 131.15 of Title 25 Code of Federal Regulations, concerning the leasing of the trust lands of those Crow Indians classified as competent under the Act of June 4, 1920 (41 Stat. 751), as amended, who may lease their trust lands without the approval of

the Secretary of the Interior pursuant to the Act of May 26, 1926 (44 Stat. 658), as amended by the Act of March 15, 1948 (62 Stat. 80).

Interested persons were given an opportunity to submit their comments, suggestions, or objections in writing on the proposed amendment within thirty days from the date of publication of the notice in the FEDERAL REGISTER. During the thirty-day period, comments, suggestions, and objections were received and as a result certain changes have been made. Most of the communications which were received regarding this proposed amendment indicated concern that an attempt was being made to deprive Crow Indians classified as competent of the privilege of leasing their trust lands without Departmental approval under the special statutes. Changes have been made which, for the most part, are designed to make clear that such is not the case.

The proposed amendment as changed is hereby adopted and is set forth below. Because this amendment will greatly assist in the leasing program on the Crow Reservation by (1) more clearly defining the responsibilities of Crow Indians who avail themselves of the privilege of leasing their trust lands without Departmental approval; (2) defining the role of the Secretary of the Interior as the officer of the Federal Government charged with the responsibilities for the proper discharge of the obligations of the United States with respect to the trust lands of such Indians and (3) setting forth the Department's interpretation of the cited statutes, it has been determined that it is in the best interest of the Indians and the public to make the amendment effective immediately. Therefore, the amendment shall become effective on the date of this publication in the FEDERAL REGISTER.

Section 131.15 is amended to read as follows:

§ 131.15 Crow Reservation.

(a) Notwithstanding the regulations in other sections of this Part 131, Crow Indians classified as competent under the Act of June 4, 1920 (41 Stat. 751), as amended, may lease their trust lands and the trust lands of their minor children for farming or grazing purposes without the approval of the Secretary pursuant to the Act of May 26, 1926 (44 Stat. 658), as amended by the Act of March 15, 1948 (62 Stat. 80). However, at their election Crow Indians classified as competent may authorize the Secretary to lease, or assist in the leasing of such lands, and an appropriate notice of such action shall be made a matter of record. When this prerogative is exercised, the general regulations contained in this Part 131 shall be applicable. Approval of the Secretary is required on leases signed by Crow Indians not classified as competent or made on inherited or devised trust lands owned by more than five competent devisees or heirs.

(b) The Act of May 26, 1926 (44 Stat. 658), as amended by the Act of March 15, 1948 (62 Stat. 80), provides that no lease for farming or grazing purposes shall be made for a period longer than five years,

except irrigable lands under the Big Horn Canal; which may be leased for periods of ten years. No such lease shall provide the lessee a preference right to future leases which, if exercised, would thereby extend the total period of encumbrance beyond the five or ten years authorized by law.

(c) All leases entered into by Crow Indians classified as competent, under the above-cited special statutes, must be recorded at the Crow Agency. Such recording shall constitute notice to all persons. Under these special statutes, Crow Indians classified as competent are free to lease their property within certain limitations. The five-year (ten-year in the case of lands under the Big Horn Canal) limitation is intended to afford a protection to the Indians. The essence of this protection is the right to deal with the property free, clear, and unencumbered at intervals at least as frequent as those provided by law. If lessees are able to obtain new leases long before the termination of existing leases, they are in a position to set their own terms. In these circumstances lessees could perpetuate their leaseholds and the protection of the statutory limitations as to terms would be destroyed. Therefore, in implementation of the foregoing interpretation, any lease which, on its face, is in violation of statutory limitations or requirements, and any grazing lease executed more than 12 months, and any farming lease executed more than 18 months, prior to the commencement of the term thereof or any lease which purports to cancel an existing lease with the same lessee as of a future date and take effect upon such cancellation will not be recorded. Under a Crow tribal program, approved by the Department of the Interior, competent Crow Indians may, under certain circumstances, enter into agreements which require that, for a specified term, their leases be approved. Information concerning whether a competent Crow Indian has executed such an instrument is available at the office of the Superintendent of the Crow Agency, Bureau of Indian Affairs, Crow Agency, Montana. Any lease entered into with a competent Crow Indian during the time such instrument is in effect and which is not in accordance with such instrument will be returned without recordation.

(d) Where any of the following conditions are found to exist, leases will be recorded but the lessee and lessor will be notified upon discovery of the condition: (1) The lease in single or counterpart form has not been executed by all owners of the land described in the lease, (2) there is, of record, a lease on the land for all or a part of the same term, (3) the lease does not contain stipulations requiring sound land utilization plans and conservation practices, or (4) there are other deficiencies such as, but not limited to, erroneous land descriptions, and alterations which are not clearly endorsed by the lessor.

(e) Any adult Crow Indian classified as competent shall have the full respon-

sibility for obtaining compliance with the terms of any lease made by him pursuant to this section. This shall not preclude action by the Secretary to assure conservation and protection of these trust lands.

(f) Leases made by competent Crow Indians shall be subject to the right to issue permits and leases to prospect for, develop, and mine oil, gas, and other minerals, and to grant rights-of-way and easements, in accordance with applicable law and regulations. In the issuance or granting of such permits, leases, rights-of-way or easements due consideration will be given to the interests of lessees and to the adjustment of any damages to such interests. In the event of a dispute as to the amount of such damage, the matter will be referred to the Secretary whose determination will be final as to the amount of said damage.

STEWART L. UDALL,
Secretary of the Interior:

JANUARY 13, 1964.

[F.R. Doc. 64-475; Filed, Jan. 17, 1964;
8:45 a.m.]

Title 5—ADMINISTRATIVE PERSONNEL

Chapter I—Civil Service Commission PART 213—EXCEPTED SERVICE

General Services Administration

Effective upon publication in the FEDERAL REGISTER, subparagraph (8) of paragraph (a) of § 213.3337 is amended as set out below.

§ 213.3337 General Services Administration.

- (a) Office of the Administrator. * * *
(8) One Deputy Assistant Administrator.

(R.S. 1753, sec. 2, 22 Stat. 403, as amended;
5 U.S.C. 631, 633; E.O. 10577, 19 F.R. 7521,
3 CFR, 1954-1958 Comp., p. 218)

UNITED STATES CIVIL SERVICE
COMMISSION,

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

[F.R. Doc. 64-486; Filed, Jan. 17, 1964;
8:47 a.m.]

Title 37—PATENTS, TRADE- MARKS, AND COPYRIGHTS

Chapter I—Patent Office, Department of Commerce

PART 1—RULES OF PRACTICE IN PATENT CASES

Correspondence When No Attorney or Agent

The following amendment is made, to take effect thirty days after publication

in the FEDERAL REGISTER. Notice of the proposed amendment was published July 31, 1963, 38 F.R. 7788, and the amendment is made after consideration of all the submissions.

Section 1.33 of Title 37 CFR is amended by designating the present paragraph as paragraph (a) and by adding thereto the following new paragraph (b):

§ 1.33 Correspondence when no attorney or agent.

(b) An applicant who is not represented by a registered attorney or agent may be required to state whether he received assistance in the preparation or prosecution of his application, for which any compensation or consideration was given or charged, and if so, to disclose the name or names of the person or persons providing such assistance. This includes the preparation for the applicant of the specification and amendments or other papers to be filed in the Patent Office, as well as other assistance in such matters, but does not include merely making drawings by draftsmen or stenographic services in typing papers.

(Sec. 1, 66 Stat. 793, 35 U.S.C. 6)

EDWIN L. REYNOLDS,
Acting Commissioner of Patents.

Approved: January 9, 1964.

J. HERBERT HOLLOMON,
Assistant Secretary of Commerce
for Science and Technology.

[F.R. Doc. 64-472; Filed, Jan. 17, 1963;
8:45 a.m.]

Title 39—POSTAL SERVICE

Chapter I—Post Office Department PART 25—FOURTH CLASS

Reformation of Rates and Other Conditions of Mailability of Fourth-Class Mail

Pursuant to the last paragraph of section 207(b) of the Act of February 28, 1925 (43 Stat. 1067), as amended by section 7 of the Act of May 29, 1928 (45 Stat. 942; 39 U.S.C. 1958 ed., sec. 247), this Department requested the Interstate Commerce Commission to consent to reformations of rates and conditions of mailability applicable to fourth-class parcel post subject to zone rates and to catalogs and similar printed advertising matter of the fourth class. Consent has been given by the Interstate Commerce Commission to such reformations in its decision dated January 15, 1964, in Docket No. 33750, Reformation of Rates and Other Conditions of Mailability of Fourth Class Mail. Accordingly, paragraphs (a) and (b) of § 25.1 of Title 39, Code of Federal Regulations, are hereby amended to read as follows effective April 1, 1964:

§ 25.1 Rates.

(a) Fourth Class (parcel post) zone rates.

Weight, 1 pound and not exceeding— Pounds	Zones							
	Local	1 and 2 Up to 150 miles	3 150 to 300 miles	4 300 to 600 miles	5 600 to 1,000 miles	6 1,000 to 1,400 miles	7 1,400 to 1,800 miles	8 Over 1,800 miles
2	\$0.29	\$0.40	\$0.42	\$0.46	\$0.52	\$0.59	\$0.66	\$0.72
3	.31	.46	.49	.55	.64	.73	.83	.93
4	.33	.51	.55	.64	.75	.88	1.01	1.15
5	.35	.57	.62	.72	.87	1.02	1.18	1.34
6	.37	.62	.68	.80	.97	1.15	1.34	1.52
7	.39	.68	.75	.88	1.07	1.28	1.50	1.73
8	.41	.73	.81	.95	1.18	1.41	1.66	1.93
9	.43	.78	.87	1.03	1.28	1.53	1.82	2.12
10	.45	.83	.93	1.10	1.38	1.66	1.98	2.31
11	.47	.88	1.00	1.18	1.48	1.78	2.14	2.48
12	.49	.93	1.06	1.26	1.58	1.90	2.29	2.66
13	.51	.98	1.12	1.33	1.69	2.02	2.44	2.83
14	.53	1.03	1.18	1.41	1.79	2.14	2.60	3.01
15	.55	1.08	1.24	1.48	1.89	2.25	2.75	3.18
16	.57	1.13	1.30	1.56	1.99	2.37	2.90	3.36
17	.59	1.18	1.36	1.64	2.09	2.49	3.06	3.53
18	.61	1.23	1.42	1.71	2.20	2.61	3.21	3.71
19	.63	1.28	1.48	1.79	2.30	2.73	3.36	3.88
20	.65	1.32	1.54	1.86	2.40	2.85	3.51	4.06
21	.67	1.36	1.59	1.93	2.48	2.96	3.65	4.23
22	.69	1.40	1.64	1.99	2.57	3.07	3.79	4.40
23	.71	1.44	1.69	2.06	2.65	3.18	3.93	4.57
24	.73	1.48	1.73	2.12	2.74	3.29	4.07	4.74
25	.75	1.52	1.78	2.18	2.82	3.40	4.21	4.91
26	.77	1.56	1.83	2.25	2.91	3.51	4.35	5.08
27	.79	1.60	1.87	2.31	2.99	3.62	4.49	5.25
28	.81	1.64	1.92	2.38	3.08	3.73	4.63	5.42
29	.83	1.68	1.97	2.44	3.16	3.84	4.77	5.59
30	.84	1.71	2.01	2.50	3.25	3.95	4.91	5.76
31	.86	1.75	2.06	2.57	3.33	4.06	5.05	5.93
32	.88	1.79	2.11	2.63	3.42	4.17	5.19	6.10
33	.90	1.83	2.16	2.70	3.50	4.28	5.33	6.27
34	.92	1.87	2.20	2.76	3.59	4.39	5.47	6.44
35	.94	1.91	2.25	2.82	3.67	4.50	5.61	6.61
36	.96	1.95	2.30	2.89	3.76	4.61	5.75	6.78
37	.98	1.99	2.34	2.95	3.84	4.72	5.89	6.95
38	1.00	2.03	2.39	3.02	3.93	4.83	6.03	7.12
39	1.02	2.07	2.44	3.08	4.01	4.94	6.17	7.29
40	1.03	2.10	2.48	3.14	4.10	5.05	6.31	7.46
41	1.05	2.14	2.53	3.21	4.18	5.16	6.45	7.63
42	1.07	2.18	2.58	3.27	4.27	5.27	6.59	7.78
43	1.09	2.22	2.63	3.34	4.35	5.38	6.73	7.94
44	1.11	2.26	2.67	3.40	4.44	5.49	6.87	8.10
45	1.13	2.30	2.72	3.46	4.52	5.60	7.01	8.26
46	1.15	2.34	2.77	3.53	4.61	5.71	7.15	8.42
47	1.17	2.38	2.81	3.59	4.69	5.82	7.29	8.58
48	1.19	2.42	2.86	3.66	4.78	5.93	7.43	8.74
49	1.21	2.46	2.91	3.72	4.86	6.04	7.57	8.90
50	1.22	2.49	2.95	3.78	4.95	6.15	7.71	9.06
51	1.24	2.53	3.00	3.84	5.03	6.26	7.84	9.22
52	1.26	2.56	3.05	3.90	5.11	6.37	7.97	9.38
53	1.28	2.59	3.10	3.96	5.19	6.48	8.10	9.54
54	1.30	2.62	3.14	4.02	5.27	6.60	8.23	9.70
55	1.32	2.65	3.19	4.08	5.35	6.70	8.36	9.86
56	1.34	2.69	3.24	4.14	5.43	6.81	8.49	10.02
57	1.36	2.72	3.28	4.20	5.51	6.92	8.62	10.18
58	1.38	2.75	3.33	4.26	5.59	7.03	8.75	10.34
59	1.40	2.78	3.38	4.32	5.67	7.14	8.88	10.50
60	1.41	2.81	3.42	4.38	5.75	7.25	9.01	10.66
61	1.43	2.85	3.47	4.44	5.83	7.36	9.14	10.82
62	1.45	2.88	3.52	4.50	5.91	7.47	9.27	10.98
63	1.47	2.91	3.57	4.56	5.99	7.58	9.40	11.14
64	1.49	2.94	3.61	4.62	6.07	7.69	9.53	11.30
65	1.51	2.97	3.66	4.68	6.15	7.80	9.66	11.46
66	1.53	3.01	3.71	4.74	6.23	7.91	9.79	11.62
67	1.55	3.04	3.75	4.80	6.31	8.02	9.92	11.78
68	1.57	3.07	3.80	4.86	6.39	8.13	10.05	11.94
69	1.59	3.10	3.85	4.92	6.47	8.24	10.18	12.10
70	1.60	3.13	3.89	4.98	6.55	8.35	10.31	12.26

TABLE II
CATALOGS WEIGHING OVER 2.5 POUNDS TO 10 POUNDS

Zone	Piece rate	Bulk pound rate
	Cents	Cents
Local	15	1.8
1 and 2	18	2.9
3	18	3.5
4	18	4.4
5	18	5.6
6	18	7.0
7	18	8.6
8	19	10.3

NOTE: The total charge for each bulk mailing shall be the sum of the charges derived by applying the applicable pound rate to the total number of pounds and by applying the applicable piece rate to the total number of pieces.

(i) Postage. Postage must be paid by permit imprints. Each imprint must show the name of the post office and the permit number. The words "Bulk Catalog Rate" shall be printed within the permit imprint.

(ii) Mailing statement. The mailer shall submit with each mailing a statement on Form 3605, Statement of Mailing Fourth-Class Catalogs at Bulk Rates, showing:

- (a) Weight of a single piece.
- (b) Number of pieces addressed for delivery in each zone.
- (c) Total number of pieces in the mailing.
- (d) Number of pounds for delivery in each zone.
- (e) Total per piece charge for each zone.
- (f) Total pound rate postage for each zone.
- (g) Sum of the postage at the per piece rate and at the pound rate.
- (h) Name and address of the mailer and the permit number.

(iii) Separation required. The mailer shall separate the mailing pieces by postal zones in order that postage may be verified. Mail for each postal zone shall be further separated and placed in sacks by cities or States of destination in each instance where there are 10 or more pieces for the same post office or State or where five or more catalogs weigh 10 or more pounds. No. 3 mail sacks shall be used except when greater volume requires the use of No. 2 mail sacks. When there is insufficient volume for a direct sack, or a State sack, the pieces shall be combined in sacks for mixed States by postal zones. Each sack shall be labeled to include postal zone separation and destination.

(iv) Separation recommended. In addition to the separations required, it is recommended in order to facilitate handling and to expedite delivery that the mailer further separate the mailing to the finest extent possible and place in direct sacks by complete five digit ZIP Code number, by the first three digits of a ZIP Code number, or by the first two digits of a ZIP Code number where, for any one of these separations, there are 10 or more pieces or five or more catalogs weighing 10 or more pounds. Each sack will be labeled to show the postal zone, the destination or distribution post office, and the three digit ZIP Code number. In the case of a direct sack for a delivery

EXCEPTIONS

- a. Parcels weighing less than 10 pounds, and measuring over 84 inches but not exceeding 100 inches in length and girth combined, are chargeable with a minimum rate equal to that for a 10-pound parcel for the zone to which addressed.
 - b. For catalogs weighing up to 10 pounds, see paragraph (b) of this section.
 - c. For books and library books, see paragraphs (c) and (d) of this section.
 - d. For 16-millimeter films, 16-millimeter film catalogs and related materials, see paragraphs (c) and (d) of this section.
 - e. Gold mailed within Alaska or from Alaska to other States and U.S. possessions: 2 cents each ounce or fraction, regardless of distance.
- (b) Catalogs and similar printed advertising matter in bound form having

24 or more pages at least 22 of which are printed, weighing 16 ounces or more but not exceeding 10 pounds—(1) Rates for bulk mailings of separately addressed identical pieces in quantities of not less than 300 mailed at one time.

TABLE I
CATALOGS WEIGHING 1 TO 2.5 POUNDS

Zone	Piece rate	Bulk pound rate
	Cents	Cents
Local	14	2.2
1 and 2	17	3.2
3	17	3.8
4	17	4.8
5	17	6.0
6	17	7.6
7	17	9.0
8	18	10.7

RULES AND REGULATIONS

unit of a large post office the name of the post office and the five digit ZIP Code number will be shown.

(2) *Single piece rates for individual mailings of catalogs not mailed under subparagraph (1) of this paragraph.*

Weight (pounds)	Zones							
	Local	1 and 2	3	4	5	6	7	8
1.5	Cents 21	Cents 25	Cents 28	Cents 28	Cents 29	Cents 32	Cents 34	Cents 38
2.0	22	27	28	30	32	36	38	43
2.5	23	28	30	32	35	39	43	48
3.0	24	30	32	35	38	42	47	53
3.5	25	32	34	37	41	46	52	59
4.0	26	33	35	39	44	49	56	64
4.5	27	35	37	41	47	53	60	69
5.0	27	36	39	43	49	56	64	74
6.0	29	39	42	48	55	63	73	84
7.0	31	42	46	52	61	70	82	95
8.0	33	45	49	57	66	77	90	105
9.0	35	48	53	61	72	84	99	115
10.0	36	50	56	65	77	91	107	125

(R.S. 161, as amended; sec. 207(b), 43 Stat. 1007, sec. 7, 45 Stat. 942; 5 U.S.C. 22, 39 U.S.C. 247 (1958 ed.), 39 U.S. Code 501)

LOUIS J. DOYLE,
General Counsel.

The rates and conditions set forth in the foregoing amendments to § 25.1 are hereby adopted as the regulations of the Department.

JOHN A. GRONOUSKI,
Postmaster General.

[F.R. Doc. 64-561; Filed, Jan. 17, 1964;
10:53 a.m.]

Proposed Rule Making

DEPARTMENT OF THE INTERIOR

National Park Service

[36 CFR Parts 1, 3]

NATIONAL CAPITAL REGION

Use of Lands Subject to Scenic or Protective Easements; Notice of Proposed Rule Making

Notice is hereby given that pursuant to the authority vested in the Secretary of the Interior by Section 3 of the Act of August 25, 1916 (39 Stat. 535; 16 U.S.C. 3), it is proposed to amend Parts 1 and 3 of Title 36, Code of Federal Regulations, as is set forth below. The purposes of these amendments are to make provision for the administration of scenic or protective easements acquired by the United States in connection with any area administered by the National Park Service and for the owners of lands subject to such easements to obtain whatever approvals of the Government may be required under the terms of the easements.

It is the policy of the Department of the Interior whenever practicable, to afford the public an opportunity to participate in the rule making process. Accordingly, interested persons may submit written comments, suggestions, or objections with respect to the proposed amendments to the Director, National Park Service, Washington, D.C., 20240, within thirty days of the date of publication of this notice in the FEDERAL REGISTER.

A new section is added to Part 1, to read as follows:

§ 1.66 Scenic and protective easements.

(a) (1) Scenic or protective easements, as acquired by purchase, donation, or condemnation, shall be administered in accordance with the terms of the instrument under which such scenic or protective easement was acquired.

(2) Limitations or servitudes placed on lands as part of the scenic or protective easement thus acquired are designed to protect the scenic and natural features of the area. Such scenic or protective easements may prohibit certain uses of lands, may limit or restrict certain other uses by requiring Departmental approval or otherwise, and will permit other uses without Departmental approval or permission. They shall be administered so as to permit the maximum utilization and enjoyment of the lands subject thereto by the respective owners thereof insofar as such enjoyment and utilization does not impair or injuriously affect the rights therein owned by the Government.

(b) Where an owner of land subject to a scenic or protective easement wishes to make a temporary use of his land which is not permitted by the terms of the easement for the purpose of accomplishing a permitted use, he may request in writing, and the official responsible

for administration of the area may grant, temporary permission to make such use of the land.

(c) (1) Where an owner of land subject to such scenic or protective easement is required to obtain approval from the Department of the Interior prior to the performance of a restricted activity upon the land, such owner may submit an application for such approval, accompanied by a statement of the reason for the proposed action, to the official responsible for the administration of the area, and, upon review, final approval may be granted by him. The reviewing official may refuse approval of the proposed action only if, in his judgment, irreparable damage would be done to the scenic or natural features to be protected and the objectives of the landowner seeking such approval can be achieved reasonably without such damage or destruction at no additional cost or inconvenience to the landowner. Denial of approval of such requests must be made in writing by the reviewing official and specific reasons must be stated for such denial. When the request for approval involves a proposed action which is incidental to use and enjoyment of the interest or estate retained by the owner in the property, approval shall be granted by the reviewing official.

(2) An adverse decision may be appealed to the Regional Director. Upon an adverse decision by the Regional Director, an appeal may be taken to the Director whose decision shall be final.

A new section is added to Part 3, to read as follows:

§ 3.53 Scenic and protective easements.

(a) (1) Scenic or protective easements, as acquired by purchase, donation, or condemnation, shall be administered in accordance with the terms of the instrument under which such scenic or protective easement was acquired.

(2) Limitations or servitudes placed on lands as part of the scenic or protective easement thus acquired are designed to protect the scenic and natural features of the area. Such scenic or protective easements may prohibit certain uses of land, may limit or restrict certain other uses by requiring Departmental approval or otherwise, and will permit other uses without Departmental approval or permission. They shall be administered so as to permit the maximum utilization and enjoyment of the lands subject thereto by the respective owners thereof insofar as such enjoyment and utilization does not impair or injuriously affect the rights therein owned by the Government.

(b) Where an owner of land subject to a scenic or protective easement wishes to make a temporary use of his land which is not permitted by the terms of the easement for the purpose of accomplishing a permitted use, he may request in writing, and the official responsible for administration of the area may

grant, temporary permission to make such use of the land.

(c) (1) Where an owner of land subject to such scenic or protective easement is required to obtain approval from the Department of the Interior prior to the performance of a restricted activity upon the land, such owner may submit an application for such approval, accompanied by a statement of the reason for the proposed action, to the official responsible for the administration of the area, and, upon review, final approval may be granted by him. The reviewing official may refuse approval of the proposed action only if, in his judgment, irreparable damage would be done to the scenic or natural features to be protected and the objectives of the landowner seeking such approval can be achieved reasonably without such damage or destruction at no additional cost or inconvenience to the landowner. Denial of approval of such requests must be made in writing by the reviewing official and specific reasons must be stated for such denial. When the request for approval involves a proposed action which is incidental to use and enjoyment of the interest or estate retained by the owner in the property, approval shall be granted by the reviewing official.

(2) In the case of an area administered by a Superintendent, an adverse decision may be appealed to the Regional Director. Upon an adverse decision by the Regional Director, an appeal may be taken to the Director whose decision shall be final.

JOHN A. CARVER, JR.,
Assistant Secretary of the Interior.

JANUARY 16, 1964.

[F.R. Doc. 64-558; Filed, Jan. 17, 1964;
10:31 a.m.]

FEDERAL AVIATION AGENCY

[14 CFR Parts 8, 91 [New]]

[Notice 64-2; Docket No. 3054]

OPERATIONS AUTHORIZED IN RESTRICTED CATEGORY AIRCRAFT

Proposed Clarification

Notice is hereby given that there is under consideration a proposal to amend Part 8 of the Civil Air Regulations and Part 91 [New] of the Federal Aviation Regulations. The purpose of the proposed amendments is to specify clearly the operations authorized in restricted category aircraft. The amendments could affect all operators of such aircraft.

Interested persons are invited to participate in the making of the proposed rule by submitting such written data, views, or arguments as they may desire. Communications should identify the notice or docket number and be submitted in duplicate to the Federal Aviation Agency, Office of the General Counsel:

Attention Rules Docket, 800 Independence Avenue SW., Washington, D.C., 20553. All communications received on or before March 22, 1964, will be considered by the Administrator before taking action upon the proposed rule. The proposals contained in this notice may be changed in the light of comments received. All comments submitted will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons.

Part 8 of the Civil Air Regulations establishes the standards for the issuance of type and airworthiness certificates for aircraft, referred to as restricted category aircraft, which are intended to be operated for a special purpose. In addition, Part 8 established special operating limitations governing the operation of the restricted category aircraft. These operating limitations are now set forth in § 91.39 of Part 91 [New] of the Federal Aviation Regulations.

Since aircraft certificated under Part 8 are intended to be used for special purposes, the airworthiness certification requirements of that part are not designed to provide the same level of safety as required for aircraft certificated in the standard category. However, considering the limited use for which restricted category aircraft are intended and the special operating limitations imposed on such aircraft, the provisions of Part 8 are considered as providing the necessary level of safety.

The provisions of Part 8 do not clearly prohibit restricted category aircraft from being operated for purposes other than the special purpose for which the aircraft is certificated. In one specific instance, the operating limitations which were established for a restricted category aircraft in line with the operating limitations provisions of Part 8 were held to permit, by implication, the operation of such aircraft for purposes other than the special purpose operations for which it was certificated.

Because somewhat lower design standards may be applied to restricted category aircraft than would be applied to aircraft certificated in a standard category, it is proposed in the interest of safety to prohibit expressly the use of restricted category aircraft for any operations other than the operations essential to carry out the special purpose for which the aircraft is certificated.

These amendments are proposed under the authority of sections 313(a), 601, and 603 of the Federal Aviation Act of 1958 (49 U.S.C. 1354, 1421, 1423).

In consideration of the foregoing, it is proposed to amend Part 8 of the Civil Air Regulations and Part 91 [New] of the Federal Aviation Regulations as follows:

1. By amending § 8.0-1 by deleting paragraph (a) and by redesignating present paragraph (b) as paragraph (a).
2. By amending § 91.39 by designating the existing paragraphs (a), (b), (c), and (d) as (b), (c), (d), and (e) respectively; by amending the proposed redesignated paragraph (d) by deleting the phrase "in a special purpose opera-

tion"; and by adding a new paragraph (a) and amending the proposed redesignated paragraph (c) to read as follows:

§ 91.39 Restricted category civil aircraft; operating limitations.

(a) No person may operate a restricted category civil aircraft for any purpose other than the special purpose for which it is certificated, including all operations essential to the conduct of the special purpose.

(c) No person operating a restricted category civil aircraft may carry any person in that aircraft except the minimum crewmembers, crewmember trainees, and ground personnel essential to the conduct of the special purpose.

Issued in Washington, D.C., on January 13, 1964.

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

[F.R. Doc. 64-474; Filed, Jan. 17, 1963; 8:45 a.m.]

SECURITIES AND EXCHANGE COMMISSION

[17 CFR Part 240]

[Release 34-7218]

RULES OF NATIONAL SECURITIES EXCHANGES-

Reporting of Proposed Changes

Notice is hereby given that the Securities and Exchange Commission has under consideration a proposal to adopt § 240.17a-8 (Rule 17a-8 under the Securities Exchange Act of 1934) to require every national securities exchange to file with the Commission a report of any proposed change in its constitution, by-laws or rules not less than three weeks before they are submitted for any action by the membership or by the Board of Governors of the exchange. Under the proposed rule, if any substantive change is made in the exchange's proposal after the report is filed with the Commission, a new three-week period would begin to run, unless the change is made to conform it to a suggestion made by the Commission. The Commission's rule would also provide that if emergencies arise in which a report cannot be filed as provided above, the exchange shall give the Commission as much notice as the circumstances permit, together with a written statement of the reasons why the filing of a report as required was impracticable.

Under the Act the Commission has the responsibility to oversee the self-regulatory functions of national securities exchanges. Moreover, under section 11, section 19(b), and other sections of the Act, the Commission has broad powers and responsibilities with respect to the rules of such exchanges and matters covered by such rules. Chapter XII of the Special Study Report concluded that the Commission's existing procedures for the review of exchange rules did not seem to

be sufficient to assure the needed oversight by the Commission and it recommended that the Commission review exchange rules prior to the time when they become effective. The Commission's proposed rule would afford an opportunity for orderly Commission review of exchange rules before they become effective and assist the Commission in the execution of its functions and responsibilities.

Section 17(a) of the Act provides that every national securities exchange shall make such reports as the Commission by its rules and regulations may prescribe as necessary or appropriate in the public interest or for the protection of investors. Section 23(a) of the Act provides that the Commission shall have the power to make such rules and regulations as may be necessary for the execution of its functions. The Commission's proposed rule would be adopted under the Act, and particularly sections 17(a) and 23(a) thereof.

The text of the proposed § 240.17a-8 reads as follows:

§ 240.17a-8

(a) Each national securities exchange shall file with the Commission three copies of a report of any proposed amendment or repeal of, or any addition to, its rules not less than three weeks (or such shorter period as the Commission may authorize) before any action is taken on such amendment, repeal, or addition by the members of such exchange or by any governing body thereof: *Provided, however,* That under emergency circumstances such report need not be filed as hereinabove provided, but in such case the exchange shall file three copies of a report giving the Commission as much notice as the circumstances permit, together with a written statement of the reasons why the filing of a report as above provided was impracticable.

(b) If any change is made in a proposed amendment, repeal or addition after the report is filed with the Commission, the three-week period (or such shorter period as the Commission may authorize) will commence to run from the time the Commission is notified of such change unless the change does not alter the substance of the proposed amendment, repeal or addition, or the change is made in conformity to a suggestion by the Commission.

(c) For the purpose of this rule the term "rules of an exchange" shall mean its constitution; articles of incorporation, by-laws, or rules or instruments corresponding thereto whatever the name, and its stated policies.

(d) The failure on the part of an exchange to file a report as hereinabove provided shall not affect the validity, force or effect of any rule of the exchange or of any exchange action or omission to act thereunder.

(Secs. 17(a), 23(a), 48 Stat. 897, 901, as amended; 15 U.S.C. 78q, 78w)

All interested persons are invited to submit their views and comments in writing to the Securities and Exchange Commission, Washington, D.C., 20549, on

or before January 31, 1964. Except where it is requested that such communications not be disclosed, they will be considered available for public inspection.

By the Commission.

[SEAL] ORVAL L. DuBois,
Secretary.

JANUARY 9, 1964.

[F.R. Doc. 64-480; Filed, Jan. 17, 1964;
8:46 a.m.]

Notices

DEPARTMENT OF AGRICULTURE

Agricultural Marketing Service

W. H. HODGES & CO., INC., ET AL.

Notice of Changes in Names of Posted Stockyards

It has been ascertained, and notice is hereby given, that the names of the live-stock markets referred to herein, which were posted on the respective dates specified below as being subject to the provisions of the Packers and Stockyards Act, 1921, as amended (7 U.S.C. 181 et seq.), have been changed as indicated below.

ALABAMA

Original name of stockyard, location, and date of posting	Current name of stockyard and date of change in name
W. H. Hodges & Co., Inc., Montgomery, Nov. 1, 1921.	Bowman Stock Yards, Apr. 15, 1963.

SOUTH DAKOTA

Mobridge Livestock Auction Market, Inc., Mobridge, Dec. 1, 1949.	Mobridge Livestock Auction Sales, Inc., Dec. 18, 1963.
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TENNESSEE

Lexington Livestock Co., Inc.; Lexington, May 11, 1959.	Lexington Sales Co., Oct. 7, 1963.
Nichols Bros. Sales Barn, Thompson Station, May 6, 1959.	Nichols, Brown and Anderson Sales Barn, Oct. 1, 1963.

TEXAS

Bowie Livestock Commission Co., Bowie, Aug. 14, 1963.	Gilmore's Livestock Commission Co., Nov. 1, 1963.
Cotulla Livestock Commission Co., Cotulla, Nov. 17, 1959.	Cotulla Livestock Commission Co., Inc., Dec. 12, 1963.
Frio Livestock Sales Co., Pearsall, June 12, 1957.	Cotulla Livestock Commission Co., Inc., Dec. 12, 1963.

Done at Washington, D.C., this 15th day of January 1964.

H. L. JONES,

Chief, Rates and Registrations Branch, Packers and Stockyards Division, Agricultural Marketing Service.

[F.R. Doc. 64-492; Filed, Jan. 17, 1964; 8:47 a.m.]

DEPARTMENT OF THE INTERIOR

National Park Service

[Order No. 5]

SAGAMORE HILL NATIONAL HISTORIC SITE

Management Assistant and Administrative Assistant; Delegation of Authority Regarding Execution of Contracts and Purchase Orders for Supplies, Equipment or Services

1. *Management Assistant.* The Management Assistant, Sagamore Hill National Historic Site, may execute and approve contracts and purchase orders not in excess of \$10,000 for supplies, equipment or services in conformity with applicable regulations and statutory authority and subject to availability of allotted funds.

2. *Administrative Assistant.* The Administrative Assistant, Sagamore Hill National Historic Site, may issue purchase orders not in excess \$2,500 for supplies, equipment or services in conformity with applicable regulations and statutory authority and subject to availability of allotted funds.

(National Park Service Order No. 14 (19 F.R. 8824), as amended; 39 Stat. 535, 16 U.S.C.

sec. 2; Northeast Region Order No. 3 (22 F.R. 7615))

Dated: December 13, 1963.

GEORGE A. PALMER,
Assistant Regional Director,
Northeast Regional Office.

[F.R. Doc. 64-476; Filed, Jan. 17, 1964; 8:45 a.m.]

DEPARTMENT OF COMMERCE

Maritime Administration

AMERICAN PRESIDENT LINES, LTD.

Notice of Application

Notice is hereby given that American President Lines, Ltd. seeks on a privilege basis to serve Taiwan (Keelung or Takao) with its Transpacific passenger vessels SSs "Presidents Cleveland", "Wilson" and "Roosevelt" operating on Line A-1—Trans-Pacific Passenger-Freight Service (Trade Route No. 29).

Any person, firm or corporation having any interest in such application and desiring a hearing on issues pertinent to section 605(c) of the Merchant Marine Act, 1936, amended, 46 U.S.C. 1175, should by the close of business on February 5, 1964, notify the Secretary, Maritime Subsidy Board in writing, in trip-

licate, and file petition for leave to intervene in accordance with the Rules of Practice and Procedure of the Maritime Subsidy Board.

In the event a hearing is ordered to be held on the application under section 605(c), the purpose thereof will be to receive evidence relevant to (1) whether the application is one with respect to a vessel to be operated on a service, route or line served by citizens of the United States which would be in addition to the existing service, or services, and, if so, whether the service already provided by vessels of United States registry in such service, route or line is inadequate, and (2) whether in the accomplishment of the purposes and policy of the Act additional vessels should be operated thereon.

If no request for hearing and petition for leave to intervene is received within the specified time, or if the Maritime Subsidy Board determines that petitions to intervene filed within the specified time do not demonstrate sufficient interest to warrant a hearing, the Maritime Subsidy Board will take such action as may be deemed appropriate.

Dated: January 14, 1964.

JAMES S. DAWSON, JR.,
Secretary.

[F.R. Doc. 64-485; Filed, Jan. 17, 1964; 8:46 a.m.]

DEPARTMENT OF THE TREASURY

Bureau of Customs

[T.D. 56090]

ORDER OF SUCCESSION OF PERSONS TO ACT AS COMMISSIONER OF CUSTOMS

Establishment

JANUARY 14, 1964.

Under the authority conferred upon me by Treasury Department Order No. 129, Revision No. 2, dated April 22, 1955 (20 F.R. 2875), amendment No. 1 to Customs Delegation Order No. 19 (T.D. 56067; 28 F.R. 13550) is hereby revoked. The order of succession of persons to act as Commissioner of Customs provided for in Customs Delegation Order No. 19 (T.D. 55669; 27 F.R. 7128) which is set forth below is hereby reinstated:

1. The Assistant Commissioner of Customs;
2. The Deputy Commissioner of Customs for Management and Controls;
3. The Deputy Commissioner of Customs for Investigations and Enforcement;
4. The Deputy Commissioner of Customs for Appraisal Administration;
5. The Deputy Commissioner of Customs, Division of Classification and Drawbacks;
6. The Deputy Commissioner of Customs, Division of Entry, Value, and Penalties;

7. The Deputy Commissioner of Customs, Division of Marine Administration;
 8. The Collector of Customs, Wilmington, North Carolina;
 9. The Assistant Collector of Customs, Wilmington, North Carolina.

[SEAL]

PHILIP NICHOLS, Jr.,
 Commissioner of Customs.

[P.R. Doc. 64-484; Filed, Jan. 17, 1964;
 8:46 a.m.]

ATOMIC ENERGY COMMISSION

[Docket No. 50-197]

NATIONAL AERONAUTICS AND SPACE ADMINISTRATION

Notice of Proposed Issuance of Facility License

Notice is hereby given that unless within fifteen days after publication of this notice in the FEDERAL REGISTER a request for a hearing is filed with the Atomic Energy Commission by the applicant or a petition for leave to intervene is filed by any person whose interest may be affected by the proposed issuance of this license as provided by the Commission's rules of practice (Title 10, CFR, Chapter I, Part 2), the Commission proposes to issue to National Aeronautics and Space Administration (NASA), Washington 25, D.C., a facility license, substantially as set forth below, authorizing operation of a solution-type critical experiments nuclear reactor facility designated as the Zero Power Reactor System II (ZPR-II) located on the Lewis Research Center site in Cleveland, Ohio as described in NASA's application, as amended. A request for a hearing and petitions to intervene shall be filed in accordance with the provisions of the Commission's rules of practice (10 CFR Part 2). If a request for a hearing or a petition for leave to intervene is filed within the time prescribed in this notice, a notice of hearing or an appropriate order will be issued.

The Commission has found that the application, as amended, complies with the requirements of the Atomic Energy Act of 1954, as amended, and the Commission's regulations set forth in Title 10, Chapter I, CFR.

Prior to issuance of the license the facility will be inspected by representatives of the Commission to determine whether it has been constructed in accordance with the provisions of Construction Permit No. CPCX-19.

For further details see (1) the application and amendments thereto, (2) a hazards analysis prepared by the Division of Licensing and Regulation, and (3) the Technical Specifications designated as Appendix "A" to the license, all of which are available for public inspection at the Commission's Public Document Room, 1717 H Street NW., Washington, D.C. A copy of item (2) above may be obtained at the Commission's Public Document Room or upon request addressed to the Atomic Energy Commission, Washington 25, D.C., At-

tention: Director, Division of Licensing and Regulation.

Dated at Bethesda, Md., this 16th day of January 1964.

For the Atomic Energy Commission.

SAUL LEVINE,
 Chief, Test and Power Reactor Safety Branch, Division of Licensing and Regulation.

NATIONAL AERONAUTICS AND SPACE ADMINISTRATION

PROPOSED FACILITY LICENSE

1. This license applies to the solution-type critical experiments facility designated as Zero Power Reactor II (ZPR-II) (hereinafter referred to as "the reactor") which is owned by the National Aeronautics and Space Administration and located at the Lewis Research Center in Cleveland, Ohio. The reactor is described in the application for license dated April 28, 1961 and amendments thereto dated September 26, 1961, December 5, 1961, May 21, 1963, June 5, 1963, October 18, 1963, and November 27, 1963 (hereinafter collectively referred to as "the application").

2. Pursuant to the Atomic Energy Act of 1954, as amended (hereinafter referred to as "the Act") and having considered the record in this matter, the Atomic Energy Commission (hereinafter referred to as "the Commission") finds that:

A. The reactor has been constructed in conformity with Construction Permit No. CPCX-19, as amended, and will operate in conformity with the application and in conformity with the Act and the rules and regulations of the Commission;

B. There is reasonable assurance that the reactor can be operated at the designated location without endangering the health and safety of the public;

C. National Aeronautics and Space Administration is technically and financially qualified to operate the reactor to assume financial responsibility for payment of Commission charges for special nuclear material and to undertake and carry out the proposed activities in accordance with the Commission's regulation;

D. The possession and operation of the reactor and the receipt, possession and use of the special nuclear material in the manner proposed in the application will not be inimical to the common defense and security or to the health and safety of the public; and

E. National Aeronautics and Space Administration is a Federal Agency and need not furnish proof of financial protection as would otherwise be required by subsection 170a of the Act.

3. Subject to the conditions and requirements incorporated herein, the Commission hereby licenses National Aeronautics and Space Administration:

A. Pursuant to section 104a of the Act and Title 10, CFR, Chapter I, Part 50, "Licensing of Production and Utilization Facilities", to possess and operate the reactor as a utilization facility at the designated location in Cleveland, Ohio, in accordance with the procedures and limitations described in the application and this license;

B. Pursuant to the Act and Title 10, CFR, Chapter I, Part 70, "Special Nuclear Material", to receive and possess up to 53.0 kilograms of contained uranium 235 and to use up to 50.0 kilograms of contained uranium 235 in connection with operation of the ZPR-II reactor, and

C. Pursuant to the Act and Title 10, CFR, Chapter I, Part 30, "Licensing of Byproduct Material", to possess, but not to separate,

such byproduct material as may be produced by operation of the reactor.

4. This license shall be deemed to contain and be subject to the conditions specified in § 30.32 of Part 30, §§ 50.54 and 50.59 of Part 50, and § 70.32 of Part 70, Title 10, Chapter I, CFR, and to be subject to all applicable provisions of the Act, and to the rules and regulations and orders of the Commission, now or hereafter in effect, and to the additional conditions specified below:

A. National Aeronautics and Space Administration shall not operate the reactor at power levels in excess of 10 watts (thermal) without prior written authorization from the Commission.

B. *Technical Specifications.* The Technical Specifications contained in Appendix "A" attached hereto are hereby incorporated in this license. Except as hereinafter provided, National Aeronautics and Space Administration shall operate the facility in accordance with the Technical Specifications. National Aeronautics and Space Administration may make changes in the Technical Specifications only when authorized by the Commission in accordance with the provisions of § 50.59 of the Commission's Regulations (Title 10, CFR, Chapter I, Part 50, "Licensing of Production and Utilization Facilities").

C. National Aeronautics and Space Administration shall not operate ZPR-II reactor while the ZPR-I reactor is in operation.

D. *Records.* In addition to those otherwise required under this license and applicable regulations, National Aeronautics and Space Administration shall keep the following records:

(1) Reactor operating records, including power levels.

(2) Records of all experimental irradiations.

(3) Records showing radioactivity released or discharged into the air or water beyond the effective control of National Aeronautics and Space Administration as measured at the point of such release or discharge.

(4) Records of emergency reactor scrams, including reasons for emergency shutdowns.

(5) Records of environmental surveys.

E. *Reports.* In addition to reports otherwise required under this license and applicable regulations:

(1) National Aeronautics and Space Administration shall make an immediate report in writing to the Commission of any indication or occurrence of a possible unsafe condition relating to the operation of the reactor, including, without implied limitation:

(a) Any substantial variance in the predicted operating conditions or characteristics of the reactor disclosed by operation of the reactor.

(b) Any accidental release of radioactivity, whether or not resulting in personal injury or exposure above permissible limits or property damage.

5. Pursuant to § 50.60 of the regulations in Title 10, Chapter I, CFR, Part 50, the Commission has allocated to National Aeronautics and Space Administration for use in connection with the ZPR-II reactor 50.0 kilograms of contained uranium 235.

6. This license is effective as of the date of issuance and shall expire at midnight on April 12, 1972.

Date of issuance:

For the Atomic Energy Commission.

SAUL LEVINE,
 Chief, Test and Power Reactor Safety Branch, Division of Licensing and Regulation.

[P.R. Doc. 64-530; Filed, Jan. 17, 1964;
 8:47 a.m.]

CIVIL AERONAUTICS BOARD

[Docket No. 14121]

**NATIONAL AIRLINES, INC., AND
LEWIS B. MAYTAG, JR.****Interlocking Relationships; Notice of
Hearing**

Notice is hereby given, pursuant to the provisions of the Federal Aviation Act of 1958, as amended, that hearing in the above-entitled matter is assigned to be held on January 23, 1964, at 10:00 a.m. (e.s.t.) in Room 701, Universal Building, Connecticut and Florida Avenues NW., Washington, D.C., before Examiner Joseph L. Fitzmaurice.

Dated at Washington, D.C., January 14, 1964.

[SEAL]

FRANCIS W. BROWN,
Chief Examiner.

[F.R. Doc. 64-489; Filed, Jan. 17, 1964;
8:47 a.m.]

[Docket No. 14337]

NORTH CENTRAL AIRLINES, INC.**"Use It or Lose It" Investigation of
Regina, Saskatchewan, Canada;
Notice of Postponement of Hearing**

Notice is hereby given that the public hearing in the above-entitled proceeding heretofore assigned to be held on January 22, 1964, has been postponed and will be held on February 10, 1964, at 10 a.m., in Room 911, Universal Building, 1825 Connecticut Avenue NW., Washington, D.C., before the undersigned examiner.

Dated at Washington, D.C., January 15, 1964.

[SEAL]

BARRON FREDRICKS,
Hearing Examiner.

[F.R. Doc. 64-490; Filed, Jan. 17, 1964;
8:47 a.m.]

FEDERAL MARITIME COMMISSION**ITALY/U.S. NORTH ATLANTIC
FREIGHT POOL****Notice of Filing of Agreement**

Notice is hereby given that the following described agreement has been filed with the Commission for approval pursuant to section 15 of the Shipping Act, 1916 (39 Stat. 733; 75 Stat. 763; 46 U.S.C. 814):

Agreement 8680-3, between the carriers, parties to the Italy/U.S. North Atlantic Freight Pool Agreement 8680, as amended, modifies Article 15 of the basic agreement to provide (1) for its automatic extension after June 30, 1964, for one year at a time; (2) for notice to the Conference Secretary by those parties withdrawing from participation in the pool agreement prior to March 31, 1964, or March 31, of any subsequent year, however, any party may present valid notice of withdrawal within ten days prior to date of expiration of the pool

provided that one or more parties thereto have given due notice of withdrawal within the time specified, and (3) parties resigning prior to March 31 of any year shall have no right to withdraw such resignation.

Interested parties may inspect this agreement and obtain copies thereof at the Bureau of Foreign Regulation, Federal Maritime Commission, Washington, D.C., or may inspect a copy at the offices of the District Managers of the Commission in New York, N.Y., New Orleans, La., and San Francisco, Calif., and may submit to the Secretary, Federal Maritime Commission, Washington, D.C., 20573, within 20 days after publication of this notice in the FEDERAL REGISTER, written statements with reference to the agreement and their position as to approval, disapproval, or modification, together with request for hearing should such hearing be desired.

Dated January 15, 1964.

THOMAS LISI,
Secretary.

[F.R. Doc. 64-487; Filed, Jan. 17, 1964;
8:47 a.m.]

**ITALY/U.S. NORTH ATLANTIC
FREIGHT POOL****Notice of Filing of Agreement**

Notice is hereby given that the following described agreement has been filed with the Commission for approval pursuant to section 15 of the Shipping Act, 1916 (39 Stat. 733; 75 Stat. 763; 46 U.S.C. 814):

Agreement 8680-4, between the carriers, parties to the Italy/U.S. North Atlantic Freight Pool Agreement 8680, as amended, provides for (1) the withdrawal of Kulukundis Lines, Ltd., subsequent to its withdrawal from membership in the West Coast of Italy, Sicilian and Adriatic Ports/North Atlantic Range Conference Agreement (2846, as amended), and (2) the admission of Hansa Line, a member of said Conference (Agreement 2846, as amended), to participation in the pool agreement. To reflect these changes in membership, provision is also made for the revision of the pool percentages set forth in Article 2 and of the number of sailings and calls of the parties thereto shown in Article 3 of the pool agreement.

Interested parties may inspect this agreement and obtain copies thereof at the Bureau of Foreign Regulation, Federal Maritime Commission, Washington, D.C., 20573, or may inspect a copy at the offices of the District Managers of the Commission in New York, N.Y., New Orleans, La., and San Francisco, Calif., and may submit to the Secretary, Federal Maritime Commission, Washington, D.C., within 20 days after publication of this notice in the FEDERAL REGISTER, written statements with reference to the agreement and their position as to approval, disapproval, or modification, together with a request for hearing, should such hearing be desired.

Dated: January 15, 1964.

By order of the Federal Maritime Commission,

THOMAS LISI,
Secretary.

[F.R. Doc. 64-488; Filed, Jan. 17, 1964;
8:47 a.m.]

**INTERSTATE COMMERCE
COMMISSION**

[Notice No. 926]

**MOTOR CARRIER TRANSFER
PROCEEDINGS**

JANUARY 15, 1964.

Synopses of orders entered pursuant to section 212(b) of the Interstate Commerce Act, and rules and regulations prescribed thereunder (49 CFR Part 179), appear below:

As provided in the Commission's special rules of practice any interested person may file a petition seeking reconsideration of the following numbered proceedings within 20 days from the date of publication of this notice. Pursuant to section 17(8) of the Interstate Commerce Act, the filing of such petition will postpone the effective date of the order in that proceeding pending its disposition. The matters relied upon by petitioners must be specified in their petitions with particularity.

No. MC-FC 66161. By order of January 13, 1964, the Transfer Board approved the transfer to Thomas & Foy, Inc., LaGrange, Ill., of the operating rights in Certificate in No. MC 49099, issued March 23, 1950, to M. O. Thomas and J. M. Foy, a partnership, doing business as Thomas & Foy, LaGrange, Ill., authorizing the transportation of household goods, as defined, between points in Cook and Lake Counties, Ill., on the one hand, and, on the other, points in Indiana. William R. Hazard, 14 South LaGrange Road, LaGrange, Ill., attorney for applicants.

[SEAL]

HAROLD D. McCoy,
Secretary.

[F.R. Doc. 64-479; Filed, Jan. 17, 1964;
8:46 a.m.]

SMALL BUSINESS ADMINISTRATION

[Delegation of Authority No. 7.1]

**DIRECTOR OF OFFICE OF FISCAL
OPERATIONS ET AL.****Delegation on Administrative
Activities**

I. Pursuant to the authority delegated to the Assistant Administrator for Administration by the Administrator (Delegation of Authority No. 7, 28 F.R. 13858), the following authority is hereby redelegated to the specific positions as indicated herein:

A. *Director, Office of Fiscal Operations and Chief, Fiscal Examination Division.* To assign, endorse, transfer, deliver, or

release (but in all cases without representation, recourse or warranty) promissory notes, bonds, debentures, and other obligating instruments on all loans or investments made or serviced by SBA when paid in full or when transferred to the Department of Justice for liquidation.

B. Director, Office of Administrative Services; Chief, General Services Division. 1. To contract for supplies, materials and equipment, printing, transportation, communications, space and special services.

2. To enter into contracts for supplies and services pursuant to Delegation of Authority No. 410, dated March 26, 1962 (27 F.R. 3017), from the Administrator of the General Services Administration to the Small Business Administration.

3. To enter into contracts for supplies and services required to effectuate the Delegation of Authority from the Secretary of Commerce to the Small Business Administration (26 F.R. 7974, as amended by 28 F.R. 190).

4. To issue government bills of lading, printing and binding orders, purchase orders, work orders, telephone orders, property and building passes, and tax exemption certificates.

C. Chief, Procurement and Supply Branch. To issue government bills of lading, printing and binding orders, purchase orders, property passes, and tax exemption certificates.

D. Chief, Office Services Branch. To issue work orders, telephone orders, property and building passes.

II. To specific authorities delegated herein may not be redelegated.

III. All authority delegated herein may be exercised by any SBA employee designated as Acting in the position.

IV. All authority previously delegated by the Assistant Administrator (Management) and the Assistant Administrator (Controller), and other officials under their jurisdiction is hereby rescinded without prejudice to actions taken under such delegations prior to the date hereof.

Effective date: October 21, 1963.

KEITH L. HANNA,
Assistant Administrator
for Administration.

[F.R. Doc. 64-482; Filed, Jan. 17, 1964;
8:46 a.m.]

SECURITIES AND EXCHANGE COMMISSION

[File No. 24A-1547]

PRECISION METAL PRODUCTS, INC.

Order Canceling Hearing and Making
Suspension Permanent

JANUARY 13, 1964.

The Commission, by order dated September 13, 1962, having temporarily suspended the Regulation A exemption of Precision Metal Products, Inc., 278 NW. 27th Street, Miami 37, Florida, pursuant

to Rule 261 of the General Rules and Regulations under the Securities Act of 1933, as amended, and the company and the underwriter having requested a hearing upon the allegations set forth in the aforementioned order, and the Commission, by order dated October 9, 1962, having ordered a hearing in the above-entitled matter, said hearing having been postponed from time to time, and

The underwriter having requested withdrawal of its request for a hearing and the company having proposed, pursuant to Rule 8 of the Commission's rules of practice, an offer of settlement requesting relief pursuant to Rule 252(f) and having withdrawn its request for a hearing, and the New York Regional Office and the Division of Corporation Finance recommending approval of said proposal and said relief:

It is ordered, That the hearing in this matter be, and it hereby is, canceled.

Pursuant to the provisions of Rule 261(b) of Regulation A, the suspension of the Regulation A exemption from registration under the Securities Act of 1933, as amended, with respect to the public offering of securities by the company, becomes permanent.

By the Commission.

[SEAL] ORVAL L. DuBOIS,
Secretary.

[F.R. Doc. 64-481; Filed, Jan. 17, 1964;
8:46 a.m.]

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