



# FEDERAL REGISTER

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## Contents

### Agricultural Marketing Service

**RULES AND REGULATIONS:**  
 Domestic dates produced or packed in designated area of California; free and restricted percentages and withholding factors, 1962-63 crop year..... 8419

### Agricultural Research Service

**RULES AND REGULATIONS:**  
 Scabies in sheep; interstate movement..... 8420

### Agriculture Department

*See Agricultural Marketing Service; Agricultural Research Service; Commodity Credit Corporation.*

### Air Force Department

**RULES AND REGULATIONS:**  
 Appointment of officer personnel; correction..... 8449

### Civil Aeronautics Board

**NOTICES:**  
 Dallas-Fort Worth, Tex., Regional Airport Investigation; order instituting investigation..... 8462  
 New England Regional Airport Investigation; hearing..... 8462

### Commerce Department

*See Public Roads Bureau.*

### Commodity Credit Corporation

**RULES AND REGULATIONS:**  
 Rice loan and purchase agreement program, 1962 crop; miscellaneous amendments..... 8419

### Defense Department

*See Air Force Department.*

### Federal Aviation Agency

**PROPOSED RULE MAKING:**  
 Restricted area; alteration..... 8453  
**RULES AND REGULATIONS:**  
 Airworthiness directives:  
     Lockheed 49, 149, 649, 749 and 749A Series aircraft..... 8425  
     Piper Model PA-28 aircraft..... 8425  
 Irregular air carrier and off-route rules; certificate issuance..... 8424

Standard instrument approach procedures; miscellaneous amendments (2 documents) - 8426, 8438

### Federal Communications Commission

**PROPOSED RULE MAKING:**  
 Certain frequencies; allocation.... 8454  
 FM broadcasting; allocation and technical standards..... 8454  
**RULES AND REGULATIONS:**  
 Stations on land, and on shipboard in the maritime services; and public fixed stations and station of maritime services in Alaska; maritime mobile and maritime radiodetermination operations; correction..... 8449  
 Stations on shipboard in maritime services; lifeboat radio equipment..... 8449

### Federal Maritime Commission

**NOTICES:**  
 Agreements filed for approval:  
     Rederiaktiebolaget Svenska Lloyd et al..... 8463  
     Rederiet Ocean Aktieselskab et al..... 8464

### Federal Power Commission

**NOTICES:**  
 Utah Power and Light Co., Upper American Fork Project, Utah; modification of land withdrawal..... 8464  
*Hearings, etc.:*  
     Ohio Fuel Gas Co..... 8464  
     Yuba County Water Agency.... 8465

### Federal Trade Commission

**RULES AND REGULATIONS:**  
 Prohibited trade practices:  
     Howard Zink Corp. et al..... 8421  
     Merit Manufacturing Co., Inc., and Rabb, Lionel..... 8421  
     Roamer-Medana Watch Corp. et al..... 8422

### Fish and Wildlife Service

**RULES AND REGULATIONS:**  
 Hunting:  
     Crab Orchard National Wildlife Refuge, Illinois..... 8450

Mark Twain National Wildlife Refuge, Illinois..... 8450  
 Medicine Lake National Wildlife Refuge, Montana..... 8450

### Food and Drug Administration

**PROPOSED RULE MAKING:**  
 Antibiotic and antibiotic-containing drugs; changes in tests and methods of assay..... 8452  
 Food additives; notice of filing of petitions (3 documents)..... 8452  
**RULES AND REGULATIONS:**  
 Food additives:  
     Further extension of effective date of statute for certain specified food additives..... 8422  
     Permitted in animal feed or animal-feed supplements; lignin sulfonates in animal feeds..... 8423  
     Permitted in food for human consumption:  
     BHA (butylated hydroxyanisole) as an antioxidant... 8423  
     Disodium EDTA (disodium ethylenediaminetetraacetate)..... 8424

### Foreign Assets Control

**NOTICES:**  
 Hog bristles; importation directly from Taiwan (Formosa)..... 8457

### Health, Education, and Welfare Department

*See Food and Drug Administration.*

### Housing and Home Finance Agency

**NOTICES:**  
 Region VI (San Francisco); designations to serve as:  
     Acting Director, Administrative Management..... 8466  
     Acting Regional Administrator... 8466  
     Acting Regional Director of Urban Renewal..... 8466

### Interior Department

*See Fish and Wildlife Service; Land Management Bureau.*

*(Continued on next page)*

**Interstate Commerce Commission**

**NOTICES:**  
 Fourth section applications for relief..... 8468  
 Motor carrier transfer proceedings..... 8468  
**PROPOSED RULE MAKING:**  
 Motor carriers; payment of rates and charges; vacation of order and date of hearing..... 8455

**Labor Department**

See Wage and Hour Division.

**Land Management Bureau**

**NOTICES:**  
 Alaska; notice of filing of plats of survey and orders providing for opening of public lands (2 documents)..... 8457, 8458  
 California:  
 Correction, amendment, and partial termination of proposed withdrawal and reservation of lands..... 8458  
 Proposed withdrawal and reservation of lands and partial elimination thereof..... 8458  
 Colorado:  
 Contracts and leases; redelegation of authority..... 8461

Termination of proposed withdrawal and reservation of lands..... 8460  
 Montana; order providing for opening of public lands..... 8461  
 Oregon:  
 Proposed withdrawal and reservation of lands..... 8461  
 Termination of proposed withdrawal and reservation of lands..... 8461  
 South Dakota; termination of proposed withdrawal and reservation of lands..... 8462  
 Wyoming; amendment of proposed withdrawal and reservation of lands..... 8462

**Public Roads Bureau**

**RULES AND REGULATIONS:**  
 Statement of policy as to administrative action to be taken by Federal Highways Administrator in instances of irregularities..... 8448

**Securities and Exchange Commission**

**NOTICES:**  
 C. & S. Industries, Inc.; order temporarily suspending exemption, statement of reasons therefor, and notice of opportunity for hearing..... 8466

**PROPOSED RULE MAKING:**  
 "Boiler room" activity..... 8455

**Treasury Department**

See also Foreign Assets Control.  
**NOTICES:**  
 Jalousie-louvre-sized sheet glass from Czechoslovakia; determination of sales at less than fair value..... 8457

**U.S. Study Commission—Texas**

**NOTICES:**  
 Termination of Commission; revised notice..... 8466

**Veterans Administration**

**RULES AND REGULATIONS:**  
 Education of Korean conflict veterans; overpayments..... 8424

**Wage and Hour Division**

**NOTICES:**  
 Certificates authorizing employment of learners at special minimum rates..... 8467

**Codification Guide**

The following numerical guide is a list of the parts of each title of the Code of Federal Regulations affected by documents published in today's issue. A cumulative list of parts affected, covering the current month to date, appears at the end of each issue beginning with the second issue of the month.

Monthly, quarterly, and annual cumulative guides, published separately from the daily issues, include the section numbers as well as the part numbers affected.

<b>6 CFR</b>		<b>17 CFR</b>		<b>38, CFR</b>	
421.....	8419	<b>PROPOSED RULES:</b>		21.....	8424
		240.....	8455	<b>47 CFR</b>	
<b>7 CFR</b>		<b>21 CFR</b>		7.....	8449
987.....	8419	121 (4 documents).....	8422-8424	8.....	8449
<b>9 CFR</b>		<b>PROPOSED RULES:</b>		<b>PROPOSED RULES:</b>	
74.....	8420	121 (3 documents).....	8452	1.....	8454
<b>14 CFR</b>		141a.....	8452	2.....	8454
42.....	8424	141b.....	8452	3.....	8454
507 (2 documents).....	8425	141c.....	8452	6-7.....	8454
609 (2 documents).....	8426, 8438	141d.....	8452	9-11.....	8454
<b>PROPOSED RULES:</b>		141e.....	8452	16.....	8454
608.....	8453	<b>23 CFR</b>		21.....	8454
<b>16 CFR</b>		2.....	8448	<b>49 CFR</b>	
13 (3 documents).....	8421, 8422	<b>32 CFR</b>		<b>PROPOSED RULES:</b>	
		887.....	8449	188.....	8455
				<b>50 CFR</b>	
				32 (3 documents).....	8450



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# Rules and Regulations

## Title 6—AGRICULTURAL CREDIT

### Chapter IV—Commodity Credit Corporation, Department of Agriculture

#### SUBCHAPTER B—LOANS, PURCHASES, AND OTHER OPERATIONS

[1962 C.C.C. Grain Price Support Bulletin 1, Supp. 1, Amdt. 1, Rice]

#### PART 421—GRAINS AND RELATED COMMODITIES

##### Subpart 1962—Crop Rice Loan and Purchase Agreement Program

###### MISCELLANEOUS AMENDMENTS

The regulations issued by the Commodity Credit Corporation and the Agricultural Stabilization and Conservation Service (27 F.R. 6743) with respect to rice produced in 1962 which contain specific requirements for the 1962-crop rice price support program are hereby amended as follows:

1. Section 421.1508 (c), Warehouse endorsement, is amended to add additional wording in the warehouse endorsement so that the amended paragraph reads as follows:

#### § 421.1508 Warehouse charges.

(c) *Warehouse endorsement.* Warehouse receipts covering eligible rice in an approved warehouse which is to be placed under warehouse-storage loan or acquired by CCC under purchase agreement must carry an endorsement by the warehouseman in substantially the following form:

Warehouse charges through (insert the applicable maturity date for loans for the State where stored), including, but not limited to, receiving and loading out charges accrued or to accrue, and all other charges incident to the acquisition of the rice by CCC, on the rice represented by this warehouse receipt have been paid or otherwise provided for and a lien for such charges will not be claimed by the warehouseman from CCC or any subsequent holder of the warehouse receipt. If the rice represented by this warehouse receipt is to be loaded out in bags, the warehouseman agrees that any and all right, title, and interest which he has in such bags shall pass with the rice when such rice is acquired under the price support program or shall pass at the time the rice is loaded out, if the rice is not in bags at the time of acquisition by CCC.

2. Section 421.1510 is amended to correct the maturity date for 1962 rice loans so that the amended paragraph reads as follows:

#### § 421.1510 Maturity of loans.

Unless demand is made earlier, loans on rice will mature on April 15, 1963.

3. Section 421.1512(a), Basic rates, is amended to add Belle Patna to the excepted Patna varieties in Group I, correct the spelling of Golder Rose to Golden Rose and to include the final value factors for head and broken rice so that the amended paragraph reads as follows:

#### § 421.1512 Support rates.

(a) *Basic rates.* The basic support rate per 100 pounds of rice shall be computed as follows: Multiply the yield (in pounds per hundredweight) of head rice by the applicable value factor for head rice (as shown in the table below according to class or variety). Similarly, multiply the difference between the total yield and head rice yield (in pounds per hundredweight) by the applicable value factor for broken rice. Add the results of these two computations to obtain the basic loan or purchase rate per 100 pounds of rice and express such rate in dollars and cents, rounded to the nearest whole cent.

VALUE FACTORS FOR HEAD AND BROKEN RICE

Group	Rough rice class or variety	Head rice	Broken rice
I	Patna (except the varieties Belle Patna and Century Patna), and Rexor (except the variety Rexark).....	\$0.0903	\$0.0396
II	Blue Bonnet, Belle Patna, Nira, and Rexark.....	0.0823	0.0396
III	Century Patna, Toro, Fortuna, R.N., and Edith.....	0.0743	0.0396
IV	Blue Rose (including the varieties Improved Blue Rose, Greater Blue Rose, Kamrose, and Arkrose), Calrose, Guilfrose, Lacrosse, Magnolia, Nato, Zenith, (including the varieties Gold Zenith and Golden Rose), Prelude, and Lady Wright.....	0.0723	0.0396
V	Pearl, Early Prolific, Calady and other varieties.....	0.0698	0.0396

(Sec. 4, 62 Stat. 1070, as amended; 15 U.S.C. 714b. Interpret or apply sec. 5, 62 Stat. 1072, secs. 101, 401, 63 Stat. 1051, as amended, 1054; sec. 302, 72 Stat. 988; 15 U.S.C. 714c, 7 U.S.C. 1421, 1441)

Effective upon publication in the FEDERAL REGISTER.

Signed at Washington, D.C., on August 20, 1962.

H. D. GODFREY,  
Executive Vice President,  
Commodity Credit Corporation.

[F.R. Doc. 62-8497; Filed, Aug. 22, 1962; 8:57 a.m.]

## Title 7—AGRICULTURE

### Chapter IX—Agricultural Marketing Service (Marketing Agreements and Orders), Department of Agriculture

#### PART 987—DOMESTIC DATES PRODUCED OR PACKED IN A DESIGNATED AREA OF CALIFORNIA

##### Free and Restricted Percentages and Withholding Factors for 1962-63 Crop Year

Notice was published in the August 7, 1962 issue of the FEDERAL REGISTER (27 F.R. 7793) that consideration was being given to the proposed establishment of free and restricted percentages and withholding factors applicable to particular varieties of domestic dates for the 1962-63 crop year which began August 1, 1962. The percentages are based on recommendations of the Date Administrative Committee and other available information, in accordance with the applicable provisions of the marketing agreement, as amended, and Order No. 987, as amended (7 CFR 987; 27 F.R. 6818), regulating the handling of domestic dates produced or packed in a designated area of California, effective under the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601-674).

The notice afforded interested persons opportunity to submit written data, views, or arguments with respect to the proposal. None were submitted within the time prescribed therefor.

After consideration of all relevant matters presented, including those in the notice and the information and recommendation submitted by the Committee, and other available information, it is hereby found that to establish free percentages, restricted percentages, and withholding factors as hereinafter set forth will tend to effectuate the declared policy of the act.

Therefore, the free percentages, restricted percentages, and withholding factors applicable with respect to marketable dates certified for handling or further processing during the 1962-63 crop year are hereby established as follows:

#### § 987.210 Free and restricted percentages, and withholding factors.

The various free percentages, restricted percentages, and withholding factors applicable to marketable dates of each variety shall be, for the crop year beginning August 1, 1962, and ending July 31, 1963, as follows: (a) Deglet Noor

variety dates: <sup>1</sup> Free percentage, 70 percent; restricted percentage, 30 percent; and withholding factor, 42.9 percent; (b) Zahidi variety dates: <sup>1</sup> Free percentage, 75 percent; restricted percentage, 25 percent; and withholding factor, 33.3 percent; (c) Halawy variety dates: Free percentage, 100 percent; restricted percentage, 0 percent; and withholding factor, 0 percent; and (d) Khadrawy variety dates: Free percentage, 100 percent; restricted percentage, 0 percent; and withholding factor, 0 percent.

It is hereby further found that good cause exists for not postponing the effective time of this action until 30 days after publication in the FEDERAL REGISTER (5 U.S.C. 1003(c)) in that: (1) The relevant provisions of said marketing agreement, as amended, and this part require that (a) free and restricted percentages and withholding factors established for a particular crop year shall be applicable with respect to all dates certified for handling or for further processing during such year, and (b) the withholding obligations based on the continuing regulation from the preceding crop year shall be adjusted to the newly established percentages upon their establishment; (2) the current crop year began on August 1, 1962; and (3) the percentages and withholding factors herein established will apply, and adjustment thereto of handlers' withholding obligations are required, automatically with respect to all such dates.

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

Dated: August 17, 1962.

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

[F.R. Doc. 62-8474; Filed, Aug. 22, 1962;  
8:52 a.m.]

## Title 9—ANIMALS AND ANIMAL PRODUCTS

### Chapter 1—Agricultural Research Service, Department of Agriculture

#### SUBCHAPTER C—INTERSTATE TRANSPORTATION OF ANIMALS AND POULTRY

#### PART 74—SCABIES IN SHEEP

##### Interstate Movement

Pursuant to the provisions of sections 1 through 4 of the Act of March 3, 1905, as amended, sections 1 and 2 of the Act of February 2, 1903, as amended, and sections 4 through 7 of the Act of May

<sup>1</sup>The Date Administrative Committee included the following countries in its determination of trade demand in connection with the establishment of free and restricted percentages for the Deglet Noor and Zahidi varieties of dates for the 1962-63 crop year: Austria, Belgium, British Isles, Canada, Denmark, France, Germany, Iceland, Ireland, Italy, Netherlands, Norway, Portugal, Spain, Sweden, Switzerland, United States, and Venezuela.

29, 1884, as amended (21 U.S.C. 111-113, 115, 117, 120, 121, 123-126), §§ 74.2 and 74.3 of Part 74, Subchapter C, Chapter I, Title 9, Code of Federal Regulations, as amended, are hereby amended to read, respectively, as follows:

#### § 74.2 Designation of free and infected areas.

(a) Notice is hereby given that sheep in the following States, Territory, and District, or parts thereof as specified, are not known to be infected with scabies, and such States, Territory, District, and parts thereof, are hereby designated as free areas:

(1) Alabama, Arizona, Arkansas, California, Colorado, Connecticut, Delaware, District of Columbia, Florida, Georgia, Idaho, Louisiana, Maine, Massachusetts, Mississippi, Montana, Nevada, New Hampshire, North Carolina, North Dakota, Oregon, Puerto Rico, Rhode Island, South Carolina, Texas, Utah, Vermont, Washington, and Wyoming;

(2) The following Counties in South Dakota: McPherson, Edmunds, Faulk, Hand, Jerauld, Aurora, and Douglas, and all Counties in the State of South Dakota lying west thereof;

(3) The following Counties in Nebraska: Arthur, Banner, Blaine, Box Butte, Brown, Chase, Cherry, Cheyenne, Dawes, Deuel, Dundy, Garden, Grant, Hooker, Keith, Keya Paha, Kimball, Loup, Morrill, Perkins, Rock, Sheridan, Sioux, Scotts Bluff, and Thomas;

(4) In New Mexico: Catron, Colfax, Dona Ana, Grant, Harding, Hidalgo, Los Alamos, Luna, McKinley, Mora, Rio Arriba, Sandoval, San Juan, San Miguel, Santa Fe, Sierra, Taos, and Union Counties; all of Socorro County except that portion lying east of U.S. Highway 85; and all of Valencia County except that portion lying east of the Rio Puerco river from its intersection with the southwest corner of Bernalillo County to its intersection with the Socorro County line.

(5) The following Counties in Kansas: Republic, Cloud, Ottawa, Saline, McPherson, Harvey, Sedgwick, and Sumner, and all Counties in the State of Kansas lying west thereof;

(6) The following Counties in Michigan: Alcona, Alger, Alpena, Antrim, Baraga, Benzie, Charlevoix, Cheboygan, Chippewa, Crawford, Delta, Dickinson, Emmet, Gogebic, Grand Traverse, Houghton, Iron, Kalkaska, Keweenaw, Leelanau, Luce, Mackinac, Manistee, Marquette, Menominee, Missaukee, Montmorency, Ontonagon, Oscoda, Otsego, Presque Isle, Roscommon, Schoolcraft, and Wexford.

(b) Notice is hereby given also that sheep scabies exists in all States and Territories and parts of States not designated as free areas in paragraph (a) of this section and they are hereby designated as infected areas.

#### § 74.3 Designation of eradication areas.

(a) Notice is hereby given that sheep in the following States, or parts thereof as specified, are being handled system-

atically to eradicate scabies in sheep, and such States and parts thereof are hereby designated as eradication areas:

(1) Hawaii, Illinois, Kentucky, New Jersey, New York, Pennsylvania, Tennessee, and Wisconsin;

(2) The following Counties in South Dakota: Brown, Spink, Beadle, Sanborn, Davison, Hutchinson, and Bon Homme, and all Counties in the State of South Dakota lying east thereof;

(3) All Counties in Nebraska except Arthur, Banner, Blaine, Box Butte, Brown, Chase, Cherry, Cheyenne, Dawes, Deuel, Dundy, Garden, Grant, Hooker, Keith, Keya Paha, Kimball, Loup, Morrill, Perkins, Rock, Sheridan, Sioux, Scotts Bluff, and Thomas;

(4) In New Mexico: that portion of Socorro County lying east of U.S. Highway 85; that portion of Valencia County lying east of the Rio Puerco river from its intersection with the southwest corner of Bernalillo County to its intersection with the Socorro County line; and all other Counties in New Mexico except Catron, Colfax, Dona Ana, Grant, Harding, Hidalgo, Los Alamos, Luna, McKinley, Mora, Rio Arriba, Sandoval, San Juan, San Miguel, Santa Fe, Sierra, Taos, and Union.

(Secs. 4-7, 23 Stat. 32, as amended, secs. 1, 2, 32 Stat. 791-792, as amended, secs. 1-4, 33 Stat. 1264, as amended, 1265, as amended; 21 U.S.C. 111-113, 115, 117, 120, 121, 123-126; 19 F.R. 74, as amended)

*Effective date.* The foregoing amendments shall become effective upon issuance.

The amendments add specified Counties and portions thereof in the State of New Mexico to the list of free areas and delete such Counties and portions thereof from the list of infected and eradication areas as sheep scabies is no longer known to exist therein. Hereafter, the restrictions pertaining to the interstate movement of sheep from or into infected and eradication areas as contained in 9 CFR Part 74, as amended, will not apply to such localities. However, the restrictions in said Part 74 pertaining to the interstate movement of sheep from or into free areas will apply thereto.

The amendments relieve certain restrictions presently imposed and must be made effective immediately to be of maximum benefit to persons subject to the restrictions which are relieved. Accordingly, under section 4 of the Administrative Procedure Act (5 U.S.C. 1003), it is found upon good cause that notice and other public procedure with respect to the amendments are impracticable and contrary to the public interest, and the amendments may be made effective less than 30 days after publication in the FEDERAL REGISTER.

Done at Washington, D.C., this 20th day of August 1962.

M. R. CLARKSON,  
Acting Administrator,  
Agriculture Research Service.

[F.R. Doc. 62-8496; Filed, Aug. 22, 1962;  
8:57 a.m.]

## Title 16—COMMERCIAL PRACTICES

### Chapter I—Federal Trade Commission

[Docket C-135]

#### PART 13—PROHIBITED TRADE PRACTICES

##### Howard Zink Corp. et al.

Subpart—Advertising falsely or misleadingly: § 13.130 *Manufacture or preparation*; § 13.155 *Prices*; § 13.155-40 *Exaggerated as regular and customary*; § 13.155-100 *Usual as reduced, special, etc.* Subpart—Furnishing means and instrumentalities of misrepresentation or deception: § 13.1055 *Furnishing means and instrumentalities of misrepresentation or deception*.

(Sec. 6, 38 Stat. 721; 15 U.S.C. 46. Interpret or apply sec. 5, 38 Stat. 719, as amended; 15 U.S.C. 45) [Cease and desist order, The Howard Zink Corp. et al., Fremont, Ohio, Docket C-135, May 11, 1962]

*In the Matter of The Howard Zink Corporation, a Corporation, Jack D. Zink, Clarence M. Werling, Warren A. Zink, and Norbert S. House, Individually and as Officers of Said Corporation, and Norbert Zink, an Individual*

Consent order requiring Fremont, Ohio, manufacturers of automobile seat covers and their sales manager at Long Beach, Calif., who sold to independently owned retail stores, some of which were franchised by them and operated under the trade name "Sure Fit Store", to cease representing falsely in catalogs, advertising mats and proofs, and display cards furnished to dealers, and in advertisements inserted in newspapers for their franchised dealers, that excessive "Suggested Retail", "Regular", "reg", and "were" prices were the usual retail prices; through use of the words "Sale Prices", "Special", "Save", "Save to \$4.95", etc., that usual prices were reduced; and through use of the word "customized", that seat covers so described were made to order.

The order to cease and desist, including order requiring report of compliance therewith, is as follows:

*It is ordered*, That respondents The Howard Zink Corporation, a corporation, its officers, and Jack D. Zink, Clarence M. Werling, Warren A. Zink, and Norbert S. House, individually and as officers of said corporation, and Norbert Zink, an individual, and respondents' agents, representatives and employees directly or through any corporate or other device, in connection with the offering for sale, sale and distribution of automobile seat covers or other products, in commerce, as "commerce" is defined in the Federal Trade Commission Act, do forthwith cease and desist from:

1. Representing, directly or by implication that any amount is the usual and customary retail price of merchandise in a trade area or areas when such amount is in excess of the price at which said merchandise is usually and customarily sold at retail in the trade area

or areas where the representation is made.

2. Using the words "suggested retail" to describe or refer to the retail price of merchandise when the amount so designated is in excess of the price at which said merchandise is customarily sold at retail in the trade area, or areas, where the representation is made.

3. Representing directly or by implication that any amount is any dealer's usual and customary retail price of merchandise when it is in excess of the price at which such merchandise has been usually and customarily sold by such dealer in the recent, regular course of business.

4. Using the words "regular", "Reg." or "were" to describe or refer to any dealer's retail price of merchandise when the amount so described is in excess of the price at which the merchandise has been usually and customarily sold by such dealer in the recent, regular course of business.

5. Using the words "sale price", "special" or "save" to designate or describe the price at which merchandise is being offered for sale by a dealer unless such price constitutes a reduction from such dealer's usual and customary price in the recent regular course of his business.

6. Representing, directly or by implication, that any savings are afforded from any dealer's usual and customary retail prices unless the price at which the merchandise is offered constitutes a reduction from the price at which it has been sold by such retailer at retail in the recent, regular course of business.

7. Representing directly or by implication that any saving is afforded in the purchase of merchandise from the price at which said merchandise is usually and customarily sold at retail in the trade area, or areas, where the representation is made unless the price at which it is offered constitutes a reduction from such price.

8. Using percentage savings claims or amounts to represent that merchandise is offered at a reduction from any dealer's usual and customary retail price unless the price of such merchandise has been reduced in the percentage or amount stated from such retailer's usual and customary price in the recent, regular course of business.

9. Misrepresenting in any manner the amount of savings available to purchasers buying respondents' merchandise from any dealer, or the amount by which the price of said merchandise is reduced from the price at which it is usually and customarily sold by such dealer in the recent, regular course of his business, or from the price at which said merchandise is usually and customarily sold in the trade area or areas where the representation is made.

10. Furnishing or otherwise placing in the hands of retailers of said products, or others, any means or instrumentality by or through which they may mislead and deceive the public in the manner or as to the things hereinbefore prohibited.

11. Using the word "customized" or any other word or words of the same import to refer to or describe products which are ready-made, or representing in

any other manner that such products are made to order for the automobile of each purchaser.

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

Issued: May 11, 1962.

By the Commission.

[SEAL] JOSEPH W. SHEA,  
Secretary.

[F.R. Doc. 62-8448; Filed, Aug. 22, 1962; 8:46 a.m.]

[Docket C-132]

#### PART 13—PROHIBITED TRADE PRACTICES

##### Merit Manufacturing Co., Inc., and Lionel Rabb

Subpart—Advertising falsely or misleadingly: § 13.70 *Fictitious or misleading guarantees*; § 13.130 *Manufacture or preparation*; § 13.195 *Safety*; § 13.195-60 *Product*; § 13.265 *Tests and investigations*. Subpart—Neglecting, unfairly or deceptively, to make material disclosure: § 13.1900 *Source or origin*; § 13.1900-35 *Foreign product as domestic*.

(Sec. 6, 38 Stat. 721; 15 U.S.C. 46. Interpret or apply sec. 5, 38 Stat. 719, as amended; 15 U.S.C. 45) [Cease and desist order, Merit Manufacturing Co., Inc., et al., Central Falls, R.I.; Docket C-132, May 8, 1962]

*In the Matter of Merit Manufacturing Company, Inc., a Corporation, and Lionel Rabb, Individually and as an Officer of Said Corporation*

Consent order requiring distributors of sunglasses, with place of business in Central Falls, R.I., to cease representing falsely in advertising that lenses of their glasses were "6 base", "Tested and Approved" and "Safe Tested and Approved \* \* \* for Children", gave "Safe Protection from the Most Powerful Rays of the Sun", and were "Guaranteed for Life"; and to disclose the foreign origin of lenses they imported from Japan.

The order to cease and desist, including order requiring report of compliance therewith, is as follows:

*It is ordered*, That respondents Merit Manufacturing Company, Inc., a corporation, and its officers, and Lionel Rabb, individually and as an officer of said corporation, and respondents' representatives, agents and employees, directly or through any corporate or other device, in connection with the offering for sale, sale and distribution in commerce, as "commerce" is defined in the Federal Trade Commission Act, of sunglasses, do forthwith cease and desist from:

1. Representing, directly or by implication, that:

(a) Lenses of their sunglasses have a given diopter curve unless such is the fact; provided, however, that in the case of ground and polished sunglass lenses a tolerance not to exceed minus or plus  $\frac{1}{16}$  diopter in any meridian and

a difference in power between any two meridians not to exceed  $\frac{1}{16}$  diopter and a prismatic effect not to exceed  $\frac{1}{8}$  diopter shall be allowed.

(b) Said sunglasses have been tested and approved, unless in fact they have been tested and approved by an independent and disinterested optometric authority.

(c) Said sunglasses will completely protect the eyes of the wearer from the harmful rays of the sun.

(d) The sunglasses offered for sale or sold by respondents are guaranteed, unless the terms, conditions and extent to which such guarantee applies and the manner in which the guarantor will perform thereunder are clearly and conspicuously disclosed.

2. Offering for sale or selling any product which is in whole or substantial part of foreign origin, without clearly and conspicuously disclosing on such product or in immediate connection therewith, and, if such product is enclosed in a package or container, on the package or container, in such a manner that it will not be hidden or readily obliterated, the country of origin of the product or part thereof.

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

Issued: May 8, 1962.

By the Commission.

[SEAL] JOSEPH W. SHEA,  
Secretary.

[F.R. Doc. 62-8449; Filed, Aug. 22, 1962; 8:46 a.m.]

[Docket C-137]

**PART 13—PROHIBITED TRADE PRACTICES**

**Roamer-Medana Watch Corp. et al.**

Subpart—Advertising falsely or misleadingly: §13.70 *Fictitious or misleading guarantees*; §13.170 *Qualities or properties of product or service*; §13.170-84 *Shock-resistant*; §13.170-96 *Waterproof, waterproofing, water-repellent*. Subpart—Misbranding or mislabeling: §13.1290 *Qualities or properties*.

(Sec. 6, 38 Stat. 721; 15 U.S.C. 46. Interpret or apply sec. 5, 38 Stat. 719, as amended; 15 U.S.C. 45) [Cease and desist order, Roamer-Medana Watch Corp. et al., New York, N.Y., Docket C-137, May 11, 1962.]

*In the Matter of Roamer-Medana Watch Corporation, a Corporation, Formerly Known as Louis Aisenstein & Bros., Inc., and Stanley Moser, a Former Officer of Said Corporation, in His Capacity as an Individual, and Irving Rosenblum, and Ilya Gill, Individually and as Officers of Said Corporation, and Stanley Moser, and Irving Rosenblum, Individually, and as Former Copartners, Doing Business as Medana Watch Company*

Consent order requiring New York City distributors of watches to cease repre-

senting falsely in advertising that their watches were "Fully Guaranteed", and in such advertising and by means of labels or markings on the backs of watch cases that certain of their watches were "totally waterproof", "Shockproof", "Shock-protected", etc.

The order to cease and desist, including order requiring report of compliance therewith, is as follows:

It is ordered, That respondents, Roamer-Medana Watch Corporation, a corporation, formerly known as Louis Aisenstein & Bros., Inc., and its officers, and Stanley Moser, a former officer of said corporation, in his capacity as an individual, and Irving Rosenblum and Ilya Gill, individually and as officers of said corporation, and Stanley Moser and Irving Rosenblum, individually and as former copartners, doing business as Medana Watch Company, and respondents' agents, representatives and employees, directly or through any corporate or other device, in connection with the advertising, labeling, offering for sale, sale and distribution of watches, or any other merchandise, in commerce, as "commerce" is defined in the Federal Trade Commission Act, do forthwith cease and desist from:

1. Representing, directly or by implication:

(a) That their watches or any other products are guaranteed, unless the nature and extent of the guarantee and the manner in which the guarantor will perform thereunder are clearly and conspicuously disclosed.

(b) That their watches or any other products are guaranteed, when a service charge is imposed, unless the amount thereof is clearly and conspicuously disclosed.

(c) That their watches are waterproof unless said watches are waterproof in every respect without qualification or limitation.

(d) That their watches are waterproof under certain conditions, or with certain qualifications or limitations, unless such aforesaid conditions, qualifications or limitations are clearly and conspicuously set forth in immediate conjunction with the term waterproof.

(e) That their watches are shockproof or shock-protected unless said watches are shockproof or shock-protected in every respect.

2. Furnishing any means or instrumentalities to others by and through which they may misrepresent the guarantee, or the waterproof or shockproof character, of their products.

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

Issued: May 11, 1962.

By the Commission.

[SEAL] JOSEPH W. SHEA,  
Secretary.

[F.R. Doc. 62-8450; Filed, Aug. 22, 1962; 8:46 a.m.]

**Title 21—FOOD AND DRUGS**

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

**SUBCHAPTER B—FOOD AND FOOD PRODUCTS**

**PART 121—FOOD ADDITIVES**

**Subpart A—Definitions and Procedural and Interpretative Regulations**

**FURTHER EXTENSION OF EFFECTIVE DATE OF STATUTE FOR CERTAIN SPECIFIED FOOD ADDITIVES**

Pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (sec. 6(c), Public Law 85-929, as amended sec. 2, Public Law 87-19; 72 Stat. 1788, as amended 75 Stat. 42; 21 U.S.C., note under sec. 342), and under the authority delegated to the Commissioner of Food and Drugs by the Secretary of Health, Education, and Welfare (25 F.R. 8625), §§ 121.90 and 121.91 of the food additives regulations (21 CFR 121.90, 121.91) are amended as set forth below:

1. Section 121.90 is amended by changing the items listed to read as follows:

§ 121.90 Further extensions of effective date of statute for certain specified food additives as direct additives to food.

\* \* \* \* \*

MISCELLANEOUS

Product	Specified uses or restrictions	Effective date of statute extended to—
Polyethylene glycol 400 tallow diester (26 F.R. 8390).	Defoamer in the manufacture of sugar from sugar beets; limit 3 p.p.m. in finished sugar.	Jan. 1, 1963
Butoxy polyethylene polypropylene glycol, mol. wt. 2500-2600 (26 F.R. 11241).	Component of defoamer used in manufacture of beet sugar; limit 1 p.p.m. in finished sugar.	Jan. 1, 1963
Polyoxyethylene glycol esters of mixed fatty acids from tall oil (abietic, oleic, linoleic) mol. wt. 1050 (26 F.R. 11241).	Component of defoamer used in manufacture of beet sugar; limit 1 p.p.m. in finished sugar.	Jan. 1, 1963

2. Section 121.91 is amended by changing the items listed to read as follows:

§ 121.91 Further extensions of effective date of statute for certain specified food additives as indirect additives to food.

MISCELLANEOUS

Product	Specified uses or restrictions	Effective date of statute extended to—
Ethyl <i>p</i> -hydroxybenzoate (26 F.R. 6270)-----	Preservative in coatings for food-packaging materials.	July 1, 1963
Carboxymethylhydroxyethyl cellulose (26 F.R. 7963).	Component of pigment dispersion for cellophane food-packaging material.	Jan. 1, 1963
Dimethylpolysiloxane, 100 centistokes minimum (26 F.R. 7963).	In manufacture of food containers.	July 1, 1963
Sodium dioctyl sulfosuccinate (26 F.R. 7963)-----	Component of pigment dispersion for cellophane food-packaging material.	Jan. 1, 1963
Titanium dioxide (26 F.R. 7963)-----	Component of pigment dispersion for cellophane food-packaging material.	Jan. 1, 1963
Allethrin (26 F.R. 8393)-----	Component of insecticide for control of infestation in food-storage and food-processing areas; limit 2 p.p.m. on food.	July 1, 1963
Carboxy vinyl polymer (high molecular weight) (26 F.R. 8393).	Component of adhesive used in the manufacture of food packaging.	July 1, 1963
Diisobutyl fumarate-vinyl chloride copolymer (26 F.R. 8393).	Component of resinous and polymeric substances for food and beverage container linings.	Jan. 1, 1963
Diisopropyl fumarate-vinyl chloride copolymer (26 F.R. 8393).	Component of resinous and polymeric substances for food and beverage container linings.	Jan. 1, 1963
Hydrocarbons, aliphatic (boiling range 318° to 394° F.) (26 F.R. 8393).	In manufacture of paper and paperboard for food packaging.	Jan. 1, 1963
Hydrocarbons, aromatic (boiling range 362° to 490° F.) (26 F.R. 8393).	In manufacture of paper and paperboard for food packaging.	Do.
Isopropyl naphthalene sodium sulfonate (26 F.R. 8393).	In manufacture of food packaging.	Jan. 1, 1963
Mineral spirits (boiling range 310° to 360° F.) (26 F.R. 8393).	In manufacture of food packaging.	Jan. 1, 1963
<i>N</i> -Monomethylamide of <i>O,O</i> -dimethyldithiophosphoryl acetic acid (26 F.R. 8393).	Residue in imported processed olives and olive oil; limit 1 p.p.m.	Do.
11-Amino undecanoic acid polymer (26 F.R. 9715).	Polymer used in manufacture of food packaging.	July 1, 1963
Methyl silicone resin (26 F.R. 9715)-----	Component of coating formulation in paper and paperboard for food packaging.	Jan. 1, 1963
Tin oleate (26 F.R. 9715)-----	Catalyst in coating formulation in paper and paperboard for food packaging.	Jan. 1, 1963

<sup>1</sup> Progress report due Jan. 1, 1963.

Notice and public procedure and delayed effective date are not necessary prerequisites to the promulgation of this order, and I so find, since extensions of time, under certain conditions, for the effective date of the food additives amendments to the Federal Food, Drug, and Cosmetic Act were contemplated by Public Law 87-19 as a relief of restrictions on the food processing industry.

*Effective date.* This order shall become effective on the date of signature.

(Sec. 6(c), Public Law 85-929, as amended, sec. 2, Public Law 87-19; 72 Stat. 1788, as amended; 75 Stat. 42; 21 U.S.C., note under sec. 342)

Dated: August 15, 1962.

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

[F.R. Doc. 62-8471; Filed, Aug. 22, 1962; 8:51 a.m.]

thority delegated to the Commissioner by the Secretary of Health, Education, and Welfare (25 F.R. 8625), the food additive regulations (21 CFR Part 121) are amended by adding to Subpart C the following new section:

§ 121.234 Lignin sulfonates.

Lignin sulfonate may be safely used in animal feed in accordance with the following prescribed conditions:

(a) The food additive is either one or a combination of the sodium or calcium salts of the extract of spent sulfite liquor derived from the sulfite digestion of wood.

(b) It is used in animal feed as the sole pelleting aid, in an amount not to exceed 4 percent of the finished pellets.

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.

(Sec. 409(c)(1), 72 Stat. 1786; 21 U.S.C. 348(e)(1))

Dated: August 15, 1962.

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

[F.R. Doc. 62-8470; Filed, Aug. 22, 1962; 8:51 a.m.]

PART 121—FOOD ADDITIVES

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

LIGNIN SULFONATES IN ANIMAL FEEDS

The Commissioner of Food and Drugs, having evaluated the data submitted in a petition filed by the Burtonite Company, P.O. Box 7, Nutley, New Jersey; Hazleton Laboratories, Inc., P.O. Box 30, Falls Church, Virginia; and Puget Sound Pulp and Timber Company, Bellingham, Washington, and other relevant material, has concluded that the following regulation should issue to provide for the use of the food additive calcium or sodium salts of lignin sulfonate as a pelleting aid in animal feeds.

Therefore, pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (sec. 409(c)(1), 72 Stat. 1786; 21 U.S.C. 348(c)(1)), and under the au-

PART 121—FOOD ADDITIVES

Subpart D—Food Additives Permitted in Food for Human Consumption

BHA (BUTYLATED HYDROXYANISOLE) AS AN ANTIOXIDANT

The Commissioner of Food and Drugs having evaluated the data submitted in a petition filed by Lyons-Magnus, Inc., 2545 Sixteenth Street, San Francisco 3, California, and other relevant material, has concluded that the food additive regulations with respect to BHA (butylated hydroxyanisole) should be amended to provide for the use of this additive as antioxidant in mixed diced glaceed fruits. Therefore, pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (sec. 409(c)(1), 72 Stat. 1786; 21 U.S.C. 348(c)(1)), and under the authority delegated to the Commissioner by the Secretary of Health, Education, and

## RULES AND REGULATIONS

Welfare (25 F.R. 8625), paragraph (b) of this regulation (21 CFR 121.1035(b)) is amended by adding thereto a new subparagraph (8), as follows:

§ 121.1035 BHA (butylated hydroxyanisole) as an antioxidant.

(b) \* \* \*  
(8) In mixed, diced glaceed fruits whereby the maximum amount of BHA (butylated hydroxyanisole) does not exceed 32 parts per million (0.0032 percent) by weight of the mixed diced glaceed fruit.

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.

(Sec. 409(c)(1), 72 Stat. 1786; 21 U.S.C. 348(c)(1))

Dated: August 15, 1962.

GEO. P. LARRICK,  
Commissioner of Food and Drugs.

[F.R. Doc. 62-8469; Filed, Aug. 22, 1962;  
8:51 a.m.]

## PART 121—FOOD ADDITIVES

### Subpart D—Food Additives Permitted in Food for Human Consumption

#### DISODIUM EDTA (DISODIUM ETHYLENEDIAMINETETRAACETATE)

The Commissioner of Food and Drugs, having evaluated the data submitted in a petition filed by Geigy Chemical Corporation, P.O. Box 430, Yonkers, New York, and other relevant material, has concluded that the following amendment to § 121.1056 should issue with respect to the food additive disodium EDTA (disodium ethylenediaminetetraacetate) in canned processed kidney beans as a preservative. Therefore, pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (sec. 409(c)(1), 72 Stat. 1786; 21 U.S.C. 348(c)(1)), and under the authority delegated to the Commissioner by the Secretary of Health, Education, and Welfare (25 F.R. 8625), § 121.1056(b)(1) (21 CFR 121.1056 (27 F.R. 883)) is amended by inserting a new item, as follows, in the tabulated list of foods, after the item "Aqueous multivitamin preparations":

#### § 121.1056 Disodium EDTA (disodium ethylenediaminetetraacetate).

Food	Limitation (parts per million)	Use
Canned kidney beans.....	165	Preservative.

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.

(Sec. 409(c)(1), 72 Stat. 1786; 21 U.S.C. 348(c)(1))

Dated: August 14, 1962.

GEO. P. LARRICK,  
Commissioner of Food and Drugs.

[F.R. Doc. 62-8468; Filed, Aug. 22, 1962;  
8:50 a.m.]

## Title 38—PENSIONS, BONUSES, AND VETERANS' RELIEF

### Chapter I—Veterans Administration

#### PART 21—VOCATIONAL REHABILITATION AND EDUCATION

##### Subpart B—Education of Korean Conflict Veterans Under 38 U.S.C. Ch. 33

###### OVERPAYMENTS TO VETERANS

In § 21.2304, paragraphs (c)(4)(ii) and (d)(1), (2)(iv) and (3) are amended to read as follows:

§ 21.2304 Overpayments to veterans; Section 1666, Title 38, United States Code.

(c) *Veterans Administration determinations and notice of liability to school or establishment.* \* \* \*

(4) *The Committee on Waivers.* \* \* \*

(ii) A copy of the decision of the committee, if adverse, shall be sent to the school or establishment. They shall also be advised of their right to request an administrative review by the Compensation and Pension Service, as provided in paragraph (d)(2)(ii) of this section. If the decision by Compensation and Pension Service is "not liable," the school or establishment will be advised by letter.

(d) *Administrative review of school or establishment liability.* (1) There is established in the Compensation and Pension Service a specially constituted Liability Review Section which will be comprised of three members, one of whom is to be designated by the Director, Compensation and Pension Service, one by the Director, Vocational Rehabilitation and Education Service, and one by the General Counsel. This section will function under the jurisdiction of the Director, Compensation and Pension Service, who will designate one member of the section to preside. This member will be known as Section Chairman. An administrative review decision under this paragraph will be valid if it is concurred in and signed by any two members of the Review Section.

(2) \* \* \*

(iv) Any case in which the Director, Compensation and Pension Service determines that an administrative review is warranted.

(3) The Review Section will notify the Veterans Administration regional office of original jurisdiction and the school or training establishment of its decision. The decision of the Review Section will serve as authority for the Finance activity to institute collection proceedings, if appropriate, or to discontinue collection proceedings instituted on the basis of the original decision of the regional Committee on Waivers in any case where the Review Section in the Compensation and Pension Service reverses a finding made by the regional committee that the school or training establishment is liable. (72 Stat. 1114; 38 U.S.C. 210)

This regulation is effective August 23, 1962.

[SEAL]

W. J. DRIVER,  
Deputy Administrator.

[F.R. Doc. 62-8479; Filed, Aug. 22, 1962;  
8:53 a.m.]

## Title 14—AERONAUTICS AND SPACE

### Chapter I—Federal Aviation Agency

[Reg. Docket No. 1349; Amdt. 42-43]

#### PART 42—IRREGULAR AIR CARRIER AND OFF-ROUTE RULES

##### Certificate Issuance

As presently worded, Part 42 does not contain any provision requiring a specified time interval between the filing of an application for an air carrier operating certificate and the date of intended operation. On several recent occasions requests have been made of the Agency to complete the inspection and certification process within less time than is actually necessary to determine whether the applicant for an air carrier operating

certificate for large aircraft is capable of conducting the proposed operations in accordance with the applicable provisions of this part.

Experience within the Agency has shown that in cases of applications under Part 42 involving large aircraft, as opposed to small aircraft, more time is required to enable the appropriate FAA inspectors to make the necessary inspections of the applicant's aircraft, operations, training programs, maintenance facilities, and manuals. While the Agency will continue to examine and process such applications as expeditiously as possible, it is believed desirable to have a note added to § 42.5(a) to insure that applicants are aware of the amount of time which may be required to conduct the necessary inspections and process their applications. Accordingly, a note is being added to § 42.5(a) indicating that the processing of the application may require up to 60 days from the date of filing with the appropriate FAA Air Carrier District Office.

Since this amendment is a general statement of agency practice, notice and public procedure hereon are unnecessary and it may be made effective on less than 30 days' notice.

In consideration of the foregoing, Part 42 of the Civil Air Regulations (14 CFR Part 42) is hereby amended by adding a note at the end of § 42.5(a) to read as follows, effective August 23, 1962:

#### § 42.5 Certificate issuance.

##### (a) General. \* \* \*

NOTE: The inspection and processing by the FAA of an application for an air carrier operating certificate where large aircraft are to be used may require up to 60 days from the date of filing. An applicant should consider this in planning his operations.

(Secs. 313(a), 601, 604; 72 Stat. 752, 775, 778, 49 U.S.C. 1354, 1421, 1424)

Issued in Washington, D.C., on August 17, 1962.

N. E. HALABY,  
Administrator.

[F.R. Doc. 62-8473; Filed, Aug. 22, 1962; 8:52 a.m.]

### Chapter III—Federal Aviation Agency

#### SUBCHAPTER C—AIRCRAFT REGULATIONS

[Reg. Docket No. 1211; Amdt. 477]

#### PART 507—AIRWORTHINESS DIRECTIVES

#### Lockheed 49, 149, 649, 749 and 749A Series Aircraft

A proposal to amend Part 507 of the regulations of the Administrator to include an airworthiness directive requiring inspection and rework of the main landing gear pistons of Lockheed 49, 149, 649, 749, and 749A Series aircraft was published in 27 F.R. 4887.

Interested persons have been afforded an opportunity to participate in the making of the amendment. One comment recommended that the repetitive inspection interval of 2,000 hours be changed to 2,800 hours, unless such request could be taken care of under paragraph (c) of the proposal. Since the purpose of paragraph (c) is to provide for changes in

repetitive inspection intervals if substantiating data are provided, no change in the AD is considered necessary.

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

**LOCKHEED.** Applies to all Models 49, 149, 649, 749, and 749A Series aircraft incorporating Cleveland Pneumatic Tool Company main landing gear pistons, P/N's 8298-4, 8298B-4, 8298C-4, 8298C-4A, 8298D-4, or 8298F-4.

Compliance required as indicated.

As a result of one complete fatigue failure and subsequent cases of cracks in numerous pistons in the area immediately above the weld that retains the metering pin bulkhead, accomplish the following:

(a) Within the next 800 hours' time in service after the effective date of this AD, and thereafter at intervals not to exceed 2,000 hours' time in service, inspect the main landing gear pistons, Cleveland Pneumatic Tool Company, P/N's 8298-4, 8298B-4, 8298C-4, 8298C-4A, 8298D-4, and 8298F-4, for cracks in the area immediately above the weld that retains the metering pin bulkhead. In those cases where an inspection in accordance with the procedures described in this AD has been accomplished within the last 1,200 hours' time in service as of the effective date of this AD, that inspection may be considered as the initial inspection, and the repetitive reinspection intervals shall then start no later than 2,000 hours' time in service from that date. This inspection may be made by dye penetrant, magnetic particle or ultrasonic methods.

(1) Pistons with cracks which exceed a depth of 0.050 inch as measured from the piston inner wall surface shall be modified in accordance with paragraph 4(b) of Lockheed Field Service Letter No. FS/256603L, dated January 24, 1962, or an FAA approved equivalent in order to be eligible for further use. Pistons with this modification are redesignated Cleveland Pneumatic Tool Company P/N's 8298C-4B, 8298C-4C, 8298D-4A, or 8298F-4A.

(2) Pistons with cracks which do not exceed a depth of 0.050 inch as measured from the piston inner wall surface shall be repaired in accordance with paragraph 4(a) of Lockheed Field Service Letter No. FS/256603L, dated January 24, 1962, or an FAA approved equivalent in order to be eligible for further use. Repaired pistons shall be identified by stamping a letter "R" in front of the part number.

(3) Pistons showing no evidence of cracks and pistons repaired in accordance with (a) (2) may be returned to service subject to the 2,000 hours repetitive reinspection intervals.

(b) When modified pistons, P/N's 8298C-4B, 8298C-4C, 8298D-4A, or 8298F-4A, or FAA approved equivalent are installed, the periodic reinspections of (a) may be discontinued.

(c) Upon request of the operator, an FAA maintenance inspector, subject to prior approval of the Chief, Engineering and Manufacturing Branch, FAA Western Region, may adjust the repetitive inspection intervals specified in this Airworthiness Directive to permit compliance at an established inspection period of the operator if the request contains substantiating data to justify the increase for such operator.

(Lockheed Field Service Letter No. FS/256603L dated January 24, 1962, covers this same subject.)

This amendment shall become effective September 24, 1962.

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

Issued in Washington, D.C., on August 17, 1962.

GEORGE C. PRILL,  
Director,  
Flight Standards Service.

[F.R. Doc. 62-8442; Filed, Aug. 22, 1962; 8:45 a.m.]

[Reg. Docket No. 1350; Amdt. 478]

#### PART 507—AIRWORTHINESS DIRECTIVES

#### Piper Model PA-28 Aircraft

There has been failure of the propeller attach bolts on Piper Model PA-28 aircraft which resulted in loss of the propeller. As this situation is likely to occur in other such aircraft, an airworthiness directive is being issued to require inspection of the bolts and replacement of any which are cracked.

As a situation exists which demands immediate action in the interest of safety, it is found that notice and public procedure hereon are impracticable and good cause exists for making this amendment effective in less than 30 days after date of publication in the FEDERAL REGISTER.

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

**PIPER.** Applies to all Model PA-28 aircraft, Serial Numbers 28-1 to 28-314 inclusive, 28-317 to 28-326 inclusive, 28-328 to 28-331 inclusive, 28-333 to 28-341 inclusive, 28-343, 28-345 to 28-348 inclusive, 28-351, 28-352, 28-356, 28-359, and 28-365.

Compliance required as indicated.

There has been inflight failure of the propeller attach bolts due to under-torquing of the bolts. In order to preclude the loss of the propeller due to the failure of the bolts, the following is required:

(a) Within the next 10 hours' time in service after the effective date of this AD, unless already accomplished, remove the propeller spinner and remove each propeller attach bolt.

(b) Inspect for cracks in the bolt in the area of the threads using magnetic particle or FAA approved equivalent inspection method in conjunction with a 5 power or higher magnifying glass. Inspect the grip shank for brinelled surfaces with a 5 power or higher magnifying glass.

(c) If cracks are found or if the bolt is brinelled on the grip shank, replace with new bolts, AN 76-41S. Torque to 300 inch-pounds.

(d) If cracks are not found, reinstall the bolts and torque to 300 inch-pounds.

(e) In lieu of the inspection requirement of (b), new bolts, AN 76-41S, may be installed and torqued to 300 inch-pounds.

(Piper Service Bulletin No. 209, dated April 17, 1962, covers this same subject.)

This amendment shall become effective August 28, 1962.

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

Issued in Washington, D.C., on August 17, 1962.

GEORGE C. PRILL,  
Director,  
Flight Standards Service.

[F.R. Doc. 62-8443; Filed, Aug. 22, 1962; 8:45 a.m.]

**RULES AND REGULATIONS**

**SUBCHAPTER E—AIR NAVIGATION REGULATIONS**

[Reg. Docket No. 1317; Amdt. 283]

**PART 609—STANDARD INSTRUMENT APPROACH PROCEDURES**

**Miscellaneous Amendments**

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

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

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

**LFR STANDARD INSTRUMENT APPROACH PROCEDURE**

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

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

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

**PROCEDURE CANCELLED, EFFECTIVE SEPTEMBER 1, 1962, OR UPON DECOMMISSIONING OF FACILITY.**

City, Casper; State, Wyo.; Airport Name, Natrona County; Elev., 5348'; Fac. Class., SBRAZ; Ident., CPR; Procedure No. 1, Amdt. 6; Eff. Date, 28 July 56; Sup. Amdt. No. 5; Dated, 27 Jan. 53

**PROCEDURE CANCELLED, EFFECTIVE SEPTEMBER 1, 1962, OR UPON DECOMMISSIONING OF FACILITY.**

City, Chincoteague; State, Va.; Airport Name, NASA Chincoteague; Elev., 38'; Fac. Class., MRLWZ; Ident., CTE; Procedure No. 1, Amdt. 3; Eff. Date, 20 July 61; Sup. Amdt. No. 2; Dated, 7 Nov. 59

Columbia VOR.....	CI-LFR.....	Direct.....	2200	T-dn.....	300-1		
Wilton Int.....	CI-LFR.....	Direct.....	2200	C-d.....	500-1		
				C-n.....	500-1½		
				S-10-d.....	400-1		
				S-10-n.....	400-1½		
				A-dn.....	800-2		

Procedure turn S side W crs, 276° Outbnd, 096° Inbnd, 2000' within 10 ml.  
 Minimum altitude over facility on final approach crs, 1800'.  
 Crs and distance, facility to airport, 087°—3.4 ml.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.4 miles, after passing CI-LFR make left turn to 2000' and return to CI-LFR. Complete turn within 5 miles.

City, Columbia; State, Mo.; Airport Name, Columbia Municipal; Elev., 778'; Fac. Class., SBRAZ; Ident., CI; Procedure No. 1, Amdt. 9; Eff. Date, 1 Sept. 62; Sup. Amdt. No. 8; Dated, 12 Apr. 58

Garden City VOR.....	GC-LFR.....	Direct.....	4000	T-dn.....	300-1	300-1	200-½
				C-d.....	400-1	500-1	500-1½
				C-n.....	400-1½	500-1½	500-2
				S-d-12.....	400-1	500-1	500-1½
				A-dn.....	800-2	800-2	800-2

Procedure turn W side N crs, 348° Outbnd, 168° Inbnd, 4000' within 10 miles.  
 Minimum altitude over facility on final approach crs, 4000'.  
 Crs and distance, facility to airport, 133°—6.5 ml.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 6.5 miles after passing GC LFR, make right turn, climb to 4700' on S crs GC LFR within 20 miles.  
 NOTE: Night operation authorized N-S runway only.

City, Garden City; State, Kans.; Airport Name, New Garden City Municipal; Elev., 2895'; Fac. Class., SABRAZ; Ident., GC; Procedure No. 1, Amdt. 10; Eff. Date, 1 Sept. 62; Sup. Amdt. No. 9; Dated, 22 Nov. 58

**PROCEDURE CANCELLED, EFFECTIVE SEPTEMBER 1, 1962, OR UPON THE DECOMMISSIONING OF FACILITY.**

City, Hutchinson; State, Kans.; Airport Name, Hutchinson; Elev., 1542'; Fac. Class., SBMRLZ; Ident., HUT; Procedure No. 1; Amdt. 11; Eff. Date, 6 Aug. 60; Sup. Amdt. No. 10; Dated, 22 Dec. 56

Jacksonville VOR.....	JX-LFR.....	.....	1200	T-dn.....	300-1	300-1	200-½
				C-dn.....	400-1	500-1	500-1½
				S-dn-27.....	400-1	400-1	400-1
				A-dn.....	800-2	800-2	800-2

Radar vectoring authorized in accordance with approved patterns.  
 Procedure turn N side of E crs, 090° Outbnd, 270° Inbnd, 1500' within 10 miles.  
 Minimum altitude over facility on final approach crs, 600'.  
 Crs and distance, facility to airport, 270°—1.5 ml.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 1.5 miles after passing LFR, climb to 1500' on W crs JX-LFR within 20 miles.  
 CAUTION: 194' tank between LFR and airport.

City, Jacksonville; State, Fla.; Airport Name, Imeson; Elev., 62'; Fac. Class., SABRAZ; Ident., JX; Procedure No. 1, Amdt. 11; Eff. Date, 1 Sept. 62; Sup. Amdt. No. 10; Dated, 23 Dec. 61

LFR 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	

PROCEDURE CANCELLED, EFFECTIVE SEPTEMBER 1, 1962, OR UPON DECOMMISSIONING OF FACILITY.

City, Joliet; State, Ill.; Airport Name, Joliet; Elev., 580'; Fac. Class., SBRAZ; Ident., JOT; Procedure No. 1, Amdt. 4; Eff. Date, 20 Dec. 53; Sup. Amdt. No. 3; Dated, 24 Sept. 58

PROCEDURE CANCELLED, EFFECTIVE SEPTEMBER 1, 1962, OR UPON DECOMMISSIONING OF FACILITY.

City, Midland; State, Tex.; Airport Name, Midland Air Terminal; Elev., 2867'; Fac. Class., BMRLZ; Ident., MF; Procedure No. 1, Amdt. 11; Eff. Date, 30 June 62; Sup. Amdt. No. 10; Dated, 12 May 62

PROCEDURE CANCELLED, EFFECTIVE SEPTEMBER 1, 1962, OR UPON DECOMMISSIONING OF FACILITY.

City, Nashville; State, Tenn.; Airport Name, Nashville Municipal (Berry Field); Elev., 605'; Fac. Class., SBRAZ; Ident., BA; Procedure No. 1, Amdt. 11; Eff. Date, 21 Apr. 62; Sup. Amdt. No. 10; Dated, 6 Jan. 62

Scarsdale Int.-----	LA-LFR (Final)-----	Direct-----	*1500	T-dn-----	300-1	300-1	200-1
				C-dn-----	700-1	700-2	700-2
				S-dn-----	500-1	500-1	500-1
				A-dn-----	800-2	800-2	800-2

Radar vectors may be substituted for the above transition.  
 Procedure turn N side NE crs, 043° Outbnd, 223° Inbnd, 1900' within 10 miles.  
 Minimum altitude over facility on final approach crs, 1500' (1000' authorized after New Rochelle MHW).  
 Crs and distance, facility to airport, 223°—2.8 mi.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 2.8 miles after passing LaGuardia LFR, climb to 2600' on SW crs LaGuardia LFR to Prospect Int. Hold SW left turns, 1-minute, 043° Inbnd.  
 CAUTION: Standard clearance not provided over obstructions in final approach area and in missed approach area. Bridge towers 333' msl 2.5 mi NE; tank 422' msl 2 mi N.  
 NOTE: LaGuardia LFR must be monitored aurally if ADF approach is made on this procedure.  
 \*If New Rochelle MHW not received, straight-in minimums not authorized.  
 †Descent to landing minimums authorized only after passing LaGuardia LFR.  
 ‡Takeoff minimums for Runways 4 and 31 will not be less than 200-1 during periods when tower advisories indicate presence of surface ships in channel.  
 §AIR CARRIER NOTE: Sliding scale not authorized for landings on Runways 13, 31, and 22.

City, New York; State, N.Y.; Airport Name, LaGuardia; Elev., 20'; Fac. Class., SABRAZ; Ident., LA; Procedure No. 1, Amdt. 13; Eff. Date, 1 Sept. 62; Sup. Amdt. No. 12; Dated 7 July 62

Peoria VOR-----	PA-LFR-----	Direct-----	2000	T-dn-----	300-1	300-1	200-1
				C-dn-----	400-1	500-1	500-1
				S-dn-----	400-1	500-1	500-1
				A-dn-----	800-2	800-2	800-2

Procedure turn W side N crs, 062° Outbnd, 182° Inbnd, 2000' within miles.  
 Minimum altitude over facility on final approach crs, 1300'.  
 Crs and distance, facility to airport 179°—2.1 mi.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 2.1 miles, make right turn climbing to 2300'. Return to PA LFR.  
 CAUTION: 1237' TV tower 5 mi east of airport.  
 NOTE: Final approach from holding pattern at LFR not authorized, procedure turn required.

City, Peoria; State, Ill.; Airport Name, Greater Peoria; Elev., 659'; Fac. Class., SBMRAZ; Ident., PIA; Procedure No. 1, Amdt. 6; Eff. Date, 1 Sept. 62; Sup. Amdt. No. 7; Dated, 4 Oct. 53

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

ADF STANDARD INSTRUMENT APPROACH PROCEDURE

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

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

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

Procedure turn E side of crs, 044° Outbnd, 224° Inbnd, 4100' within 10 mi. Nonstandard due to terrain NW.  
 Minimum altitude over facility on final approach crs, 3600'.\*\*  
 Crs and distance, facility to airport, 224°—5.9 mi.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.9 miles after passing LOM, climb to 4000' on crs 224° from LOM within 20 miles or, when directed by ATC, turn right, climb to 4000' on HMV R-291 to Yuma Int.  
 CAUTION: Abrupt changes in terrain elevation immediately adjacent to procedure areas.  
 NOTE: Final approach from holding pattern at LOM not authorized. Procedure turn required.  
 #Runway 4 and 22 only.  
 \*Greendale Int: Int BFO R-187 and 224° brng to LOM (MHW).  
 †No reduction of any landing ceiling or visibility minimum is authorized.  
 \*\*Descent from 4100' authorized in holding pattern at LOM (H/W). Descent from 4100' also authorized on final after passing HMV-VOR R-332.

City, Bristol; State, Tenn.; Airport Name, Tri-City Municipal; Elev., 1510'; Fac. Class., LOM (H/W); Ident., TR; Procedure No. 1, Amdt. 2; Eff. Date, 1 Sept. 62; Sup. Amdt. No. 1; Dated, 23 July 62

RULES AND REGULATIONS

ADF STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
HMV-VOR	Boone RBn	Direct	6000	T-dn	300-1	300-1	*200-1/2
Telford Int	Boone RBn	Direct	3600	C-d#	700-1	800-1	800-1 1/2
Hilton Int	Boone RBn	Direct	5000	C-n#	700-1 1/2	800-1 1/2	800-2
Yuma Int	Boone RBn	Direct	4000	S-dn-4#	600-1	600-1	600-1
Erwin Int	Boone RBn	Direct	6000	A-dn	1000-2	1000-2	1000-2
Int HMV-VOR R-240 and 316° brng to Boone RBn.	Boone RBn	Direct	3600				
BFO-VOR	Int HMV-VOR R-320 and 217° brng to Boone RBn.	Direct	6000				
Int HMV-VOR R-320 and 217° brng to Boone RBn.	Boone RBn	Direct	3600				

Procedure turn S side of crs, 224° Outbnd, 044° Inbnd, 3600' within 10 mi.  
 Minimum altitude over facility on final approach crs, 2700'.  
 Crs and distance, facility to airport, 044°—3.9 mi.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished climb to 4100' on crs of 044° from Boone RBn within 15 miles or, when directed by ATC, turn right, climb to 3600' and return direct to Boone RBn.  
 CAUTION: Abrupt changes in terrain elevations immediately adjacent to procedure areas.  
 \*Runway 4 and 22 only.  
 #No reduction of any landing ceiling or visibility minima is authorized.

City, Bristol; State, Tenn.; Airport Name, Tri-City; Elev., 1519'; Fac. Class., HW; Ident., BON; Procedure No. 2, Amdt. 1; Eff. Date, 1 Sept. 62; Sup. Amdt. No. Orig.; Dated, 24 Feb. 62

DZ-LFR	LOM	Direct	2300	T-dn*	300-1	300-1	200-1/2
DSM-VOR	LOM	Direct	2300	C-dn	400-1	500-1	500-1 1/2
Mine Int	LOM (Final)	Direct	2200	S-dn-30	400-1	400-1	400-1
Grimes Int	LOM	Direct	2500	A-dn	800-2	800-2	800-2
Ankeny Int	LOM	Direct	2500				
Elkhart Int	LOM	Direct	2500				
Beech Int	Mine Int	Direct	2300				
TNU VOR	Swan Int	Direct	2300				
Swan Int	Mine Int (Final)	Direct	2400				

Procedure turn E side of crs, 125° Outbnd, 305° Inbnd, 2300' within 10 miles.  
 Minimum altitude over facility on final approach crs, 2200'.  
 Crs and distance, facility to airport, 305°—4.3 mi.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.3 miles after passing LOM, climb to 2600' on crs 305° from LOM within 20 miles or, when directed by ATC, make climbing left turn to 2600' on W crs of DZ-LFR within 20 miles.  
 CAUTION: \*1548' MSL tower 3 mi. NNE of airport, if not visible on N, NW, E, and NE takeoffs, climb to 2100' prior to turning toward tower.

City, Des Moines; State, Iowa; Airport Name, Des Moines Municipal; Elev., 957'; Fac. Class., LOM; Ident., DS; Procedure No. 1, Amdt. 6; Eff. Date, 1 Sept. 62; Sup. Amdt. No. 5; Dated, 29 Oct. 60

Holland Int	LOM	Direct	2000	T-dn	300-1	300-1	*200-1/2
Princeton Int	LOM	Direct	2000	C-d	600-1	600-1	600-1 1/2
EVV-VOR	LOM	Direct	2000	C-n	600-2	600-2	600-2
Phillipstown Int	LOM	Direct	2000	S-d-21	500-1	500-1	500-1
New Haven Int	LOM	Direct	2000	S-n-21	500-1 1/2	500-1 1/2	500-1 1/2
				A-dn	800-2	800-2	800-2

Procedure turn N side NE crs, 035° Outbnd, 215° Inbnd, 1800' within 10 mi.  
 Minimum altitude over facility on final approach crs, 1800'.  
 Crs and distance, facility to airport, 215°—3.9 mi.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.9 miles after passing LOM, make left climbing turn, climb to 2000' on 180° crs to EVV R-080, proceed to EVV-VOR on R-080. Hold SW of EVV VOR at 2000' on R-224 or, when directed by ATC, (1) Make climbing right turn, climb to 2000' on 305° crs from LMM until intercepting R-013 of the EVV-VOR, then proceed north on R-013 to Princeton Int.  
 AIR CARRIER NOTE: Sliding scale authorized only on Runways 3-21 and 18-36.  
 CAUTION: Radio tower 993' MSL 3.6 miles SW of airport.  
 \*300-1 on Runway 9-27.  
 \*\*Booneville Int; Int EVV R-077 and OWB R-352.

City, Evansville; State, Ind.; Airport Name, Dress Memorial; Elev., 389'; Fac. Class., LOM; Ident., EV; Procedure No. 1, Amdt. 1; Eff. Date, 1 Sept. 62; Sup. Amdt. No. Orig.; Dated, 10 Dec. 60

LOH VOR	LOM	Direct	1500	T-dn	300-1	300-1	200-1/2
LOH RBn	LOM	Direct	1500	C-dn	400-1	500-1	500-1 1/2
				S-dn-15	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Radar terminal transition altitude 1500' within 25 miles. Radar may be used to position aircraft on final approach with elimination of procedure turn.  
 Procedure turn W side of crs, 328° Outbnd, 148° Inbnd, 1500' within 10 mi.  
 Minimum altitude over facility on final approach crs, 1200'.  
 Crs and distance, facility to airport, 148°—4.2 mi.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 6.6 miles after passing LOM, make an immediate right turn, climbing to 1500' and return to the LOM.

City, Lake Charles; State, La.; Airport Name, Lake Charles; Elev., 16'; Fac. Class., LOM; Ident., LL; Procedure No. 1, Amdt. 2; Eff. Date, 1 Sept. 62; Sup. Amdt. No. 1; Dated, 28 July 62

SDF RBn	LOM	Direct	2200	T-dn	300-1	300-1	200-1/2
LOU VOR	LOM	Direct	2200	C-dn	600-1	600-1	600-1 1/2
Harbor Int	LOM	Direct	2200	S-dn-29	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2

Radar vectoring authorized in accordance with approved radar patterns.  
 Procedure turn N side of crs 110° Outbnd, 290° Inbnd, 2200' within 10 miles of LOM.  
 Minimum altitude over facility on final approach crs, 2200'.  
 Crs and distance, facility to airport, 290°—5.0 mi.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.0 miles after passing LK LOM, climb to 2600' on heading 270°, intercept R-283 LOU-VOR and proceed to Corydon Int. Hold W 1-minute left turns.  
 Other change: Deletes transition from Jeffersonville Int.

City, Louisville; State, Ky.; Airport Name, Standiford Field; Elev., 497'; Fac. Class., LOM; Ident., LK; Procedure No. 2, Amdt. 2; Eff. Date, 1 Sept. 62; Sup. Amdt. No. 1; Dated, 19 May 62

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	
Nashville RBN	LOM	Direct	2500	T-dn	300-1	300-1	200-1
Nashville VOR	LOM	Direct	2500	C-dn	400-1	500-1	500-1
Knob Int.	LOM	Direct	2700	S-dn-2L	400-1	400-1	400-1
Franklin Int.	LOM	Direct	2500	A-dn	800-2	800-2	800-2

Radar vectoring authorized in accordance with approved patterns.  
 Procedure turn E side of crs, 195° Outbd, 015° Inbd, 2500' within 10 miles.  
 Minimum altitude over facility on final approach crs, 2100'.  
 Crs and distance, facility to airport, 015°—5.1 mi.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.1 miles after passing LOM, climb to 2000' on crs of 015° within 20 miles of airport or, when directed by ATC, turn right, climb to 2500' on 066° mag crs from BA RBN within 20 miles.  
 City, Nashville; State, Tenn.; Airport Name, Nashville Municipal (Berry Field); Elev., 605'; Fac. Class., LOM (HW); Ident., BN; Procedure No. 1, Amdt. 12; Eff. Date, 1 Sept. 62; Sup. Amdt. No. 11; Dated, 9 Dec. 61

Nashville VOR	BA RBN	Direct	2100	T-dn	300-1	300-1	200-1
Lebanon Int.	BA RBN	Direct	2100	C-dn	400-1	500-1	500-1
Bn LOM (HW)	BA RBN	Direct	2100	A-dn	800-2	800-2	800-2

Radar vectoring authorized in accordance with approved patterns.  
 Procedure turn N side of crs, 066° Outbd, 246° Inbd, 2100' within 10 mi.  
 Minimum altitude over facility on final approach crs, 1200'.  
 Crs and distance, facility to airport, 249°—2.2 mi.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 2.2 miles after passing RBN, climb to 3000' on 219° mag. crs from BA RBN within 20 miles.  
 CAUTION: 2049' tower 11 miles SW of airport.  
 City, Nashville; State, Tenn.; Airport Name, Nashville Municipal; Elev., 605'; Fac. Class., NDB; Ident., BA; Procedure No. 2, Amdt. Orig.; Eff. Date, 1 Sept. 62

Liberty VHF Int.	Prospect VHF Int.	Via IDL R-271	2500	T-dn*	300-1	300-1	200-1
Prospect VHF Int.	LOM (Final)	Direct	1200	C-dn**	700-1	700-2	700-2
LGA-VOR	LOM	Direct	2500	S-dn-4**	500-1	500-1	500-1
LGA-LFR	LOM	Direct	2500	A-dn	800-2	800-2	800-2

Radar transitions authorized in accordance with approved radar patterns.  
 Procedure turn S side of crs, 224° Outbd, 044° Inbd, 2500' S of Prospect Int within 10 mi of LOM.#  
 Minimum altitude over facility on final approach crs, 1200'.  
 Crs and distance, facility to airport, 044°—3.9 mi.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.9 miles after passing LOM, climb to 2700' on crs 043° or NE crs La Guardia LFR to New Rochelle RBN. Hold New Rochelle RBN right turns, 1-minute, 043° Inbd.  
 NOTE: La Guardia LFR must be monitored during ADF approach.  
 CAUTION: (1) Standard clearance not provided over obstructions in final approach area and in missed approach area. (2) Unlighted obstructions in approach zone (Runway 4) protruding 40' above lights at beginning of approach lightline decreasing to 10' above lights at 1100' from approach end of runway. (3) Tower 415' msl 3.8 mi SW; tower 390' msl 3.5 mi SW; bldg 968' msl 6.7 mi SW.  
 \*Takeoff minimums for Runway 4 and 31 will not be less than 200-1 during such periods when tower advisories indicate presence of surface ships in channel.  
 \*\*AIR CARRIER NOTE: Sliding scale not authorized for landing on Runways 13/31 and 22.  
 #Maintain 2500' Inbd on final approach crs until crossing Prospect Int.  
 City, New York; State, N.Y.; Airport Name, La Guardia; Elev., 20'; Fac. Class., LOM; Ident., LG; Procedure No. 1, Amdt. 17; Eff. Date, 1 Sept. 62; Sup. Amdt. No. 10; Dated, 11 Jan. 62

PIA VOR	LOM	Direct	2400	T-dn	300-1	300-1	200-1
Pekin Int.	LOM	Direct	2400	C-dn	400-1	500-1	500-1
Mora Int.	LOM	Direct	2400	S-dn-30	400-1	400-1	400-1
Mossville Int.	LOM	Direct	2400	A-dn	800-2	800-2	800-2
Bradley Int.	LOM	Direct	2400				

Procedure turn E side of crs, 123° Outbd, 303° Inbd, 2400' within 10 miles.  
 Minimum altitude over facility on final approach crs, 2400'.  
 Crs and distance, facility to airport, 303°—5.3 mi.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.3 miles after passing LOM, climb to 2000' proceed to PIA-VOR, or when directed by ATC, climb to 2300', proceed to Bradley Int.  
 City, Peoria; State, Ill.; Airport Name, Greater Peoria; Elev., 659'; Fac. Class., LOM; Ident., PI; Procedure No. 1, Amdt. 2; Eff. Date, 1 Sept. 62; Sup. Amdt. No. 1; Dated, 7 Oct. 61

TLH VOR	TH RBN	Direct	1500	T-dn	200-1	300-1	200-1
TL LOM	TH RBN	Direct	1500	C-dn	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2

Procedure turn S side of crs, 297° Outbd, 117° Inbd, 1300' within 10 mi.  
 Minimum altitude over facility on final approach crs, 800'.  
 Crs. and distance, facility to airport, 140°—2.4 mi.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 2.4 miles after passing RBN, climb to 1500' on the 140° crs from TH RBN within 20 miles.  
 City, Tallahassee; State, Fla.; Airport Name, Municipal; Elev., 82'; Fac. Class., BH; Ident., TH; Procedure No. 2, Amdt. Orig.; Eff. Date, 1 Sept. 62

RULES AND REGULATIONS

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

VOR STANDARD INSTRUMENT APPROACH PROCEDURE

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

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

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
BGS RBn.....	BGS-VOR.....	Direct.....	4000	T-dn..... C-dn..... A-dn*.....	300-1 500-1 800-2	300-1 500-1 800-2	200-1/2 500-1 1/2 800-2

Procedure turn E side of crs, 324° Outbnd, 144° Inbnd, 3000' within 10 mi. Nonstandard due to ATC requirement.

All turns to be made on east side of course.

Minimum altitude over facility on final approach crs, 3300'.

Crs and distance, facility to airport, 144°—5.4 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.4 miles after passing BGS-VOR, climb to 4100' on BGS VOR R-144 within 20 miles.

ARE CARRIER NOTE: Procedure may be authorized for carriers having approval of their arrangement for use of the communications and weather service at this airport.

NOTES: Weather and communications service not available to general public at Howard County Airport. Prior ATC approval required in using this facility. Pilots using this approach shall, as soon as practicable, advise Webb Approach Control when contact or executing a missed approach.

\*Alternate usage authorized for air carriers only.

City, Big Spring; State, Tex.; Airport Name, Howard County; Elev., 2560'; Fac. Class., BVOR; Ident., BGS; Procedure No. 1, Amdt. 4; Eff. Date, 1 Sept 62; Sup. Amdt. No. 3; Dated, 30 June 62

				T-dn..... C-dn..... S-dn-6..... A-dn.....	300-1 400-1 800-1 800-2	300-1 500-1 800-1 800-2	200-1/2 500-1 1/2 800-1 800-2
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Procedure turn S side, 211° Outbnd, 031° Inbnd, 1500' within 10 mi.

Minimum altitude over facility on final approach crs, 1000'.

Crs and distance, facility to airport, 031°—8.3 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 8.3 miles, climb to 1300' on R-031 within 20 miles.

City, Gainesville; State, Fla.; Airport Name, Gainesville; Elev., 155'; Fac. Class., BVOR; Ident., GNW; Procedure No. 1, Amdt. 3; Eff. Date, 1 Sept. 62; Sup. Amdt. No. 2; Dated, 29 Apr. 61

Midland LOM.....	MAF-VOR.....	Direct.....	4500	T-dn.....	300-1	300-1	*200-1/2
Tarzan Int.....	MAF-VOR.....	Direct.....	4100	C-dn..... S-dn-16R..... A-dn.....	400-1 400-1 800-2	500-1 400-1 800-2	500-1 1/2 400-1 800-2

Procedure turn E side of crs, 360° Outbnd, 180° Inbnd, 4100' within 10 miles. Nonstandard due to ATC requirements.

All turns to be made on east side of crs.

Minimum altitude over facility on final approach crs, 3900'.

Crs and distance, facility to airport, 180°—3.6 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.6 miles after passing MAF-VOR, climb to 4200' on R-150 within 20 miles.

\*300-1 required on Runway 16L and 34R.

City, Midland; State, Tex.; Airport Name, Midland-Air Terminal; Elev., 2867'; Fac. Class., BVOR; Ident., MAF; Procedure No. 1, Amdt. 10; Eff. Date, 1 Sept. 62; Sup. Amdt. No. 9; Dated, 30 June 62

Alberton FM.....	Primrose Int (Final).....	Direct.....	6500	T-dn.....	2500-2	2500-2	2500-2
MSO RBn.....	VOR.....	Direct.....	8000	C-dn..... A-dn.....	3300-2 3500-3	3300-2 3500-3	3300-2 3500-3
				If aircraft equipped with VOR and ADF and Primrose Int* received the following minimums apply:			
				C-dn.....	3000-2	3000-2	3000-2

Procedure turn N side of crs, 278° Outbnd, 098° Inbnd, 8000' within 10 miles. Beyond 10 miles NA. Nonstandard due to terrain S.

Minimum altitude over Primrose Int\* on final approach crs, 6500'.

Crs and distance, Primrose Int\* to airport, 098°—3.0 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile, turn right and climb to 9000' on R-278 MSO-VOR, within 15 miles.

CAUTION: High terrain southwest of missed approach turn area.

\*Primrose Int: Int MSO-VOR R-278 and 053° brng to MSO RBn.

City, Missoula; State, Mont.; Airport Name, Missoula County; Elev., 3203'; Fac. Class., BVOR; Ident., MSO; Procedure No. 1, Amdt. 2; Eff. Date, 1 Sept. 62; Sup. Amdt. No. 1; Dated, 28 July 62

Nashville RBn.....	BNA-VOR.....	Direct.....	2000	T-dn..... C-dn..... S-dn-31..... A-dn.....	300-1 400-1 400-1 800-2	300-1 500-1 400-1 800-2	200-1/2 500-1 1/2 400-1 800-2
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Radar vectoring authorized in accordance with approved patterns.

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

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

Crs and distance, facility to airport, 312°—4.5 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.5 miles after passing VOR, climb to 3000' on R-335 within 20 miles.

CAUTION: High tension line 138' above field elevation between the VOR station and the airport.

City, Nashville; State, Tenn.; Airport Name, Nashville Municipal; Elev., 605'; Fac. Class., BVORTAC; Ident., BNA; Procedure No. 1, Amdt. 13; Eff. Date, 1 Sept. 62; Sup. Amdt. No. 12; Dated, 12 May 62

VOR STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
				T-dn.....	300-1	300-1	200-1/2
				C-d.....	600-1	600-1	600-1/2
				C-n.....	600-2	600-2	600-2
				S-d-16.....	500-1	500-1	500-1
				S-n-16.....	500-2	500-2	500-2
				A-dn.....	800-2	800-2	800-2

Procedure turn W side of crs, 312° Outbnd, 132° Inbnd, 2500' within 10 ml.  
 Minimum altitude over facility on final approach crs, 2500'.  
 Crs and distance, facility to airport, 132°—7.7 ml.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished 7.7 miles after passing the LFT VOR climb to 1600' on R-132 within 20 miles, or turn right climb to 2500' returning to the LFT VOR.

City, New Iberia; State, La.; Airport Name, NAS New Iberia; Elev., 24'; Fac. Class., BVOR; Ident., LFT; Procedure No. 1, Amdt. Orig.; Eff. Date, 1 Sept. 62

Peoria LFR.....	PIA-VOR.....	Direct.....	2900	T-dn.....	300-1	300-1	200-1/2
				C-d.....	400-1	500-1	500-1/2
				S-dn-12.....	400-1	400-1	400-1
				A-dn.....	800-2	800-2	800-2

Procedure turn S side of crs, 275° Outbnd, 095° Inbnd, 2000' within 10 ml.  
 Minimum altitude over facility on final approach crs, 1800'.  
 Crs and distance, facility to airport, 095°—4.0 ml.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.0 miles after passing VOR, make right turn climbing to 2,000'. Return to Peoria VOR or, when directed by ATC, make left turn climbing to 2300', proceed to Bradley Int.  
 CAUTION: Unlighted high tension towers between facility and airport. 1287' tower 5 miles east of airport.

City, Peoria; State, Ill.; Airport Name, Greater Peoria; Elev., 659'; Fac. Class., BVOR; Ident., PIA; Procedure No. 1, Amdt. 4; Eff. Date, 1 Sept. 62; Sup. Amdt. No. 3; Dated, 16 Sept. 61

Pyramid Int.....	RNO VOR.....	Direct.....	9000	T-dn.....	2000-2	2000-2	2000-2
Wadsworth Int.....	RNO VOR.....	Direct.....	9500	C-dn.....	2500-2	2500-2	2500-2
RO LFR.....	RNO VOR.....	Direct.....	9000	A-dn.....	2500-3	2500-3	2500-3
Verdi Int.....	RNO VOR.....	Direct.....	9000				
Truckee Int.....	RNO VOR.....	Direct.....	10,000				
Steamboat Int.....	RNO VOR.....	Direct.....	9000				
Mustang Int (Final).....	RNO VOR.....	Direct.....	7900				
Washoe Int.....	RNO VOR.....	Direct.....	10,000				

Procedure turn S side crs, 049° Outbnd, 229° Inbnd, 9000' within 10 ml. Nonstandard due to terrain.  
 Minimum altitude over facility on final approach crs, 7900'.  
 Crs and distance, facility to airport, 229°—5.1 ml.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.1 miles, turn right, climb to 9000' on R-049 within 10 miles.

CAUTION: If contact not established at minimums, missed approach must be started immediately due to high terrain W.

AIR CARRIER NOTE: No reductions in visibility minimums authorized.

Other change: Deletes transition from Bingo Int.

City, Reno; State, Nev.; Airport Name, Municipal; Elev., 4411'; Fac. Class., BVOR; Ident., RNO; Procedure No. 1, Amdt. 10; Eff. Date, 1 Sept. 62; Sup. Amdt. No. 9; Dated, 9 Dec. 61

TPH SABH.....	TPH VOR.....	Direct.....	8500	T-dn.....	1000-1	1000-1	1000-1
				C-dn.....	1000-1	1000-1	1000-1/2
				A-dn.....	1000-2	1000-2	1000-2

Procedure turn N side of crs, 088° Outbnd, 268° Inbnd, 8000' within 10 ml. NA beyond 10 ml.  
 Minimum altitude over facility on final approach crs, 7000'.  
 Crs and distance, facility to airport, 294°—2.1 ml.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 2.1 miles after passing VOR, make right climbing turn, return to VOR station on R-325, climb to 9500' in a standard holding pattern on R-088 (088° outbnd, 268° inbnd).

City, Tonopah; State, Nev.; Airport Name, Tonopah; Elev., 5426'; Fac. Class., BVOR; Ident., TPH; Procedure No. 1, Amdt. 1; Eff. Date, 1 Sept. 62; Sup. Amdt. No. Orig.; Dated, 3 Jan. 59

RULES AND REGULATIONS

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

TERMINAL VOR STANDARD INSTRUMENT APPROACH PROCEDURE

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

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

Transition				Ceiling and visibility minimums			
From--	To--	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Austin Int. RST VOR	AUM VOR AUM VOR	Direct Direct	2700 2700	T-dn C-dn S-dn-17 A-dn**	300-1 600-1 600-1 800-2	300-1 600-1 600-1 800-2	200-1/2 600-1 1/2 600-1 800-2
Following minimums apply for aircraft equipped with operating dual omni receivers and the Sargeant Int* received: C-dn----- 400-1   500-1   500-1 1/2 S-dn-17----- 400-1   400-1   400-1							

Procedure turn W side of crs, 345° Outbnd, 165° Inbnd, 2500' within 10 mi.  
 Minimum altitude over facility on final approach crs, 1800'.  
 Crs and distance breakoff point to Runway 17, 168°-1.0 mi.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile of AUM-VOR, climb to 2700' on R-165 within 20 miles.

CAUTION: 1670' msl tower 3.5 miles SW, 1477' msl tower 2.3 miles north, 1330' msl tank 1 mile west.  
 \*Sargeant Int: Int R-345 AUM-VOR and R-247 RST-VOR.  
 \*\*Authorized for air carriers with weather reporting service at the airport.

City, Austin; State, Minn.; Airport Name, Austin Municipal; Elev., 1237'; Fac. Class., BVOR (State-owned); Ident., AUM; Procedure No. TerVOR-17, Amdt. 2; Eff. Date, 1 Sept. 62; Sup. Amdt. No. 1; Dated, 2 June 62

Austin Int. RST VOR	AUM VOR AUM VOR	Direct Direct	2700 2700	T-dn C-dn S-dn-35 A-dn**	300-1 500-1 500-1 800-2	300-1 500-1 500-1 800-2	200-1/2 500-1 1/2 500-1 800-2
Following minimums apply for aircraft equipped with operating dual omni receivers and the London Int* received: C-dn----- 400-1   500-1   500-1 1/2 S-dn-35----- 400-1   400-1   400-1							

Procedure turn E side of crs, 170° Outbnd, 350° Inbnd, 2700' within 10 mi.  
 Minimum altitude over facility on final approach 1700'.  
 Crs and distance breakoff point to Runway 35, 348°-0.6 mi.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 miles of the AUM VOR, climb to 2500' on R-350 within 20 miles.

CAUTION: 1670' MSL tower 3.5 miles SW, 1477' MSL tower 2.3 miles north. 1330' MSL tank 1 mile west.  
 \*London Int: Int R-170 AUM-VOR and R-233 RST-VOR.  
 \*\*Authorized for air carriers with weather reporting service at the airport.

City, Austin; State, Minn.; Airport Name, Austin; Elev., 1237'; Fac. Class., BVOR (State-owned); Ident., AUM; Procedure No. TerVOR-35, Amdt. 2; Eff. Date, 1 Sept. 62; Sup. Amdt. No. 1; Dated, 1 June 62

GC-LFR	GCK-VOR	Direct	4000	T-dn C-d C-n S-dn-17 A-dn	300-1 500-1 *500-1 1/2 500-1 800-2	300-1 500-1 500-1 1/2 500-1 800-2	200-1/2 500-1 1/2 500-2 500-1 800-2
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NOTE: \*Night operation authorized N-S Runway only.  
 Procedure turn W side of crs, 353° Outbnd, 173° Inbnd, 4000' within 10 mi.  
 Minimum altitude over facility on final approach crs, 3400'.  
 Crs and distance from Int Runway center line extended and final crs to app end of runway, 169°-0.65 mi.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile, climb to 4100' on R-173 within 20 miles.  
 NOTE: Final approach from holding pattern at VOR not authorized, procedure turn required.

City, Garden City; State, Kans.; Airport Name, New Garden City; Elev., 2895'; Fac. Class., BVORTAC; Ident., GCK; Procedure No. TerVOR-17, Amdt. 1; Eff. Date, 1 Sept. 62; Sup. Amdt. No. Orig.; Dated, 13 Dec. 68

LSE-VOR ONA VOR Nodine-BVOR Holman Int**	Midway Int*** Holman Int** Midway Int*** Midway Int*** (Final)	Direct R-103 Direct Direct	2400 2800 2400 1900	T-d T-n C-d C-n S-dn-13 A-dn	*400-1 *400-1 1/2 600-1 600-2 400-1 800-2	*400-1 *400-1 1/2 600-1 600-2 400-1 800-2	#400-1 #400-1 1/2 600-1 1/2 600-2 400-1 800-2
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Procedure turn W side of crs, 318° Outbnd, 138° Inbnd, 2400' within 10 miles of Midway Int.\*\*\*  
 Minimum altitude over Midway Int.\*\*\* on final approach crs, 1900'.  
 Facility on airport.  
 Crs and distance, breakoff point to Runway 13, 130°-0.7 mi.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.3 miles after passing Midway Int.\*\*\* or, 0.0 mile of LSE-VOR, make immediate right climbing turn, climb to 2400' on LSE R-318 within 10 miles.

CAUTION: 950' msl tower 2 miles SE of airport. 1227' msl bluffs and 1440' tower 3 and 4 miles SE, respectively, of airport. 1273' msl tower 4 miles WSW of airport and 1440' tower 3.5 miles W of airport. 1240' bluffs 2 miles NE of airport.

NOTE: Procedure authorized only for aircraft equipped with operating dual omni receivers or operating omni and LF receivers.  
 \*300-1 takeoff authorized on Runways 31, 36, and 18.  
 \*\*Holman Int: R-103 ONA VOR and R-318 LSE VOR.  
 \*\*\*Midway Int: R-318 LSE VOR and R-069 ODI VOR or SW crs LE LFR.  
 #200-1/2 takeoff authorized on Runways 31, 36, and 18.

City, Lacrosse; State, Wis.; Airport Name, Municipal; Elev., 653'; Fac. Class., BVOR; Ident., LSE; Procedure No. TerVOR-13, Amdt. 2; Eff. Date, 1 Sept. 62; Sup. Amdt. No. 1; Dated, 24 May 68

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	
Deer Park VOR	IDL VOR R-105	Via radar vectors*	2500	T-dn	300-1	300-1	200-1/2
Sandy Hook VHF Int.	IDL VOR R-105	Via radar vectors*	2500	C-dn	700-1	700-1	700-1/2
Int# of DPK VOR R-241 and IDL VOR R-105 and/or SW crs of Hempsted LFR or 035° bearing from Lido RBN and R-105 of IDL VOR (Final).	IDL VOR R-105	Via radar vectors*	2500	A-dn	800-2	800-2	800-2

Terminal area radar transition altitudes from R-030 clockwise through R-210 of IDL VOR, 1500 feet within 20 miles, 2500 feet within 25 miles.  
 Procedure turn NA. Radar vectors to final approach crs required. Final approach radial 105.  
 Minimum altitude over facility on final approach crs, 700'.  
 Crs and distance, breakoff point to approach end of R-31R, 312°—1.6 mi.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished with 0.0 miles of IDL VOR, make left climbing turn to 2000' on R-190 of IDL VOR to Sandy Hook VHF Int. Hold south right turns 1-minute, 010° Inbnd.  
 AIR CARRIER NOTE: Sliding scale not authorized.  
 \*Radar vectors to final approach course will intercept final approach radial E of the final approach fix.  
 #Descent to published minimums authorized after passing final approach fix.

City, New York; State, N.Y.; Airport Name, International; Elev., 12'; Fac. Class., BVORTAC; Ident., IDL; Procedure No. TVOR(R-105), Amdt. Orig; Eff. Date, 1 Sept. 62

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	
Deer Park VOR	IDL VOR R-141	Via radar vectors*	2500	T-dn	300-1	300-1	200-1/2
Sandy Hook VHF Int.	IDL VOR R-141	Via radar vectors*	2500	C-dn	700-1	700-1	700-1/2
Int# of DPK VOR R-237 and IDL VOR R-141, and/or Int. of SW crs, Hempsted LFR or 215° brng from Lido RBN with IDL VOR 141° radial (Final).	IDL VOR R-141	Via radar vectors*	2500	A-dn	800-2	800-2	800-2

Terminal area radar transition altitudes from R-030 clockwise through R-210 of IDL VOR 1500 feet within 20 miles, 2500 feet within 25 miles.  
 Procedure turn NA. Radar vectors to final approach crs required final approach radial 141.  
 Minimum altitude over facility on final approach crs, 700'.  
 Crs and distance, breakoff point to approach end of R-31L, 312°—1.0 mi.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile of IDL VOR, make left climbing turn to 2000' on 190° radial of IDL VOR to Sandy Hook Int. Hold south of Sandy Hook Int right turns 1 minute 010° Inbnd.  
 AIR CARRIER NOTE: Sliding scale not authorized.  
 \*Radar vectors to final approach course will intercept final approach radial southeast of the final approach fix.  
 #Descent to published minimums authorized after passing final approach fix.

City, New York; State, N.Y.; Airport Name, International; Elev., 12'; Fac. Class., BVORTAC; Ident., IDL; Procedure No. TerVOR R-141, Amdt. Orig; Eff. Date, 1 Sept. 62

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	
Radar Vectoring Position	Byron Int* (Final)	Direct	1500	T-dn	300-1	300-1	200-1/2
				C-dn	400-1	600-1	500-1/2
				S-dn-23	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Radar vectoring authorized in accordance with approved patterns.  
 Procedure turn W side of crs, 038° Outbnd, 218° Inbnd, 1800' within 10 mi.  
 Minimum altitude over Byron Int\* on final approach crs, 1500'; over RDU-VOR, 800'.#  
 Crs and distance, Byron Int\* to Runway 23, 218°—3.8 mi.  
 Crs and distance, breakoff point to Runway 23, 229°—0.3 mi.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished over RDU-VOR, climb to 2000' on R-218 or, when directed by ATC, turn right, climb to 2000' on R-309 within 15 miles.  
 \*Byron Int—Int RDU VOR R-038 and 308° crs from RDU RBN.  
 #Descent to 800' msl not authorized unless Byron Int is identified on final.

City, Raleigh; State, N.C.; Airport Name, Raleigh-Durham; Elev., 435'; Fac. Class., BVORTAC; Ident., RDU; Procedure No. TerVOR-23, Amdt. 1; Eff. Date, 1 Sept. 62; Sup. Amdt. No. Orig.; Dated, 18 June 60

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

ILS STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet, MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.  
 If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approach 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	
Holston Mt VOR	Int BFO R-200 and 306° brng to LOM	Direct	6000	T-dn	300-1	300-1	**200-1/2
Int BFO R-200 and 306° brng to LOM	LOM (MHW)	Direct	4100	C-dn#	700-1	800-1	800-1/2
Telford Int.	LOM (MHW)	Direct	4100	S-dn-22#%	300-1/2	300-1/2	300-1/2
Yuma Int.	LOM (MHW)	Direct	4100	A-dn	800-2	800-2	800-2
Hilton Int.	LOM (MHW)	Direct	5000				
Greendale Int*	LOM (MHW) (Final)##	Direct	4100				
Damascus Int.	Int HMV R-007 and 270° brng to LOM	Direct	6000				
Int HMV R-007 and 270° brng to LOM	LOM (MHW)	Direct	4100				

Procedure turn E side of crs, 044° Outbnd, 224° Inbnd, 4100' within 10 mi (nonstandard due to terrain NW).  
 Minimum altitude at glide slope interception inbound, 3600'.##  
 Altitude of glide slope and distance to approach end of runway at OM, 3462'—5.9 mi; at MFM, 1742'—0.5 mi.  
 \*If visual contact not established upon descent to authorized landing minimums or if landing not accomplished climb to 4000' on crs 224° from LOM within 20 miles or, when directed by ATC, turn right, climb to 4000' on HMV R-291 to Yuma Int.  
 CAUTION: Abrupt changes in terrain elevations adjacent to procedure areas NW.  
 NOTE: Final approach from holding pattern at LOM not authorized. Procedure turn required.  
 \*Greendale Int: Int BFO R-187 and TRI ILS NE crs.  
 \*\*Runways 4 and 22 only.  
 #600-1 required when glide slope not utilized.  
 ##No reduction of any landing ceiling or visibility minimum is authorized.  
 ##Descent from 4100' must be made on glide slope or SW of HMV-VOR R-332 on final.

City, Bristol; State, Tenn.; Airport Name, Tri-City Municipal; Elev., 1519'; Fac. Class., ILS; Ident., I-TRI; Procedure No. ILS-22, Amdt. 2; Eff. Date, 1 Sept. 62; Sup. Amdt. No. 1; Dated, 28 July 62

RULES AND REGULATIONS

ILS STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Louisville VOR	Harbor Int#	Direct	2200	T-dn	300-1	300-1	200- $\frac{1}{2}$
Nabb VOR	Harbor Int# (Final)	Direct	2000	C-dn	600-1	600-1	600- $\frac{1}{2}$
				S-dn-19	500-1	500-1	500-1
				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 course within 10 miles of Harbor Int# is required.  
 Procedure turn E side of N crs, 009° Outbnd, 189° Inbnd, 2000' within 10 miles N of Harbor Int# (nonstandard due to obstructions).  
 Minimum altitude over Harbor Int#, 2000'.  
 No glide slope or markers. Minimum altitude over Cave Hill Int. 1200'.\*\* Descend to authorized landing minimums after passing Cave Hill Int.\*\*  
 Crs and distance, Harbor Int# to Runway 19, 189°—5.0 mi; Cave Hill Int\*\* to Runway 19, 189°—3.2 mi.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.0 miles after passing Harbor Int#, make a climbing right turn as soon as practical, climb to 2000' on R-283 LOU-VOR and proceed to Corydon Int. Hold west 1-minute left turns.  
 NOTE: This procedure authorized only for aircraft equipped to receive ILS and VOR simultaneously.  
 CAUTION: Several high towers 3 to 9 miles north of airport in approach area to maximum 1060' msl.  
 \*\*Cave Hill Int: N crs ILS and Louisville VOR R-320.  
 #Harbor Int: Int N crs ILS and Louisville VOR R-327.

City, Louisville; State, Ky.; Airport Name, Standiford Field; Elev., 497'; Fac. Class., ILS; Ident., I-SDF; Procedure No. ILS-19, Amdt. 4; Eff. Date, 1 Sept. 62; Sup. Amdt. No. 3; Dated, 6 May 61

SDF RBN	LOM	Direct	2200	T-dn	300-1	300-1	200- $\frac{1}{2}$
LOU VOR	LOM	Direct	2200	C-dn	600-1	600-1	600- $\frac{1}{2}$
Harbor Int	LOM	Direct	2200	S-dn-29*	300- $\frac{3}{4}$	300- $\frac{3}{4}$	300- $\frac{3}{4}$
				A-dn	600-2	600-2	600-2

Radar vectoring authorized in accordance with approved radar patterns.  
 Procedure turn N side of crs 110° Outbnd, 290° Inbnd, 2200' within 10 miles of LOM.  
 Minimum altitude at glide slope interception inbnd, 2200'.  
 Altitude of glide slope and distance to approach end of Runway 29 at OM, 2141'—5.0 mi; at MM, 714'—0.55 mi.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.0 miles after passing LK LOM, climb to 2600' on heading 270°, intercept R-283 LOU-VOR and proceed to Corydon Int. Hold west 1-minute, left turns.  
 NOTE: Approach light system nonstandard—not a component of ILS. Approach lights operated by the city of Louisville, Ky. The Federal Government disclaims responsibility for nonfederal navigation facilities.  
 Other Change: Deletes transitions from Jeffersonville Int.  
 \*400- $\frac{3}{4}$  with glide slope inoperative.

City, Louisville; State, Ky.; Airport Name, Standiford Field; Elev., 497'; Fac. Class., ILS; Ident., I-LKS; Procedure No. ILS-29, Amdt. 2; Eff. Date, 1 Sept. 62; Sup. Amdt. No. 1; Dated, 10 May 62

PROCEDURE CANCELLED, EFFECTIVE SEPTEMBER 1, 1962, OR UPON DECOMMISSIONING OF FACILITY.

City, Midland; State, Tex.; Airport Name, Midland-Air Terminal; Elev., 2867'; Fac. Class., ILS; Ident., I-MAF; Procedure No. ILS-4, Amdt. 12; Eff. Date, 30 June 62; Sup. Amdt. No. 11; Dated, 25 Nov. 61

PROCEDURE CANCELLED, EFFECTIVE SEPTEMBER 1, 1962, OR UPON DECOMMISSIONING OF FACILITY.

City, Midland; State, Tex.; Airport Name, Midland-Air Terminal; Elev., 2867'; Fac. Class., ILS; Ident., I-MAF; Procedure No. ILS-22, Amdt. 7; Eff. Date, 30 June 62; Sup. Amdt. No. 6; Dated, 12 May 62

MS LOM	Hopkins Int*	Direct	2500	T-dn	300-1	300-1	200- $\frac{1}{2}$
FCM-VOR	Hopkins Int*	Direct	2500	C-dn	500-1	500-1	500- $\frac{1}{2}$
MSP-VOR	Wayzata Int**	Direct	2500	S-dn-11R	400-1	400-1	400-1
Loretto Int	Wayzata Int*	Direct	2500	A-dn	800-2	800-2	800-2
Wayzata Int**	Hopkins Int* (Final)	Direct	2500				
Int FGT-VOR R-291 and MSP-VOR R-205.	Wayzata Int**	Direct	2500				

Radar transitions to final approach crs authorized according to approved patterns. Aircraft will be released for final approach without procedure turn on inbound final approach crs at least 2 miles NW of Hopkins Int.\*  
 Procedure turn S side of crs, 295° Outbnd, 115° Inbnd, 2500' within 10 mi of Hopkins Int.\*  
 No glide slope, outer or middle marker, and no approach lights.  
 Minimum altitude over Hopkins Int\* on final approach crs, 2500'; over Washburn Int#, 1600'.  
 Crs and distance, Hopkins Int\* to airport, 115°—0.6 mi.; Washburn Int# to airport, 115°—2.6 mi.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 6 miles after passing Hopkins Int\*, climb to 2200' on SE crs ILS within 10 miles of MS LOM or, when directed by ATC, make right climbing turn to 2300' and proceed to AP LOM.  
 NOTE: This procedure authorized only for aircraft equipped to receive VOR and ILS simultaneously, unless radar controller advises passing Hopkins Int\* and Washburn Int.#  
 \*Hopkins Int: Int NW crs ILS and FCM-VOR R-028.  
 \*\*Wayzata Int: Int NW crs ILS and MSP-VOR R-205.  
 #Washburn Int: Int NW crs ILS and FCM-VOR R-050.

City, Minneapolis; State, Minn.; Airport Name, Minneapolis-St. Paul International; Elev., 840'; Fac. Class., ILS; Ident., I-MSP; Procedure No. ILS-11R, Amdt. 8; Eff. Date, 1 Sept. 62; Sup. Amdt. No. 7; Dated, 23 June 62

Mobile VOR	LOM	Direct	1500	T-dn	300-1	300-1	200- $\frac{1}{2}$
Brookley RBN	LOM	Direct	1500	C-dn	400-1	500-1	500- $\frac{1}{2}$
				S-dn-14	*300- $\frac{3}{4}$	*300- $\frac{3}{4}$	*300- $\frac{3}{4}$
				A-dn	#600-2	#600-2	#600-2

Radar vectoring authorized in accordance with approved patterns.  
 Procedure turn W side NW crs, 320° Outbnd, 140° Inbnd, 1500' within 10 mi.  
 Minimum altitude at glide slope interception inbnd, 1500'.  
 Altitude of glide slope and distance to approach end of runway at OM, 1500'—4.5 mi; at MM, 424'—0.6 mi.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.5 miles after passing LOM, make right turn, climb to 1600' on 180° crs from LOM within 20 miles or, when directed by ATC, make right turn, proceed direct to MOB VOR climbing to 1400' and enter VOR holding pattern.  
 \*400- $\frac{3}{4}$  required when glide slope not utilized. No approach lights.  
 #All installed components of ILS must be operating otherwise alternate minima of 800-2 apply.

City, Mobile; State, Ala.; Airport Name, Bates Field; Elev., 217'; Fac. Class., ILS; Ident., I-MOB; Procedure No. ILS-14, Amdt. 11; Eff. Date, 1 Sept. 62; Sup. Amdt. No. 10; Dated, 7 May 60

ILS STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Nashville RBN	LOM	Direct	2500	T-dn	300-1	300-1	200-1/2
Nashville VOR	LOM	Direct	2500	C-dn	400-1	400-1	400-1/2
Knob Int	LOM	Direct	2500	S-dn-2L*	200-1/2	200-1/2	200-1/2
Franklin Int	LOM	Direct	2500	A-dn	600-2	600-2	600-2

Radar vectoring authorized in accordance with approved patterns.  
 Procedure turn E side S crs, 195° Outbd, 015° Inbd, 2500' within 10 miles.  
 Minimum altitude at glide slope interception inbd, 2100'.  
 Altitude of glide slope and distance to approach end of runway at OM, 2160'—5.1 mi; at M/M, 817'—0.6 mi.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished climb to 2000' on N crs ILS (015°) within 20 miles of airport, when directed by ATC, turn right, climb to 2500' on 065° mag. crs, from BA RBN within 20 miles.  
 \*400-3/4 required when glide slope not utilized.

City, Nashville; State, Tenn.; Airport Name, Nashville Municipal (Berry Field); Elev., 605'; Fac. Class., ILS; Ident., I-BNA; Procedure No. ILS-2L, Amdt. 12; Eff. Date, 1 Sept. 62; Sup. Amdt. No. 11; Dated, 9 Dec. 61

Ontario VOR	Riverside LFR or Edgemont Int	Direct	4200	T-dn	300-1	300-1	200-1/2
Edgemont Int	Colton RBN/Int	Direct	4200	C-dn	500-1	500-1	500-1/2
Riverside LFR	Colton RBN/Int	Direct	4200	S-dn-25*	300-1	300-1	300-1
Colton RBN/Int	LOM (Final)	Direct	2800	A-dn	800-2	800-2	800-2
Moreno Int	Colton RBN	Direct	4200				

Radar transitions and vectoring utilizing March Radar are authorized in accordance with approved radar patterns.  
 Procedure turn NA. Aircraft must be vectored to final approach by radar or proceed via the Colton RBN/Int in accordance with approved transitions.  
 Altitude and distance to approach end of runway at Colton RBN/Int, 4200'—11 mi; at OM, 2800'—6.2 mi; at Dixon Intersection# 1450'—3.6 miles.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished climb to 3000' on W crs within 14.0 miles of ILS LOM.  
 \*Localizer and LOM only in operation. Dixon Intersection# must be received or circling minimums apply.  
 #Dixon Intersection: Int ONT VOR R-010 and ONT ILS E course. Dual VHF equipment required.

City, Ontario; State, Calif.; Airport Name, Ontario International; Elev., 952'; Fac. Class., ILS; Ident., I-ONT; Procedure No. ILS-25, Amdt. 16; Eff. Date, 1 Sept. 62; Sup. Amdt. No. 15; Dated, 7 Apr. 62

PIA VOR	Oak Hill Int*	Direct	2000	T-dn	300-1	300-1	200-1/2
				C-dn	450-1	450-1	450-1/2
				S-dn-12	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn S side of NW crs PIA ILS, 303° Outbd, 123° Inbd, 2000' within 10 mi of Oak Hill Int.\*  
 Minimum altitude over Oak Hill Int\* on final approach crs, 1800'.  
 Crs and distance, Oak Hill Int\* to airport, 123°—4.0 mi.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.0 miles after passing Oak Hill Int, climb to 2000', proceed to PIA VOR or, when directed by ATC, climb to 2300' and proceed to Bradley Int.  
 NOTE: Procedure approved for dual omni equipped aircraft only (Back Course Approach).  
 \*Oak Hill Int: Int NW crs PIA ILS and R-001 PIA VOR.

City, Peoria; State, Ill.; Airport Name, Greater Peoria; Elev., 659'; Fac. Class., ILS; Ident., I-PIA; Procedure No. ILS-12, Amdt. 2; Eff. Date, 1 Sept. 62; Sup. Amdt. No. 1; Dated, 1 July 61

PIA VOR	LOM	Direct	2400	T-dn	300-1	300-1	200-1/2
Peoria Int	LOM	Direct	2400	C-dn	400-1	400-1	400-1/2
Mora Int	LOM	Direct	2400	S-dn-30	200-1/2	200-1/2	200-1/2
Mossville Int	LOM	Direct	2400	A-dn	600-2	600-2	600-2
Bradley Int	LOM	Direct	2400				

Procedure turn E side of SE crs, 123° Outbd, 303° Inbd, 2400' within 10 mi.  
 Minimum altitude at glide slope interception inbd, 2400'.  
 Altitude of glide slope and distance to appr. end of Runway 30 at LOM; 2332'—5.3 mi; at L/M, 883'—0.57 mi.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished climb to 2000' proceed to PIA-VOR, or when directed by ATC, climb to 2300' proceed to Bradley Int.

City, Peoria; State, Ill.; Airport Name, Greater Peoria; Elev., 659'; Fac. Class., ILS; Ident., I-PIA; Procedure No. ILS-30, Amdt. 2; Eff. Date, 1 Sept. 62; Sup. Amdt. No. 1; Dated, 7 Oct. 61

Woodland FM	SVY RBN	Direct	3200	T-dn**	300-1	300-1	200-1/2
Scappoose Int	SVY RBN (Final)	Direct	3000	C-dn%	700-1	700-1	700-1/2
UBG VOR	SVY RBN	Direct	3200	S-dn-10R#	300-3/4	300-3/4	300-3/4
Willamette FM	SVY RBN	Direct	3200	A-dn	700-2	700-2	700-2
PDX VOR	SVY RBN	Direct	3200				
PO-LFR	SVY RBN	Direct	3200				

RADAR transitions and vectoring using Portland Radar authorized in accordance with approved radar patterns.  
 Procedure turn S side of crs, 278° Outbd, 098° Inbd, 3200' within 10 mi of SVY-RBN. NA beyond 10 mi.  
 Minimum altitude at glide slope int inbd, 3000'.  
 Altitude of glide slope and distance to approach end of runway at SVY RBN, 3000'—9.4 mi; at OM, 1357'—3.9 mi; at M/M, 280'—0.6 mi.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished climb to 2100' on SE crs to Gresham Int or, when directed by ATC, proceed direct to PO-LFR or PDX-VOR, climbing to 3000'.  
 NOTE: Narrow localizer course—4°.

Other Change: Deletes transitions from La Center FM or Int, St. Helens Int, and N. Plains Int.  
 \*200-1/2 authorized Runways 10R/L and 28R/L only. 700-2 required on Runway 20.  
 #600-3/4 required when glide slope not used.  
 %CAUTION: 600' terrain 1.8 mi SE of airport.  
 \*\*Runway-visual range 2600' also authorized for takeoff on Runway 10R in lieu of 200-1/2 when 200-1/2 authorized; provided high intensity runway lights are operational.

City, Portland; State, Oreg.; Airport Name, Portland International; Elev., 23'; Fac. Class., ILS; Ident., I-PDX; Procedure No. ILS-10R, Amdt. 11; Eff. Date, 1 Sept. 62; Sup. Amdt. No. 10; Dated, 30 Sept. 61

RULES AND REGULATIONS

ILS STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
RDU LOM	RDU RBn	Direct	2000	T-dn	303-1	300-1	200-1/2
RDU VOR	RDU RBn	Direct	1800	C-dn	400-1	500-1	500-1 1/2
Wendell Int.	RDU RBn	Direct	1800	S-dn-23	400-1	400-1	400-1
Chapel Hill Int.	RDU RBn	Direct	1800	A-dn	800-2	800-2	800-2
Durham Int.	RDU RBn	Direct	1800				
Oxford Int.	RDU RBn	Direct	1800				
Franklinton Int.	RDU RBn	Direct	1800				
Zebulon Int.	RDU RBn	Direct	1800				

Radar vectoring authorized in accordance with approved patterns.  
 Procedure turn N side of crs, 049° Outbnd, 229° Inbnd, 1800' within 10 mi of Leesville LF Int.  
 Minimum altitude over facility on final approach crs, 1500'.  
 Crs and distance, facility to airport, 229°—3.9 mi.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.9 miles after passing RDU RBn, climb to 2000' on SW crs ILS (229°) within 20 miles, or when directed by ATC, turn right, climb to 2000' on R-309 RDU-VOR within 15 miles, or climb to 1800' returning direct to RDU RBn.

NOTES: Descent to 800' MSL NA unless RDU RBn is identified on final.  
 City, Raleigh; State, N.C.; Airport Name, Raleigh-Durham; Elev., 435'; Fac. Class., ILS; Ident., I-RDU; Procedure No. ILS-23, Amdt. 7; Eff. Date, 1 Sept. 62; Sup. Amdt. No. 6; Dated, 10 June 61

Mustang Int.	Sparks RBn	Direct	9000	T-dn#	800-1 1/2	800-1 1/2	800-1 1/2
Pyramid Int.	Sparks RBn	Direct	9000	C-dn	1000-2	1000-2	1000-2
Verdi Int.	Sparks RBn	Direct	10,000	S-dn-16*	1000-2	1000-2	1000-2
Wadsworth Int.	Sparks RBn	Direct	10,000	A-dn	1500-3	1500-3	1500-3
Steamboat Int.	Sparks RBn	Direct	9000				
RNO VOR	Sparks RBn	Direct	9000				
RO LFR	Sparks RBn	Direct	9000				
Truckee Int.	Sparks RBn	Direct	10,000				
Washoe Int.	Sparks RBn	Direct	10,000				

Procedure turn W side crs, 342° Outbnd, 162° Inbnd, 9000' within 10 mi Sparks RBn. NA beyond 10 mi.  
 Minimum altitude over facilities and intersection, and distance to approach end Runway 16 on final approach: Sparks RBn, 8000'—11.1 mi; Int N crs ILS and RNO-VOR R-306, 7150'—8.4 mi; OM, 6300'—5.8 mi; MM/LFR, 5400'—2.3 mi.  
 If visual contact not established at the MM/LFR, climb to 6000' on S crs ILS within 5 miles MM/LFR, then right climbing turn and return to MM/LFR. Shuttle climb to 9000' on N crs ILS between MM/LFR and Sparks RBn (all shuttle turns East side N crs ILS) or, when directed by ATC, climb on S crs ILS to cross Steamboat Int at 8000' or above, continue climb to 9000' within 15 miles of MM/LFR, turn left and return to VOR at 9000'.  
 CAUTION: All provisions of this procedure must be strictly adhered to. Precipitous terrain all quadrants. Do not proceed beyond the MM/LFR on final approach unless landing is assured.

AIR CARRIER NOTE: No reductions in visibility minimums authorized.  
 #Authorized for Runways 16, 34, and 25. All other runways require 1000-2.  
 \*No approach lights or glide slope. All other components of ILS are required for this procedure, except that the Int of the N crs ILS and RNO-VOR R-314 may be substituted for the Sparks RBn for aircraft equipped to receive ILS and VOR simultaneously.  
 City, Reno; State, Nev.; Airport Name, Municipal; Elev., 4411'; Fac. Class., ILS; Ident., I-RNO; Procedure No. ILS-16, Amdt. 5; Eff. Date, 1 Sept. 62; Sup. Amdt. No. 4; Dated, 9 Dec. 61

MIP-VOR	Picture Rocks Int.#	Direct	3700	T-dn	800-1	800-1	800-1
IPT-VOR	Picture Rocks Int.#	Direct	3700	C-dn	900-2	900-2	900-2
				S-dn-27*	800-2	800-2	800-2
				A-d	1500-2	1500-2	1500-2
				A-n	1500-3	1500-3	1500-3

Procedure turn S side of crs, 086° Outbnd, 266° Inbnd, 3700' within 10 miles of Picture Rock Int#. Nonstandard due to higher terrain north of ILS course.  
 Minimum altitude over facility on final approach crs, 3600'.  
 Altitude at glide slope and distance to approach end of runway at OM, 1809'—3.8 mi; at MM, 766'—0.6 mi.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.8 mi after passing outer marker or 9.4 miles after passing Picture Rocks Int, make immediate right (north) climbing turn to 4000', proceed direct to IPT-VOR. Hold IPT-VOR 1-minute left turn, Inbnd crs, 136° or, when directed by ATC, make a right (northwest) climbing turn to 4000' to intercept the MIP-VOR R-325, proceed to Trout Run Int. Hold West Trout Run Int 1-minute right turns inbound course 110°.  
 CAUTION: 2000' ridge approx. 2.0 miles south of airport. All circling approaches are prohibited in the area south of Runway 9-27.  
 AIR CARRIER NOTE: Sliding scale not authorized for takeoffs and landings. Runway 15-33 closed to Air Carrier Operations.  
 \*900-2 required with glide slope inoperative.  
 #Picture Rocks Int: IPT-VOR R-151 and IPT East ILS crs, or MIP-VOR R-002.

City, Williamsport; State, Pa.; Airport Name, Lycoming County; Elev., 528'; Fac. Class., ILS; Ident., I-IPT; Procedure No. ILS-27, Amdt. 1; Eff. Date, 1 Sept. 62; Sup. Amdt. No. Orig.; Dated, 10 Mar. 62

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

RADAR STANDARD INSTRUMENT APPROACH PROCEDURE

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

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

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
					Precision approach		
				S-dn 9.....	200-1/2	200-1/2	200-1/2
				A-dn 9.....	600-2	600-2	600-2
					Surveillance approach		
				T-dn.....	300-1	300-1	200-1/2
				C-dn*.....	400-1	400-1	600-1/2
				C-dn-15.....	500-1	500-1	600-1/2
				S-dn*.....	400-1	400-1	400-1
				S-dn-15.....	500-1	500-1	700-1
				A-dn.....	800-2	800-2	800-2

Radar vectoring authorized in accordance with approved patterns.

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

9 and 3: climb to 3000' and proceed to Conyers Int. via E crs ILS or, when directed by ATC, climb to 3000' on 056° mag brng from ATL RBN within 20 miles.

15: climb to 2200', turn right and proceed to ATL VOR or, when directed by ATC, climb to 2200' on 145° mag brng from ATL RBN within 20 miles.

27 and 33: climb to 3000' and proceed to Chattahoochee Int. via W crs ILS or, when directed by ATC, turn left, climb to 3000' on 231° mag brng from ATL RBN within 20 miles.

\*Runways 27, 33, 3, and 9.

City, Atlanta; State, Ga.; Airport Name, Atlanta; Elev., 1024'; Fac. Class. and Ident., Atlanta Radar; Procedure No. 1, Amdt. 5; Eff. Date, 1 Sept. 62; Sup. Amdt. No. 4; Dated, 4 Jan. 58

0°-----	360°-----	Within 30 mi.-----	3000		Precision approach		
				S-dn-5L*.....	200-1/2	200-1/2	200-1/2
				A-dn.....	600-2	600-2	600-2
					Surveillance approach		
				T-dn@.....	300-1	300-1	200-1/2
				C/S-dn-all.....	400-1	400-1	600-1/2
				A-dn.....	800-2	800-2	800-2

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished R/W 9 make left climbing turn to 3000' on STG R-360 intercept and proceed Outbnd on CXR R-281 to Crib Int. Hold E 1 minute, left turns.

All other runways, make climbing turn to 3000', direct to CLE VOR.

CAUTION: TV towers approximately 1970' approximately 6 mi ESE of airport.

\*Runway Visual Range 2600' also authorized for landing on Runway 5L; providing all components of the PAR, high intensity runway lights, condenser discharge flashers, middle and outer compass locators, and all related airborne equipment are operating satisfactorily. Descent below 989' msl shall not be made unless visual contact with approach lights has been established or the aircraft is clear of clouds.

@ Runway Visual Range 2600' also authorized for takeoff on Runway 5L when 200-1/2 is authorized, providing high intensity runway lights are operational.

City, Cleveland; State, Ohio; Airport Name, Cleveland-Hopkins; Elev., 789'; Fac. Class. and Ident., Cleveland Radar; Procedure No. 1, Amdt. 9; Eff. Date, 1 Sept. 62; Sup. Amdt. No. 8; Dated, 26 May 62

000°-----	200°-----	Within 30 mi.-----	5000		Surveillance approach		
200°-----	360°-----	Within 30 mi.-----	4000	T-dn#.....	300-1	300-1	200-1/2
				C-dn*.....	400-1	400-1	600-1/2
				S-dn-23.....	400-1	400-1	400-1
				A-dn.....	800-2	800-2	800-2

Radar transitions and vectoring using OAK Radar via approved patterns authorized.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished climb to 1500' direct to OAK VOR then to 2000' on the R-300 in a 1-minute holding pattern (120° Inbnd, 300° Outbnd) right turns or when directed by ATC proceed direct to the INB LOM climbing to 2000' in a 1-minute holding pattern (293° Inbnd, 113° Outbnd) right turns.

\*All maneuvering will be accomplished south of the Hayward Airport.

#600-2 required for takeoff Runway 4.

City, Hayward; State, Calif.; Airport Name, Hayward Municipal; Elev., 47'; Fac. Class., OAK; Ident., Radar; Procedure No. 1, Amdt. Orig.; Eff. Date, 1 Sept. 62

These procedures shall become effective on the dates specified therein.

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

Issued in Washington, D.C., on July 27, 1962.

G. S. MOORE,

Acting Director, Flight Standards Service.

[F.R. Doc. 62-7575; Filed, Aug. 22, 1962; 8:57 a.m.]

PART 609—STANDARD INSTRUMENT APPROACH PROCEDURES

Miscellaneous Amendments

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

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

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

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

LFR STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet, MSL. 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	
Gage VOR	GA-LFR	Direct	3600	T-dn C-dn A-dn	300-1 500-1 800-2		

Procedure turn N side of crs 044° Outbd, 224° Inbd, 3400' within 10 miles.

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

Crs and distance, facility to airport, 220°-1.7 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 1.7 miles after passing LFR, climb to 3800' on SW crs within 20 miles.

City, Gage; State, Okla.; Airport Name, Municipal; Elev., 2223'; Fac. Class., SBRAZ; Ident., GA; Procedure No. 1, Amdt. Orig.; Eff. Date, 8 Sept. 62

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

ADF STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. 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	
AC-LFR	LOM	Direct	1500	T-dn	300-1	300-1	200-1/2
Delta Island Int.	LOM	Direct	1500	C-dn	600-1	600-1	600-1 1/2
Susitna Int.	LOM	Direct	1500	S-dn-6	500-1	500-1	500-1
Turnagain Int.	LOM	Direct	1500	A-dn	800-2	800-2	800-2
If radar tracking established and approach lights operative, the following minimums apply:							
				S-dn-6*	400-1	400-1	400-1

Radar transition to final approach course authorized. Radar transitions and vectoring using Anchorage Radar authorized in accordance with approved radar patterns.

Procedure turn S side of W crs, 244° Outbd, 064° Inbd, 1500' within 10 miles of LOM.

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

Crs and distance, facility to airport, 064°-4.4 mile.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished at # 1.7 mile radar fix, climb to 1500' on SW crs (183°) AC-LFR within 20 miles or, when directed by ATC, (1) climb to 1500' on W crs (244°) within 20 miles of LOM; (2) climb to 1500' on NW crs AC-LFR (305°) to hold at Susitna Int.

CAUTION: Terrain 373' msl 1.6 miles SW of airport and 1.6 miles S of approach to Runway 6. 309' msl 0.8 mile SSW MM and 320' msl 1.0 mile SSW MM.

\*Positive radar fix at 1.7 miles, and approach lights in sight at radar fix required.

#If radar tracking not established, or approach lights inoperative, missed approach will be initiated 4.4 miles after passing LOM.

City, Anchorage; State, Alaska; Airport Name, International; Elev., 124'; Fac. Class., LOM; Ident., AN; Procedure No. 1, Amdt. 11; Eff. Date, 8 Sept. 62; Sup. Amdt. No. 10; Dated, 20 Jan. 62

Park City FM	LOM	Direct	5300	T-dn	300-1	300-1	200-1/2
BIL-VOR	LOM	Direct	5300	C-dn	400-1	500-1	500-1 1/2
BIL-RBn	LOM	Direct	5300	S-dn-9	400-1	400-1	400-1
Musselshell Int.	LOM	Direct	6000	A-dn	800-2	800-2	800-2
Lavina FM	LOM	Direct	6000				
Ryegate Int.	LOM	Direct	5300				
Rapeljo Int.	LOM	Direct	5300				

Procedure turn S side of crs, 275° Outbd, 095° Inbd, 5300' within 10 miles.

Minimum altitude over facility on final approach crs, 4800'.

Crs and distance, facility to airport, 095°-4.0 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.0 miles after passing LOM, climb to 5300' on bearing of 055° from BIL RBn within 15 miles, or when directed by ATC, climb to 5300' on R-055 BIL VOR within 20 miles.

CAUTION: 4249' MSL tower 3.0 miles SE of airport.

NOTE: Standard terrain clearance not provided on final approach. Terrain 3805' MSL at BIL VOR.

\*300-1 required for takeoff all runways except 9-27.

City, Billings; State, Mont.; Airport Name, Logan Field; Elev., 3600'; Fac. Class., LOM; Ident., BI; Procedure No. 1, Amdt. 4; Eff. Date, 8 Sept. 62; Sup. Amdt. No. 3, ADF portion comb. ADF and ILS; Dated, 7 Dec. 57

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	
Eagle FM.....	LOM (Final).....	Direct.....	4100	T-dn.....	300-1	300-1	200-1 1/2
Boise LFR.....	LOM.....	Direct.....	4100	C-dn.....	400-1	500-1	500-1 1/2
Parma Int.....	LOM (Final).....	Direct.....	3900	S-dn-10R-L.....	400-1	400-1	400-1
				A-dn.....	800-2	800-2	800-2

Procedure turn W side NW crs, 276° Outbnd, 096° Inbnd, 4100' within 10 miles.  
 Minimum altitude at LOM inbnd final 3900'.  
 Crs and distance, facility to airport 097°—3.8 mi.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.8 miles after passing LOM, turn right, climb to 4000' NW of BO LOM on 096° M Inbnd bearing within 10 miles, or when directed by ATC, turn right, climb to 4000' on R-272 of VOR within 10 miles.  
 Parma Int: BOI 276R and 320° M brng to ONO RBn.  
 City, Boise; State, Idaho; Airport Name, Boise Air Terminal; Elev., 2058'; Fac. Class., LOM; Ident., BO; Procedure No. 1, Amdt. 12; Eff. Date, 8 Sept. 62; Sup. Amdt. No. 11; Dated, 30 Sept. 61

BRO-VOR.....	LOM.....	Direct.....	1600	T-dn.....	300-1	300-1	200-1 1/2
BRO-RBn.....	LOM.....	Direct.....	1600	C-dn.....	500-1	500-1	500-1 1/2
				S-dn-17.....	500-1	500-1	500-1
				A-dn.....	800-2	800-2	800-2

Procedure turn W side of crs, 353° Outbnd, 173° Inbnd, 1600' within 10 miles. Beyond 10 mi NA.  
 Minimum altitude over facility on final approach crs, 1000'.  
 Crs and distance, facility to airport, 173°—3.8 mi.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.8 miles, turn left, climb to 1600' on BRO-VOR R-062 within 20 miles or, when directed by ATC, climb to 1200' on brng 173° from LOM within 4.5 miles.  
 CAUTION: 156' water tank 0.5 mile W of airport.  
 City, Brownsville; State, Tex.; Airport Name, Rio Grande Valley International; Elev., 22'; Fac. Class., LOM; Ident., BR; Procedure No. 1, Amdt. 16; Eff. Date, 8 Sept. 62; Sup. Amdt. No. 15; Dated, 25 Nov. 61

Brownsville VOR.....	BRO RBn.....	Direct.....	1600	T-dn.....	300-1	300-1	200-1 1/2
				C-dn.....	400-1	500-1	500-1 1/2
				S-dn-17R.....	400-1	400-1	400-1
				A-dn.....	800-2	800-2	800-2

Procedure turn W side of crs, 335° Outbnd, 155° Inbnd, 1600' within 10 miles.  
 Minimum altitude over facility on final approach crs, 700'.  
 Crs and distance, facility to airport, 155°—2 mi.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 2.0 miles, turn left, climb to 1000' on BRO RBn brng 065° within 20 miles.  
 CAUTION: 156' water tank 0.5 mile W of airport.  
 City, Brownsville; State, Tex.; Airport Name, Rio Grande Valley International; Elev., 22'; Fac. Class., SABH; Ident., BRO; Procedure No. 2, Amdt. 1; Eff. Date, 8 Sept. 62; Supt. Amdt. No. Orig.; Dated, 6 Jan. 62

CRP VOR.....	LOM.....	Direct.....	1400	T-dn.....	300-1	300-1	200-1 1/2
CRP RBn.....	LOM.....	Direct.....	1400	C-dn.....	400-1	500-1	500-1 1/2
Robstown Int.....	LOM.....	Direct.....	1800	S-dn-13°.....	400-1	400-1	400-1
Sinton Int.....	San Pat Int%.....	Via R-040 ALI-VOR.....	1400	A-dn.....	800-2	800-2	800-2
San Pat Int%.....	LOM (Final).....	Direct.....	1400				

Radar coverage extends from the radar site clockwise between the 230° to the 030° bearings.  
 Radar terminal transition altitude 1500' within 20 miles. 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 tower 792' msl 6 miles W of airport.  
 Procedure turn W side of crs, 307° Outbnd, 127° Inbnd, 1800' within 10 miles. Beyond 10 miles NA.  
 Minimum altitude over facility on final approach crs, 1400'.  
 Crs and distance, facility to airport, 127°—4.8 mi; Tank Fix# to airport, 127°—1.6 mi.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.8 miles, turn left, climb to 1500' direct to CRP-VOR and proceed outbound on R-045 within 20 miles or, when directed by ATC, turn right, climb to 1800' on CRP-VOR R-227 within 20 miles.  
 \*Aircraft must be equipped with operating ADF and VOR receivers and Tank Fix received; if Tank Fix not received, ceiling minimum is 600'.  
 #Tank Fix: Brng 127° from LOM and CRP-VOR R-210.  
 %San Pat Int: Int ALI-VOR R-040 and 127° brng to the LOM, or CRP ILS NW crs.  
 City, Corpus Christi; State, Tex.; Airport Name, International; Elev., 44'; Fac. Class., LOM; Ident., CR; Procedure No. 1, Amdt. 8; Eff. Date, 8 Sept. 62; Sup. Amdt. No. 7; Dated, 26 May 62

CRP VOR.....	CRP RBn.....	Direct.....	1400	T-dn.....	300-1	300-1	200-1 1/2
				C-dn.....	500-1	500-1	500-1 1/2
				A-dn.....	800-2	800-2	800-2

Radar coverage extends from the radar site clockwise between the 230° to the 030° bearings.  
 Radar terminal transition altitude 1500' within 20 miles. 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 tower 792' msl 6 miles W of airport.  
 Procedure turn N side of crs, 039° Outbnd, 219° Inbnd, 1400' within 10 miles.  
 Minimum altitude over facility on final approach crs, 1000'.  
 Crs and distance, facility to airport, 219°—2.2 mi.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 2.2 miles, turn left, climb to 1400' on the 039° brng from CRP RBn within 20 miles or, when directed by ATC, turn right and climb to 1800' on brng 231° within 20 miles.  
 City, Corpus Christi; State, Tex.; Airport Name, International; Elev., 44'; Fac. Class., BH; Ident., CRP; Procedure No. 2, Amdt. 2; Eff. Date, 8 Sept. 62; Sup. Amdt. No. 1; Dated, 5 May 62

PROCEDURE CANCELLED, EFFECTIVE SEPTEMBER 8, 1962.  
 City, Juneau; State, Alaska; Airport Name, Juneau; Elev., 26'; Fac. Class., HW-FM; Ident., SSR; Procedure No. 1, Amdt. 4; Eff. Date, 3 Dec. 60; Sup. Amdt. No. 3; Dated, 19 May 55

PROCEDURE CANCELLED, EFFECTIVE SEPTEMBER 8, 1962.  
 City, Juneau; State, Alaska; Airport Name, Juneau; Elev., 26'; Fac. Class., SBRAZ HW-FM; Ident., GST SSR; Procedure No. 2, Amdt. 3; Eff. Date, 12 July 58; Sup. Amdt. No. 2; Dated, 19 May 55

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	
Tenakee Int.	SSR RBN	Direct	6000	T-d**	1000-2	1000-2	100-2
Ancon Int.	SSR RBN	Direct	3000	T-n	NA	NA	NA
Gustavus LFR	SSR RBN	Direct	3600	C-d	1000-3	1000-3	1000-3
Knobb Int#	SSR RBN	Direct	2800	C-n	NA	NA	NA
Knobb Int#	SSR RBN (Final)*	Direct	*1000	A-d	1500-3	1500-3	1500-3
				A-n	NA	NA	NA
Mins for air carriers holding authorization at Juneau Airport:							
				T-d	700-2	800-2	800-2
				T-n-25	800-2	800-2	800-2
				T-n-07	2000-5	2000-5	2000-5

Procedure turn S side of crs 275° Outbnd, 095° inbnd, 2800' within 10 miles. Beyond 10 miles NA.  
 Minimum altitude over facility on final approach crs, 1000'.  
 Crs and distance, facility to breakoff point, 050°—6.0 mi. Breakoff point to airport 029°—18 mi.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 6 miles SSR RBN make right climbing turn, proceed direct to SSR RBN, continue climb to 4500' on crs 275° from SSR RBN within 20 miles.  
 AIR CARRIER NOTES: (a) Sliding scale NA, (b) Night takeoff Runway 07 NA unless lights on Vanderbilt Hill visible from takeoff position.  
 CAUTION: Mountainous terrain all quadrants. 3475' terrain 14 mi ENE SSR VOR on R-050. 2050' hill on direct course from breakoff point to airport.  
 \*Descent to authorized minimum NA unless Pleasant Island FM and Knobb Int both identified and passed on final.  
 \*\*When departing Runway 07 maintain visual flight until over airport westbound on crs.  
 #Visual Flight and 1000-3 weather minimums required from breakoff point to Juneau Airport. Shuttle below 3900' NA. This procedure predicated on Juneau Airport Weather. Utilize Gustavus altimeter setting on approach.

City, Juneau; State, Alaska; Airport Name, Juneau; Elev., 28'; Fac. Class., HW; Ident., SSR; Procedure No. 1, Amdt. Orig.; Eff. Date, 8 Sept. 62

BSY-VOR	LOM	Direct	1400	T-dn	300-1	300-1	200-1/2
Causeway Int* (Final)	LOM	Direct	1300	C-dn	500-1	500-1	500-1 1/2
				S-dn-27L	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Radar vectoring authorized in accordance with approved patterns.  
 Procedure turn S side of crs, 038° Outbnd, 266° Inbnd, 1400' within 10 miles.  
 Minimum altitude over facility on final approach crs 1300'.  
 Crs and distance, facility to airport, 266°—4.5 mi.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.5 miles after passing LOM, climb to 1300' on a crs of 266° within 20 miles.  
 NOTE: Causeway Int\* may be used in lieu of procedure turn when authorized by Miami approach control.  
 \*Causeway Int: Int BSY-VOR R-020 and E crs of MIA-ILS LCLZR.

City, Miami; State, Fla.; Airport Name, International; Elev., 9'; Fac. Class., LOM; Ident., MI; Procedure No. 1, Amdt. Orig.; Eff. Date, 8 Sept. 62 or on completion of facility

OAK-VOR	OAK RBN	Direct	2500	T-dn#	300-1	300-1	200-1/2
Hayward RBN	OAK RBN	Direct	3000	C-dn	600-1	700-1	700-1 1/2
				A-dn	800-2	800-2	800-2

Radar transitions and vectoring using Oakland Radar authorized in accordance with approved radar patterns.  
 Procedure turn NA. All maneuvering and descent below 3000' shall be accomplished in the Oakland "H" holding pattern, 124° Outbnd, 304° Inbnd, right turns, 1-minute, minimum altitude 1800'. Further descent to airport minimums authorized when established on final approach crs inbnd.  
 Final approach crs inbnd, 304°.  
 Facility on airport.  
 Minimum altitude over facility on final approach crs inbnd, 600'.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile, climb to 2000' in a 1-minute right turn holding pattern NW of OAK RBN (124° brng inbnd, 304° brng outbnd), all turns W side of crs. Missed or discontinued approaches must not cross OAK RBN above 1500'.  
 CAUTION: Terrain 500' to 1000' msl 6 miles NE and paralleling final approach crs inbnd.  
 NOTE: Aircraft may not proceed SE of FRX FM/HW while holding in the Oakland RBN holding pattern or commencing descent to final approach inbnd.  
 #300-1 required for takeoff on Runway 33.

City, Oakland; State, Calif.; Airport Name, Metropolitan Oakland International; Elev., 5'; Fac. Class., SABH; Ident., OAK; Procedure No. 1, Amdt. 1; Eff. Date, 8 Sept. 62; Sup. Amdt. No. Orig.; Dated 14 Apr. 62

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

Procedure turn\* E or N side of crs, 058° Outbnd, 238° Inbnd, 1500' within 10 miles.  
 Minimum altitude over facility on final approach course, 800'.  
 Crs and distance, facility to airport, 238°—2.4 mi.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 2.4 miles after passing RBN, make climbing right turn to 1500', returning to RBN. Hold 1-minute, right turns, inbnd, crs 238°.  
 \*Non-standard to provide improved lateral separation with Willow Grove, Pa., and McGuire AFB. The direction of procedure turn to be specified during approach clearance.

City, Philadelphia; State, Pa.; Airport Name, North Philadelphia; Elev., 120'; Fac. Class., MHW; Ident., PF; Procedure No. 1, Amdt. Orig.; Eff. Date, 8 Sept. 62

Spring Int	Clinton RBN (Final)	Direct	2000	T-dn	300-1	300-1	200-1/2
Imperial VOR	Clinton RBN	Direct	3000	C-dn	500-1	500-1	500-1 1/2
Ellwood City VOR	Spring Int	Direct	3000	S-dn-10	500-1	500-1	500-1
Wheeling VOR	Spring Int	Direct	3000	A-dn	800-2	800-2	800-2
Pittsburgh VOR	Spring Int	Direct	3000				

Radar vectoring authorized in accordance with approved radar patterns.  
 Procedure turn S side of VV crs, 277° Outbnd, 097° Inbnd, 3000' within 10 miles of Clinton RBN.  
 Minimum altitude over facility on final approach crs, 2000'.  
 Crs and distance, facility to airport, 097°—4.0 mi.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.0 miles after passing Clinton RBN, climb to 3000' on 097° crs to GP LOM. Hold E right turns, 1-minute pattern, 277° inbnd.  
 NOTE: Radar may be used to position aircraft to final approach crs inbd within 10 miles of Clinton RBN with the elimination of a procedure turn.

City, Pittsburgh; State, Pa.; Airport Name, Greater Pittsburgh; Elev., 1168'; Fac. Class., MHW; Ident., GHW; Procedure No. 2, Amdt. 5; Eff. Date, 8 Sept. 62; Sup. Amdt. No. 4; Dated, 20 Jan. 62

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	
Quincy, Ill., VOR.....	LOM.....	Direct.....	1900	T-dn..... C-dn..... S-dn..... A-dn.....	300-1 400-1 400-1 800-2	300-1 500-1 400-1 800-2	200-1 1/2 500-1 1/2 400-1 800-2

Procedure turn W side of crs 214° Outbnd, 034° Inbnd, 1900' within 10 miles.  
 Minimum altitude over facility on final approach course, 1900'.  
 Crs and distance, facility to airport, 034°—3.8 miles.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.8 miles after passing LOM, climb to 1900' on NE crs ILS (034°) within 20 miles.  
 CAUTION: 1560' MSL tower 6.0 miles WNW of airport.  
 City, Quincy; State, Ill.; Airport Name, Quincy-Baldwin Municipal Field; Elev., 769'; Fac. Class., LOM; Ident., UI; Procedure No. 1, Amdt. 3; Eff. Date, 8 Sept. 62; Sup. Amdt. No. 2 (ADF portion comb. ADF and ILS); Dated, 1 May 63

Spartanburg VOR.....	Spartanburg RBn.....	Direct.....	2300	T-dn..... C-dn..... A-dn.....	300-1 400-1 800-1	300-1 500-1 800-1	200-1 1/2 500-1 1/2 800-2
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Procedure turn S side of crs 238° Outbnd, 068° Inbnd, 2100' within 10 miles.  
 Minimum altitude over facility on final approach crs, 1500'.  
 Crs and distance, facility to airport, 068°—1.2 mi.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 1.2 miles after passing RBn, climb to 2300' on 068° mag brng from RBn within 20 miles or, when directed by ATC, turn left, climb to 3000', proceed direct to SPA VOR. Hold N R-015, 1-minute, right turns.  
 CAUTION: Tower 1051' MSL located 3.4 miles SW of airport.  
 City, Spartanburg; State, S.C.; Airport Name, Municipal; Elev., 816'; Fac. Class., SABH; Ident., SG; Procedure No. 2, Amdt. Orig.; Eff. Date, 8 Sept. 62

Int S Crs POU LFR and 162° brng to LOM.	LOM.....	Direct.....	2000	T-dn.....	300-1	300-1	200-1 1/2
New Rochelle RBn.....	LOM.....	Direct.....	2000	C-dn.....	500-1	500-1	500-1 1/2
Patterson RBn.....	LOM.....	Direct.....	2000	S-dn-16.....	500-1	500-1	500-1
Wilton VOR.....	LOM.....	Direct.....	2000	A-dn.....	800-2	800-2	800-2

Procedure turn E side crs 342° Outbnd, 162° Inbnd, 2000' within 10 miles (nonstandard due to traffic).  
 Minimum altitude over facility on final approach course, 2000'.  
 Crs and distance, facility to airport, 162°—4.9 mi.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.9 miles after passing LOM, make left climbing turn to 2000' and return to LOM. Hold NW left turns 1 minute, 162° Inbnd. When requested by ATC, make left climbing turn to 2000' to Wilton VOR on crs 060°. Hold E right turns 1 minute, 252° Inbnd.  
 CAUTION: Standard clearance not provided over tower 1070' MSL, 17.6 miles NW of airport, and tank 726' MSL 4.6 miles N of airport.  
 City, White Plains; State, N.Y.; Airport Name, Westchester Co.; Elev., 441'; Fac. Class., LOM; Ident., HF; Procedure No. 1, Amdt. Orig.; Eff. Date, 8 Sept. 62; Sup. Amdt. No. 7 (ADF Portion Comb. ADF-ILS); Dated, 7 May 64

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

VOR STANDARD INSTRUMENT APPROACH PROCEDURE

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

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
BIL RBn.....	VOR.....	Direct.....	5300	T-dn.....	300-1	300-1	*200-1 1/2
Park City FM.....	BIL-VOR.....	Direct.....	5300	C-dn.....	400-1	500-1	500-1 1/2
Ryegate Int.....	VOR.....	Direct.....	5300	S-dn-9.....	400-1	400-1	400-1
Rapelje Int.....	VOR.....	Direct.....	5300	A-dn.....	800-2	800-2	800-2

Procedure turn S side of crs, 250° Outbnd, 070° Inbnd, 5300' within 10 miles.  
 Minimum altitude over facility on final approach crs, 4700'.  
 Crs and distance, facility to airport, 070°—3.3 mi.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.3 miles after passing VOR, climb to 5300' on the 075 R within 20 miles.  
 CAUTION: 4249' MSL tower 3.0 miles SE of airport.  
 NOTE: Standard terrain clearance not provided on final approach. Terrain 3805' MSL at BIL VOR.  
 \*300-1 required for takeoff all runways except 9-27.  
 City, Billings; State, Mont.; Airport Name, Logan Field; Elev., 3606'; Fac. Class., BVORTAC; Ident., BIL; Procedure No. 1, Amdt. 6; Eff. Date, 8 Sept 62; Sup. Amdt. No. 6; Dated, 7 Sept 57

				T-dn.....	300-1	300-1	200-1 1/2
				C-d.....	700-1	700-1	700-1 1/2
				C-n.....	700-2	700-2	700-2
				A-dn.....	800-2	800-2	800-2

Procedure turn N side of crs, 103° Outbnd, 288° Inbnd, 2300' within 10 miles.  
 Crs and distance, facility to airport, 288°—9.6 mi.  
 Minimum altitude over facility on final approach crs, 2300'.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 9.6 miles, make left climbing turn to 2300' and return to BRL-VOR.  
 CAUTION: 1008' MSL radio tower 2 miles NW of airport.  
 City, Burlington; State, Iowa; Airport Name, Burlington; Elev., 688'; Fac. Class., BVOR; Ident., BRL; Procedure No. 1, Amdt. Orig.; Eff. Date, 8 Sept. 62; Sup. Amdt. No. 1; Dated, 1 April 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	
CRP RBN	CRP VOR	Direct	2000	T-dn	300-1	300-1	200-1/2
Taft VHF Int#	CRP VOR (Final)	Direct	1500	C-dn	700-1	700-1	700-1 1/2
				S-dn	700-1	700-1	700-1
				A-dn	800-2	800-2	800-2

Radar terminal transition altitude 1500' within 20 miles. 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 tower 792' msl 6 miles W of airport.  
 Radar coverage extends from radar site clockwise between the 230° to the 030° bearings.  
 Procedure turn W side of crs, 011° Outbnd, 191° Inbnd, 2000' within 10 miles.  
 Minimum altitude over facility on final approach crs, 1500'.  
 Crs and distance, facility to airport, 191°—7.9 mi.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 7.9 miles, turn left, climb to 1500' on R-045 within 20 miles or, when directed by ATC, turn right, climb to 1800' on R-227 CRP-VOR within 20 miles.  
 #Taft VHF Int: Int CRP-VOR R-030 and NGP-VOR R-340.

City, Corpus Christi; State, Tex.; Airport Name, International; Elev., 44'; Fac. Class., BVORTAC; Ident., CRP; Procedure No. 1, Amdt. 7; Eff. Date, 8 Sept. 62; Sup. Amdt. No. 6; Dated, 7 July 62

Tenakee Int	SSR VOR	Direct	6000	T-d**	1000-2	1002-2	1000-2
Ancon Int	Knob Int	Direct	3000	T-n	NA	NA	NA
Gustavus LFR	Knob Int	Direct	3600	C-d	1000-2	1000-3	1000-3
Knob Int#	SSS VOR	Direct	2800	A-d	1500-3	1500-3	1500-3
Knob Int#	SSR VOR (Final)*	Direct	*1000	C-n	NA	NA	NA
				A-n	NA	NA	NA
				Minimums for air carriers holding authorization at Juneau Airport:			
				T-d	700-2	800-2	800-2
				T-n-25	800-2	800-2	800-2
				T-n-07	2000-5	2000-5	2000-5

Procedure turn S side of crs, 275° Outbnd, 095° Inbnd, 2300' within 10 miles. Beyond 10 miles NA.  
 Minimum altitude over facility on final approach crs 1000'.  
 Crs and distance, facility to breakoff point, 050°—6.0 mi. Breakoff point to airport 029°—18 mi.  
 If visual contact not established upon descent to authorized landing minimums within 6.0 miles of SSR VOR make right climbing turn proceed direct to SSR VOR, continue climb to 4500' on R-275 within 20 miles.  
**CAUTION:** Mountainous terrain all quadrants. 3475' terrain 14 mi ENE SSR VOR on R-050. 2050' hill on direct course from breakoff point to airport.  
**AIR CARRIER NOTES:** (a) Sliding scale NA. (b) Night takeoff Runway 07 NA unless lights on Vanderbilt Hill visible from takeoff position.  
 \*Descent to authorized minimum NA unless Pleasant Island FM and Knobb Int both identified and passed on final.  
 #When departing Runway 07 maintain visual flight until over airport westbound on course.  
 #Knob Int: Int SSR-VOR R-275 and 125° brng from GST-LFR.  
 #Visual Flight and 1000-3 weather minimums required from breakoff point to Juneau Airport. Shuttle below 3900' NA. This procedure predicated on Juneau Airport weather. Utilize Gustavus altimeter setting on approach.

City, Juneau; State, Alaska; Airport Name, Juneau; Elev., 26'; Fac. Class., BVOR; Ident., SSR; Procedure No. 1, Amdt. Orig.; Eff. Date, 8 Sept. 62

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

Radar vectoring authorized in accordance with approved patterns.  
 Procedure turn S side of crs, 309° Outbnd, 129° Inbnd, 2000' within 10 miles.  
 Minimum altitude over facility on final approach crs, 1100'.  
 Crs and distance, facility to airport, 129°—3.2 mi.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.2 miles after passing MEI-VOR, turn right, climb to 2000' on R-170 within 20 miles.  
**AIR CARRIER NOTE:** Takeoffs with less than 200-1/2 NA Runways 4-22.  
**CAUTION:** Trees 600' MSL 2 miles E of airport. 1000' tower 2.5 miles E of airport. 880' tower 4.2 miles SE of airport.

City, Meridian; State, Miss.; Airport Name, Key Field; Elev., 297'; Fac. Class., BVORTAC; Ident., MEI; Procedure No. 1, Amdt. 4; Eff. Date, 8 Sept. 62; Sup. Amdt. No. 3; Dated, 24 Mar. 62

Robles Int	TUS RBN/Z (Final)	Direct	5000	T-dn	300-1	300-1	200-1/2
TUS RBN/Z	Mission FM (Final)	Direct	4200	C-dn	500-1	500-1	500-1 1/2
				A-dn	800-2	800-2	800-2

Radar vector to final approach course using approach Tucson Radar patterns authorized.  
 Procedure turn S side of crs, 260° Outbnd, 030° Inbnd, 5000' within 10 miles of RBN/Z.  
 Minimum altitude over TUS RBN/Z on final approach crs, 5000'; over Mission FM, 4200'.  
 Crs and distance, TUS RBN/Z to airport, 080°—10.7 mi; Mission FM to airport, 080°—3.6 mi.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished: (1) turn right, climb via R-260 to cross TUS RBN/Z, minimum 5000'; or (2) climb on hdg. 140° to intercept and climb outbd via R-230 to intercept the 144° brng from TUS RBN, minimum 5000', then proceed direct TUS RBN/Z; or, (3) climb to the VOR, turn left, climb via R-303 to Cortaro Int, minimum 6000', then direct TUS RBN/Z.  
**CAUTION:** 2850' terrain 1.8 miles SW of airport.  
 \*If Mission FM not received, descent below 4200' NA and minima becomes 1600-2.

City, Tucson; State, Ariz.; Airport Name, Municipal; Elev., 2630'; Fac. Class., BVORTAC; Ident., TUS; Procedure No. 1, Amdt. 3; Eff. Date, 8 Sept. 62; Sup. Amdt. No. 2; Dated, 3 Jan. 59

**PROCEDURE CANCELLED, EFFECTIVE SEPTEMBER 8, 1962.**

City, Tucson; State, Ariz.; Airport Name, Municipal; Elev., 2630'; Fac. Class., BVOR; Ident., TUS; Procedure No. 2, Amdt. 1; Eff. Date, 19 Jan. 57; Sup. Amdt. No. Orig.; Dated, 18 Feb. 56

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	
Lee VHF Int.....	VLD-VOR.....	Direct.....	1600	T-dn.....	300-1	300-1	200-1 1/2
				C-dn.....	500-1	500-1	500-1 1/2
				S-d-35.....	400-1	400-1	NA
				S-n-35.....	NA	NA	NA
				A-dn.....	800-2	800-2	800-2

Radar vectoring authorized in accordance with approved patterns.  
 Procedure turn W side of crs, 184° Outbnd, 004° Inbnd, 1600' within 10 miles.  
 Minimum altitude over facility on final approach crs, 900'.  
 Crs and distance, facility to airport, 004°—5.8 mi.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.8 miles, make left turn, climbing to 1500' intercepting R-346 of VLD-VOR within 20 miles.

Notes: Procedure turn nonstandard to provide separation from Moody AFB traffic.  
 CAUTION: No lights on Runway 12-30. Night landings not authorized on Runway 35. Night takeoffs not authorized on Runway 17. Trees 1000' from approach end of Runway 35.

City, Valdosta; State, Ga.; Airport Name, Valdosta Municipal; Elev., 204'; Fac. Class., BVOR; Ident., VLD; Procedure No. 1, Amdt. 8; Eff. Date, 8 Sept. 62; Sup. Amdt. No. 7; Dated, 17 Mar. 62

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

TERMINAL VOR STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. 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	
HLV-VOR.....	CBI-VOR.....	Direct.....	2300	T-dn.....	300-1	300-1	200-1 1/2
Harrisburg Int*.....	Brown Int** (Final).....	Direct.....	2000	C-d.....	500-1	500-1	500-1 1/2
Columbia VOR.....	Brown Int**.....	Direct.....	2000	C-n.....	500-1 1/2	500-1 1/2	500-1 1/2
Wilton Int.....	CBI-VOR.....	Direct.....	2600	S-dn-17.....	400-1	400-1	400-1
Millersburg Int.....	CBI-VOR.....	Direct.....	2600	A-dn.....	800-2	800-2	800-2

Procedure turn W side of crs, 356° Outbnd, 176° Inbnd, 2400' within 10 miles.  
 Minimum altitude over Brown Int\*\* on final approach crs, 2000'.  
 Crs and distance, Brown Int\*\* to airport, 176°—4.4 mi. Breakoff point to approach end of runway, 170°—1.0 mi.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 miles make right turn climb to 2600', proceed to CBI-VOR or, when directed by ATC climb straight ahead to 2600', turn left and proceed to HLV-VOR via HLV R-203.

\*Harrisburg Int: Int R-271 HLX-VOR and R-356 CBI-VOR.  
 \*\*Brown Int: Int R-243 ALV-VOR and R-356 CBI-VOR.

City, Columbia; State, Mo.; Airport Name, Columbia Municipal; Elev., 778'; Fac. Class., BVOR; Ident., CBI; Procedure No. TerVOR-17, Amdt. 2; Eff. Date, 8 Sept. 62; Sup. Amdt. No. 1; Dated, 17 June 61

Somerton Int%.....	PNE VOR (Final).....	Direct.....	500	T-dn.....	300-1	300-1	200-1 1/2
				C-dn#.....	400-1	400-1	500-1 1/2
				S-dn-24#.....	400-1	400-1	400-1
				A-dn.....	800-2	800-2	800-2

Procedure turn E\* or N side of crs, 049° Outbnd, 223° Inbnd, 1500' within 10 miles of Somerton Int%.  
 Facility on airport.  
 Minimum altitude over facility on final approach crs, 500'.  
 Crs and distance, breakoff point to approach end of Runway 24, 238°—0.5 mi.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile, make a right climbing turn to 1500' on R-049 within 10 miles, then return to VOR, hold 1-minute, right turns, inbnd crs, 229°.

CAUTION: Standard obstruction clearance not provided over two smoke stacks, 2.2 miles NE of field, elevation 306' and 340' MSL.  
 \*Procedure turn nonstandard to provide lateral separation with Willow Grove, Pa. and McGuire AFB. The direction of procedure turn to be issued in approach clearance.

#Maintain 800' until after passing Somerton Int.% If Somerton Int% not identified, ceiling minimum of 700' is applicable for landing.  
 %Somerton Int: Int PNE VOR R-049 and 319 brng from PF RBn.

City, Philadelphia; State, Pa.; Airport Name, North Philadelphia; Elev., 120'; Fac. Class., VOR; Ident., PNE; Procedure No. TerVOR(R-049), Amdt. 2; Eff. Date, 8 Sept. 62; Sup. Amdt. No. 1; Dated, 12 Aug. 61

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

ILS STANDARD INSTRUMENT APPROACH PROCEDURE

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

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

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Anchorage LFR	LOM	Direct	1500	T-dn*	300-1	300-1	200-1/2
Delta Island Int.	LOM	Direct	1500	C-dn	500-1	500-1	500-1 1/2
Susitna Int.	LOM	Direct	1500	S-dn-6**	200-1/2	200-1/2	200-1/2
Turnagain Int.	LOM	Direct	1500	A-dn	600-2	600-2	600-2
Anchorage VOR	LOM	Direct	1500				

Radar transitions to final approach course authorized. Radar transitions and vectoring using Anchorage Radar authorized in accordance with approved radar patterns. Procedure turn S side of W crs, 244° Outbnd, 064° Inbnd, 1500' within 10 miles of LOM.

Minimum altitude at glide slope interception Inbnd, 1500'.  
Altitude of glide slope and distance to approach end of runway at OM, 1485'—4.4 mi; at MM, 336'—0.6 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, turn right, climb to 1500' on SW crs, AC-LFR within 20 miles or, when directed by ATC, climb to 1500' on W crs ILS (244°) within 20 miles of LOM.

CAUTION: Terrain 373' msl 1.6 miles SW of airport and 1.6 miles S of approach to Runway 6, 309' msl 0.8 mile SSW MM and 320' msl 1.0 mile SSW MM.

NOTE: Narrow localizer course 4 degrees.

Other change: Deletes portion of caution note regarding unusable sectors.

\*Runway visual range 2600' also authorized for takeoff on Runway 6 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 6; provided all components of the ILS, high intensity runway lights, approach lights, condenser discharge flasher, middle and outer compass locators and all related airborne equipment are operating satisfactory. Descent below 324' MSL shall not be made unless visual contact with the approach lights has been established or the aircraft is clear of the clouds.

#When initiating missed approach prior to crossing MM, climb to 600' on localizer crs (064°) before turning right.

City, Anchorage; State, Alaska; Airport Name, Anchorage International; Elev., 124'; Fac. Class., ILS; Ident., I-ANC; Procedure No. ILS-6, Amdt. 12; Eff. Date, 8 Sept. 62; Sup. Amdt. No. 11; Dated, 6 Jan. 62

BIL VOR	LOM	Direct	6300	T-dn*	300-1	300-1	200-1/2
BIL RBN	LOM	Direct	6300	C-dn	400-1	500-1	500-1 1/2
Park City FM	LOM	Direct	6300	S-dn-9#	200-1/2	200-1/2	200-1/2
Lavina FM	LOM	Direct	6000	A-dn	600-2	600-2	600-2
Musselshell Int.	LOM	Direct	6300				
Rapelje DME Int.	LOM	Direct	6300				
Ryegate Int.	LOM	Direct	6300				
Molt DME Int.	LOM (Final)	Direct	6000				
12 mi DME fix R-284 BIL VOR	Molt DME Int##	Via 12 mi arc.	6000				
12 mi DME fix R-300 BIL VOR	Molt DME Int.	Via 12 mi arc.	6000				
12 mi DME fix R-330 BIL VOR	Molt DME Int.	Via 12 mi arc.	6000				
12 mi DME fix R-249 BIL VOR	Molt DME Int.	Via 12 mi arc.	6000				

Procedure turn S side of crs, 275° Outbnd, 095° Inbnd, 5300' within 10 miles. NA beyond 10 miles.

Minimum altitude at glide slope int inbnd, 5000' ILS; minimum altitude over LOM inbnd final 4800' ADF.

Altitude of glide slope and distance to approach end of runway at OM 4965'—4.0 mi; at MM 3815'—0.6 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, climb to 5300' on R-055 BIL VOR within 20 miles, or when directed by ATC, climb to 5300' on the R-114 of BIL VOR within 20 miles, or climb to 5300' direct BI LOM, continue climb on the 095° mag inbnd brng to BI LOM within 10 miles.

NOTE: Narrow localizer course 4°.

\*Takeoff below 300-1 prohibited on all runways except 9-27.

#400-1 required with glide slope inoperative.

##Molt DME Int: 12-mile DME fix R-279.

City, Billings; State, Mont.; Airport Name, Logan Field; Elev., 3606'; Fac. Class., ILS; Ident., I-BIL; Procedure No. ILS-9, Amdt. 4; Eff. Date, 8 Sept. 62; Sup. Amdt. No. 3 (ILS portion comb. ILS and ADF); Dated, 7 Dec. 57

Parma Int	LOM (Final)	Direct	3900	T-dn	300-1	300-1	200-1/2
Eagle FM	LOM	Direct	4100	C-dn	400-1	500-1	500-1 1/2
Boise LFR	LOM	Direct	4100	S-dn-10L	200-1/2	200-1/2	200-1/2
				A-dn	600-2	600-2	600-2

Procedure turn W side NW crs, 276° Outbnd, 096° Inbnd, 4100' within 10 miles.

Minimum altitude at glide slope int inbnd, 3900'.

Altitude of glide slope and distance to approach end of runway at OM 3900'—3.8 mi, at MM 3055'—0.6 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, turn right, climb to 4000' on 300R of BOI VOR within 15 miles or, when directed by ATC, turn right, climb to 4100' on NW crs ILS within 10 miles.

Parma Int: BOI 275R and 320° M brng to ONO RBN.

City, Boise; State, Idaho; Airport Name, Boise Air Terminal; Elev., 2858'; Fac. Class., ILS; Ident., IBOI; Procedure No. ILS-10L, Amdt. 12; Eff. Date, 8 Sept. 62; Sup. Amdt. No. 11; Dated, 30 Sept. 61

BRO VOR	LOM	Direct	1600	T-dn	300-1	300-1	200-1/2
BRO RBN	LOM	Direct via BRO	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)	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, 353° Outbnd, 173° Inbnd, 1600' within 10 miles. Beyond 10 miles NA.

Minimum altitude at glide slope interception inbnd, 1200'.

Altitude of glide slope and distance to approach end of runway at OM 1150'—3.8 miles; at MM 240'—0.6 mi.

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: 156' water tank 0.5 mile W of airport.

\*400-1/2 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. 17; Eff. Date, 8 Sept. 62; Sup. Amdt. No. 16; Dated, 13 Jan. 62

ILS STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
CRP-VOR	LOM	Direct	1400	T-dn	300-1	300-1	200-1/2
CRP RBN	LOM	Direct	1400	C-dn	400-1	500-1	500-1/2
Robstown Int.	LOM	Direct	1800	S-dn-13	200-1/2	200-1/2	200-1/2
Sinton Int.	LOM	Direct via R-040	1400	A-dn	600-2	600-2	600-2
Sinton Int.	San Pat Int*	ALL-VOR	1400				
San Pat Int*	LOM (Final)	Direct	1400				

Radar coverage extends from radar site clockwise between the 230° to the 030° bearings.  
 Radar terminal transition altitude 1500' within 20 miles. 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 tower 792' msl 6 miles W of airport.  
 Procedure turn W side of NW crs, 307° Outbnd, 127° Inbnd, 1800' within 10 miles. Beyond 10 miles NA.  
 Minimum altitude at glide slope interception Inbnd, 1400'.  
 Altitude of glide slope and distance to approach end of runway at LOM, 1400'—4.8 mi; at LMM, 244'—0.6 mi.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, turn left, climb to 1500' direct to CRP-VOR and proceed outbound on R-045 within 20 miles or, when directed by ATC, turn right, climb to 1800' on CRP-VOR R-227 within 20 miles.  
 \*San Pat Int: Int ALL-VOR R-040 and CRP ILS NW crs.

City, Corpus Christi; State, Tex.; Airport Name, International; Elev., 44'; Fac. Class., ILS; Ident., I-CRP; Procedure No. ILS-13, Amdt. 6; Eff. Date, 8 Sept. 62; Sup. Amdt. No. 5; Dated, 26 May 62

KG-LFR	LOM	Direct	1700	T-dn	300-1	300-1	200-1/2
AKN-VOR	LOM	Direct	1700	C-dn	500-1	500-1	500-1/2
				S-dn-11*	200-1/2	200-1/2	200-1/2
				A-dn	600-2	600-2	600-2

Procedure turn S side NW crs, 201° Outbnd, 111° Inbnd, 1700' within 10 miles.  
 Minimum altitude at glide slope interception Inbnd final, 1700'.  
 Altitude of glide slope and distance to approach end of runway at OM, 1650'—4.8 mi; at MM, 290'—0.5 mi.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, climb on SE crs ILS to 3000' within 20 miles, or, when directed by ATC, turn right, proceed to LOM, climb on NW crs of ILS to 1700' within 20 miles of LOM or, turn right, climb on SW crs to KG LFR to 1500' within 20 miles.  
 NOTE: LFR located 1.1 miles NW approach end of runway; height of range towers is 185' MSL—135' above ground level.  
 \*If glide slope inoperative, minima become 300-1. Descent below 463' MSL NA until past KG LFR, if KG LFR not identified, minima become 400-1.

City, King Salmon; State, Alaska; Airport Name, King Salmon; Elev., 63'; Fac. Class., ILS; Ident., I-AKN; Procedure No. ILS-11, Amdt. 4; Eff. Date, 8 Sept. 62; Sup. Amdt. No. 3; Dated, 2 July 61

BSY-VOR	LOM	Direct	1400	T-dn	300-1	300-1	200-1/2
Causeway Int# (Final)	LOM	Direct	1300	C-dn	500-1	500-1	500-1/2
				S-dn-27L*	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.  
 Procedure turn S\*\* side of crs, 036° Outbnd, 268° Inbnd, 1400' within 10 miles.  
 Crs and distance, facility to airport, 268°—4.6 mi.  
 Minimum altitude at glide slope interception Inbnd 1300'.  
 Altitude of glide slope and distance to approach end of runway at OM 1235'—4.5 mi at MM, 204'—0.5 mi.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, climb to 1300' on W crs of MIA LCLZR within 20 miles.  
 NOTE: Causeway Int# may be used in lieu of procedure turn when authorized by Miami approach control.  
 \*400-1/2 required when glide slope inoperative.  
 \*\*Nonstandard due to ATC.  
 #Causeway Int: Int of BSY-VOR R-020 and E crs of I-MIA—ILS LCLZR.

City, Miami; State, Fla.; Airport Name, International; Elev., 9'; Fac. Class., ILS; Ident., I-MIA; Procedure No. ILS-27L, Amdt. Orig.; Eff. Date, 8 Sept. 62 or on com. of facility

Nashville VOR	Knob Int*	Direct	2200	T-dn	300-1	300-1	200-1/2
Nashville LOM	Knob Int*	Direct	2200	C-dn	400-1	500-1	500-1/2
				A-dn	800-2	800-2	800-2

Radar vectoring authorized in accordance with approved patterns.  
 Procedure turn\*\* E side of crs, 015° Outbnd, 195° Inbnd, 2200' within 10 miles of Knob Int.\*  
 Minimum altitude over Knob Int on final approach crs, 1400'.  
 Crs and distance, Knob Int to airport, 195°—2.2 mi.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 2.2 miles after passing Knob Int, climb to 2500' on S crs ILS (195°) within 20 miles or, when directed by ATO, turn left, climb to 2000', proceed direct to BNA VOR. Hold SE R-132, 1-minute, right turns.  
 NOTES: This procedure authorized only for aircraft equipped to receive ILS and VOR simultaneously. No glide slope.  
 \*Knob Int: Int BNA localizer NE course and BNA-VOR R-331.  
 \*\*Nonstandard due obstruction.

City, Nashville; State, Tenn.; Airport Name, Nashville Municipal (Berry Field); Elev., 605'; Fac. Class., ILS; Ident., I-BNA; Procedure No. ILS 20 R, Amdt. Orig.; Eff. Date, 8 Sept. 62

Quincy VOR	LOM	Direct	1900	T-dn	300-1	300-1	200-1/2
				C-dn	400-1	500-1	500-1/2
				S-dn-3	300-1/2	300-1/2	300-1/2
				A-dn	800-2	800-2	800-2

Procedure turn S side of SW crs, 214° Outbnd, 034° Inbnd, 1900' within 10 miles.  
 Minimum altitude at glide slope Int Inbnd 1900'.  
 Altitude of glide slope and distance to approach end of runway at OM, 1830'—3.3 mi; at MM, 952'—0.6 mi.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, climb to 1900' on NE crs ILS (034°) within 20 miles.  
 NOTE: No approach lights.  
 CAUTION: 1560' MSL radio tower located approximately 6.0 mi WNW of airport.

City, Quincy; State, Ill.; Airport Name, Quincy Baldwin Municipal Field; Elev., 760'; Fac. Class., ILS; Ident., IUIN; Procedure No. ILS-3, Amdt. 3; Eff. Date, 8 Sept. 62; Sup. Amdt. No. 2 (ILS portion comb. ADF & ILS); Dated, 1 May 53

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	
RDU LOM	RDU RBn	Direct	2000	T-dn	300-1	300-1	200-1/2
RDU VOR	RDU RBn	Direct	1800	C-dn	400-1	500-1	500-1 1/2
Wendell Int.	RDU RBn	Direct	1800	S-dn-23	400-1	400-1	400-1
Chapel Hill Int.	RDU RBn	Direct	1800	A-dn	800-2	800-2	800-2
Durham Int.	RDU RBn	Direct	1800				
Oxford Int.	RDU RBn	Direct	1800				
Franklinton Int.	RDU RBn	Direct	1800				
Zebulon Int.	RDU RBn	Direct	1800				

Radar vectoring authorized in accordance with approved patterns.  
 Procedure turn N side of crs, 049° Outbnd, 229° Inbnd, 1800' within 10 miles of RDU RBn.  
 Minimum altitude over facility on final approach crs, 1600'.  
 Crs and distance, facility to airport, 229°—3.9 mi.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.0 miles after passing RDU RBn, climb to 2000' on SW crs ILS (229°) within 20 miles, or when directed by ATC, turn right, climb to 2000' on R-309 RDU-VOR within 15 miles, or climb to 1800' returning direct to RDU RBn.  
 City, Raleigh; State, N.C.; Airport Name, Raleigh-Durham; Elev., 435'; Fac. Class., ILS; Ident., I-RDU; Procedure No. ILS-23, Amdt. 8; Eff. Date, 8 Sept. 62; Sup. Amdt. No. 7; Dated, 1 Sept. 62

Int S crs POU LFR and NW crs ILS	LOM	Direct	2000	T-dn	300-1	300-1	200-1/2
New Rochelle Rbn	LOM	Direct	2000	C-dn	500-1	600-1	600-1 1/2
Wilton VOR	LOM	Direct	2000	S-dn-16	200-1/2	200-1/2	200-1/2
Patterson VOR	LOM	Direct	2000	A-dn	800-2	800-2	800-2

Procedure turn E side NW crs, 342 Outbnd, 162 Inbnd, 2000 within 10 miles (nonstandard due to traffic).  
 Minimum altitude at glide slope int inbnd, 2000'.  
 Altitude of glide slope and distance to approach end of runway at OM 1975—4.9 mi; at MM 630—0.5 mi.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished make left climbing turn to 2000' return to outer marker. Hold NW 1-minute left turn, 162° Inbnd, 2000' or when directed by ATC, make left climbing turn to 2000' to Wilton VOR on crs of 060°. Hold E 1-minute right turn, 252° Inbnd, 2000'.  
 NOTE: Provisions of inoperative ILS component apply except 500-1 required with glide slope inoperative.  
 CAUTION: Standard clearance not provided over tower, 1070' MSL, 17.6 miles NW of airport, and tank 726' MSL 4.6 miles N of airport.  
 City, White Plains; State, N.Y.; Airport Name, Westchester County; Elev., 441'; Fac. Class., ILS; Ident., I-HPN; Procedure No. 1, Amdt. 8; Eff. Date, 8 Sept. 62; Sup. Amdt. No. 7 (ILS portion Comb. ADF-ILS); Dated 7 May 64

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

RADAR STANDARD INSTRUMENT APPROACH PROCEDURE

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

Radar terminal area maneuvering sectors and altitudes														Ceiling and visibility minimums			
From	To	Dist.	Alt.	Dist.	Alt.	Condition	2-engine or less		More than 2-engine, more than 65 knots								
															65 knots or less	More than 65 knots	
010	160	5	1500	10	6500	15	8000	20	9000	25	12000				Surveillance approach		
160	320	5	1500	10	1500	17	1500	20	2500	25	2500						
320	010	5	1500	10	1500	15	1500	20	3000	25	5000						
														T-dn	300-1	300-1	200-1/2
														C-dn	600-1	600-1	600-1 1/2
														S-dn-6*	400-1	400-1	400-1
														A-dn	800-2	800-2	800-2

All bearings are from the radar site with sector azimuths progressing clockwise.  
 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 4400' Mount Susitna 30 miles NW, terrain 2000' 6 miles SE, and 4600' terrain 20 miles S.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished at 1.7-mile radar fix, climb to 1500' on SW crs Anchorage LFR within 20 miles or when directed by ATC: (1) Climb to 1500' proceeding direct to Anchorage LOM, thence on crs of 244° Outbnd, 064° Inbnd, within 20 mi; (2) climb to 1500' on NW crs Anchorage LFR to hold at Susitna Int.  
 CAUTION: (1) Terrain 373' msl 1.6 miles SW of airport and 1.6 miles S of approach crs to Runway 6, 309' msl 0.8 mile SSW MM, 320' msl 1.0 mile SSW MM, and 367' msl 1.5 miles W of approach course to Runway 31. (2) Unusable sector 063° to 074°, 20 to 25 miles.  
 \*Positive radar fix at 1.7 miles, and approach lights in sight at radar fix required. If approach lights inoperative, minima become 500-1.  
 City, Anchorage; State, Alaska; Airport Name, International; Elev., 124'; Fac. Class., Anchorage; Ident., Radar; Procedure No. 1, Amdt. 8; Eff. Date, 8 Sept. 62; Sup. Amdt. No. 7; Dated, 17 June 61

RADAR STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Radar terminal area maneuvering sectors and altitudes														Ceiling and visibility minimums			
From	To	Dist.	Alt.	Condition	2-engine or less		More than 2-engine, more than 65 knots										
															65 knots or less	More than 65 knots	
015	040	5	1500	10	1800	15	2000	20	5000	25	7500				Precision approach		
040	060	5	1500	10	1500	15	2000	20	3000	25	3500				Precision approach		
060	085	5	1500	10	1500	15	1500	20	3000	25	3500			S-dn-25R	300-3/4	300-3/4	300-1 1/2
085	135	5	1500	10	1500	15	1500	20	3000	25	3000			S-dn-25L	300-3/4	300-3/4	300-1 1/2
135	150	5	1500	10	1500	15	2500	20	3000	25	4000			A-dn	600-2	600-2	600-2
150	180	5	1500	10	2000	15	2500	20	3000	25	4000				Surveillance approach		
180	270	5	1500	10	1500	15	1500	20	3000	25	4000			T-dn#	300-1	300-1	200-1 1/2
270	345	5	1500	10	2500	15	3500	20	5000	25	5000			C-dn	500-1	500-1	500-1 1/2
345	015	5	1700	10	2000	15	3000	20	5000	25	7500			S-dn*	500-1	500-1	500-1
														A-dn	800-2	800-2	800-2

Radar terminal area transition altitudes—all bearings are from the radar site with sector azimuths progressing clockwise.  
 \*Runways 25L-R, 7L-R, 6, 24. Aircraft inbound on final approach to Runway 24 will descend not lower than 1300' MSL until pilot is notified by radar approach controller that he has passed a point 4.0 miles before the runway.  
 †If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, climb to 2000' on outbound crs of 248° from LAX RBN within 20 miles (Runways 25R-L, 24); climb direct to Downey RBN at 2000'; not authorized beyond Downey (Runways 7R-L, 6).  
 ‡Runway Visual Range 2600' authorized for takeoff on Runways 25L and 25R; providing high-intensity runway lights are operational.  
 City, Los Angeles; State, Calif.; Airport Name, International; Elev., 120'; Fac. Class., Los Angeles; Ident., International Radar; Procedure No. 1, Amdt. 13; Eff. Date, 8 Sept. 62; Sup. Amdt. No. 14; Dated, 4 Aug. 62

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
All directions E of NE-SW crs LGA-LFR	Radar Site	Within 25 mi	2500	T-dn* C-dn S-dn-4R** A-dn-4R** A-dn-ALL	Precision approach		
	Radar Site	15 mi	1500		300-1 500-1 200-1 1/2 600-2 800-2	300-1 500-1 200-1 1/2 600-2 800-2	200-1 1/2 500-1 1/2 200-1 1/2 600-2 800-2

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, climb to 500' on heading of 045°, make a climbing right turn to 3000' on IDL R-077 to Deer Park VHF Int, hold E one minute left turns inbound crs 257°.  
 AIR CARRIER NOTE: Runway visual range minimums for takeoff on Runway 31L restricted to RVR 2600'. Provisions of Operations Specifications in Domestic and U.S. Flag paragraphs 28(b) and Foreign Flag Air Carrier paragraph 27(b) regarding reduction of RVR minimums not applicable.  
 CAUTION: Ceiling minimums do not provide standard clearance over 278' stack 1.1 statute miles SSE of Runway 4R and 165' airport control tower.  
 \*Runway Visual Range 2000' is authorized for takeoff on Runway 4R and RVR 2600' on Runway 31L in lieu of 200-1/2 when 200-1/2 authorized; provided associated high intensity runway lights are operational.  
 \*\*Runway Visual Range 2000' also authorized for landing on Runway 4R; provided that all components of the ILS, high intensity runway lights, approach lights, condenser discharge flashers, middle and outer compass locators and all related airborne equipment are in satisfactory operating condition. Descent below 212' msl shall not be made unless visual contact with the approach lights has been established or the aircraft is clear of clouds.  
 City, New York; State, N.Y.; Airport Name, International; Elev., 12'; Fac. Class., Idlewild; Ident., Radar; Procedure No. 1, Amdt. 2; Eff. Date, 8 Sept. 62; Sup. Amdt. No. 1; Dated, 11 Jan. 62

				Surveillance			
				Condition	65 knots or less	More than 65 knots	More than 2-engine, more than 65 knots
				T-dn	300-1	300-1	200-1 1/2
				C-dn	500-1	500-1	500-1 1/2
				S-dn-12, 30	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Radar transitions and vectoring utilizing Davis-Monthan Radar are authorized in accordance with approved radar patterns.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished (1) climb via TUS VOR R-260 to cross TUS RBN/Z, minimum 5000', or (2) climb via TUS VOR R-303 to cross Cortaro Int, minimum 6000', then direct TUS RBN via TUS RBN 360° brng or via 20 miles DME orbit to TUS VOR R-260.  
 City, Tucson; State, Ariz.; Airport Name, Municipal; Elev., 2630'; Fac. Class., Davis-Monthan; Ident., Radar; Procedure No. 1, Amdt. 1; Eff. Date, 8 Sept. 62; Sup. Amdt. No. 1, Orig.; Dated, 2 May 59

These procedures shall become effective on the dates specified therein.  
 (Secs. 313(a), 307(c), 72 Stat. 752, 749; 49 U.S.C. 1354(a), 1348(c))  
 Issued in Washington, D.C., on August 3, 1962.

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

## Title 23—HIGHWAYS

### Chapter 1—Bureau of Public Roads, Department of Commerce

#### PART 2—STATEMENT OF POLICY AS TO ADMINISTRATIVE ACTION TO BE TAKEN BY THE FEDERAL HIGH- WAY ADMINISTRATOR IN IN- STANCES OF IRREGULARITIES

On April 18, 1962, a statement of proposed policy as to administrative action to be taken by the Federal Highway Administrator, Bureau of Public Roads in instances of irregularities related to the administration and execution of the direct-Federal and Federal-aid highway programs was published in the FEDERAL REGISTER (27 F.R. 3692). Interested persons were invited to submit written comments or suggestions with respect to the proposed policy. After consideration of all such relevant matter as was presented the following policy is hereby adopted and is added to Title 23, Chapter I of the Code of Federal Regulations as a new Part 2:

##### Sec.

- 2.1 Purpose.
- 2.2 Definitions.
- 2.3 Nature of administrative action.
- 2.4 Administrative action to be taken under various situations.
- 2.5 Other instances of irregularities.
- 2.6 Notice of proposed administrative action.
- 2.7 Hearings.
- 2.8 Determination and notice of administrative action.

**AUTHORITY:** §§ 2.1 to 2.8 issued under sec. 315, 72 Stat. 915, 23 U.S.C. 315.

##### § 2.1 Purpose.

The purpose of this part is to prescribe the administrative action which shall be taken by the Administrator in order to safeguard the Federal interest in instances of irregularities in the administration and execution of the direct-Federal and Federal-aid highway programs. It is applicable to personnel of the Bureau of Public Roads (referred to as the Bureau in this part), and State highway departments, highway construction contractors and organizations including personnel thereof, or to other persons or organizations performing services for the Bureau or State highway departments on a fee or contract basis.

##### § 2.2 Definitions.

Terms defined in 23 U.S.C. 101(a) and Part 1 of this chapter shall have the same meaning where used in this part, except as modified herein.

##### § 2.3 Nature of administrative action.

(a) *General.* When an irregularity occurs as described in §§ 2.4 and 2.5 effective administrative action shall be instituted by the Administrator according to the circumstances, nature, and seriousness of the offense.

(b) *Direct-Federal projects.* Administrative action and procedures involving contractors and contractor organizations performing services for the Bureau in connection with the direct-Federal highway program or against whom administrative action has been taken un-

der § 2.4 or § 2.5 in connection with Federal-aid projects and who are seeking to perform services for the Bureau in connection with the direct-Federal highway program shall be governed by applicable Federal Procurement Regulations (41 CFR Subpart 1-1.6).

(c) *Bureau personnel.* Administrative action with respect to Bureau personnel shall be consistent with and subject to applicable civil service laws, rules, and regulations.

(d) *State highway departments.* (1) The administrative action to be taken by the Administrator with respect to the indicated irregularities shall not relieve a State highway department of its responsibilities in connection with these same matters, nor is such action by the Administrator a substitute for corrective action as would normally be taken by a State under the described situations.

(2) If the frequency, seriousness, nature, or extent of any violation is such as to cast doubt on the ability of a State highway department to discharge its responsibilities in an adequate manner, or is such as may affect continued eligibility of Federal aid under the provisions of Federal-aid legislation, regulations, or directives, a complete evaluation of the highway department organization shall be made by the Administrator for the purpose of determining an appropriate course of action.

(e) *Department of Justice procedures.* Irregularities which warrant referral to the United States Department of Justice shall be processed in accordance with applicable requirements and procedures of that department.

##### § 2.4 Administrative action to be taken under various situations.

(a) *Situation No. 1—(1) Irregularity.* Clear and convincing evidence of fraud, bribery, collusion, conspiracy, or other serious offense involving violation of State or Federal criminal statutes in connection with a project requiring Bureau approval or concurrence, with or without evidence of failure of substantial conformity with project plans and specifications.

(2) *Administrative action.* (i) Bureau personnel who are involved shall be subject to suspension pending completion of Bureau or State investigations.

(ii) State personnel who are involved shall be unacceptable for employment on any highway project requiring Bureau approval or concurrence pending completion of Bureau or State investigations.

(iii) The contractor, contractor organization or personnel thereof, or other person or organization performing services for the Bureau or State highway department on a fee or contract basis who are involved shall be unacceptable for employment on any future highway project requiring Bureau approval or concurrence pending completion of Bureau or State investigations.

(iv) Federal-aid reimbursement payments to the State on an affected project shall not exceed 75 percent of the Federal pro rata share of the total cost of such project pending completion of Bureau investigation.

(v) After investigation, Bureau personnel who are found to be at fault shall

be subject to removal and disqualification for employment on any highway project requiring Bureau approval or concurrence.

(vi) After investigation, State personnel who are found to be at fault shall be unacceptable for employment on any highway project requiring Bureau approval or concurrence for a period of three months to three years.

(vii) After investigation, the contractor, contractor organization or personnel thereof, or other person or organization performing services for the Bureau or State highway department on a fee or contract basis who are found to be at fault shall be unacceptable for employment on any future highway project requiring Bureau approval or concurrence for a period of three months to three years.

(viii) If investigation discloses a failure of substantial conformity with project plans and specifications, Federal-aid reimbursement to the State for project costs of affected items shall be withheld until the work is performed in conformity with project plans and specifications, and Federal funds shall not participate in the costs of correction.

(b) *Situation No. 2—(1) Irregularity.* Establishment by admission, or conviction, or judgment of a court of competent jurisdiction that fraud, bribery, collusion, conspiracy, or other criminal offense has been committed in connection with any highway project requiring Bureau approval or concurrence with or without failure of substantial conformity with project plans and specifications.

(2) *Administrative action.* (i) Bureau personnel at fault shall be subject to removal and disqualification for employment on any highway project requiring Bureau approval or concurrence.

(ii) State personnel at fault shall be unacceptable for employment on any highway project requiring Bureau approval or concurrence for a period of six months to three years.

(iii) The contractor, contractor organization or personnel thereof, or other person or organization performing services for the Bureau or State highway department on a fee or contract basis who are at fault shall be unacceptable for employment on any future highway project requiring Bureau approval or concurrence for a period of six months to three years.

(iv) Federal-aid reimbursement payments to the State for project costs of affected items shall be withheld until the work is performed in conformity with project plans and specifications, and Federal funds shall not participate in the costs of correction.

(c) *Situation No. 3—(1) Irregularity.* Substantial evidence of a conflict of interest under § 1.33 of this chapter, effective May 11, 1960; or the establishment by admission, or conviction, or judgment of a court of competent jurisdiction of a violation of any law, regulation, or directive of Federal or State government relating to conflict of interest prohibitions in connection with the administration or execution of any highway project requiring Bureau approval or concurrence.

(2) *Administrative action.* To the extent that conflicts of interest result in circumstances similar to those described in paragraphs (a) and (b) respectively, of this section, or involve violation of any law, regulation, or directive of Federal or State government appropriate action shall be taken that is consistent with the remedial measures applicable to such situations.

#### § 2.5 Other instances or irregularities.

With respect to irregularities not described in § 2.4, the Administrator shall consider the individual circumstances thereof and remedial action shall conform as far as practicable to the administrative action prescribed in § 2.4.

#### § 2.6 Notice of proposed administrative action.

(a) *Pending completion of investigations.* The individual, or contractor organization or other person or organization performing services for the Bureau or State highway department on a fee or contract basis who are involved shall be furnished a written notice of unacceptability for employment stating the general reasons therefor and that it is for a temporary period pending the completion of investigations and such legal proceedings as may ensue. A copy of such notice shall be furnished the appropriate State highway department organization.

(b) *After completion of investigations.* The individual, or contractor organization or other person or organization performing services for the Bureau or State highway department on a fee or contract basis shall be furnished a written notice by registered mail (return receipt requested) setting forth the reasons for the proposed administrative action. Such notice shall advise that unless a written request for a hearing is received within 10 days from the date of receipt of such notice, that appropriate administrative action shall be instituted without further notice.

#### § 2.7 Hearings.

(a) *Pending completion of investigations.* Hearings shall not be conducted pending the completion of investigations or after notice of and during such legal proceedings as may ensue.

(b) *Judgment of a court of competent jurisdiction.* Hearings shall not be conducted when administrative action is based on conviction or judgment by a court of competent jurisdiction.

(c) *After completion of investigations.* Hearings requested in connection with proposed administrative action shall be conducted before a Hearing Board, the members of which shall be designated by the Administrator. Reasonable opportunity shall be afforded the contractor, contractor organization or other affected persons or organizations to appear with witnesses and counsel to present facts or circumstances showing cause why administrative action should not be instituted. Hearings shall be nonadversary in nature and the provi-

sions of section 7 of the Administrative Procedure Act (the Act of June 11, 1946, 60 Stat. 241; 5 U.S.C. 1006), shall not apply.

(d) *Notice and time of hearings.* Adequate written notice of the time, place, and date of hearing shall be given to the individual or organization concerned and such hearing shall be conducted within 20 days after receipt of request for a hearing unless the board determines that, for good cause shown, additional time should be granted.

(e) *Administrative findings.* In all hearings conducted under this section, the board shall find the facts specially and shall submit such findings to the Administrator for his review and final action.

#### § 2.8 Determination and notice of administrative action.

(a) Based upon the findings of fact required by § 2.7(e), the Administrator shall determine the administrative action to be taken with respect to any indicated irregularity.

(b) Administrative action as determined by the Administrator shall be final, except that the periods of time during which an individual or organization shall be unacceptable to the Bureau on direct-Federal or Federal-aid projects may be increased or decreased in individual cases at any time, if, in the judgment of the Administrator, compelling reasons warrant such action.

(c) The Administrator shall notify the individual or organization of his determination setting forth the period of time during which such individual or organization shall be unacceptable for employment on highway projects requiring Bureau approval or concurrence. Copies of such notification shall be forwarded to the appropriate state highway organizations.

*Effective date.* This part shall become effective on the date of its publication in the FEDERAL REGISTER.

#### Recommended:

REX M. WHITTON,  
Federal Highway Administrator.

#### Issued:

LUTHER H. HODGES,  
Secretary of Commerce.

AUGUST 21, 1962.

[F.R. Doc. 62-8548; Filed, Aug. 22, 1962; 10:03 a.m.]

## Title 32—NATIONAL DEFENSE

### Chapter VII—Department of the Air Force

#### SUBCHAPTER G—PERSONNEL

#### PART 887—APPOINTMENT OF OFFICER PERSONNEL

##### Correction

In F.R. Doc. 62-8333, appearing at page 8317 of the issue for Tuesday, August 21, 1962, the heading for Part 887 should read as set forth above.

## Title 47—TELECOMMUNICATION

### Chapter I—Federal Communications Commission

[Docket No. 14375]

#### PART 7—STATIONS ON LAND IN THE MARITIME SERVICES

##### Maritime Mobile and Maritime Radio-determination Operations; Correction

In the matter of amendment of Parts 7, 8 and 14 of the Commission's rules relative to implementation of certain requirements of the Geneva Radio Regulations (1959) with regard to maritime mobile and maritime radiodetermination operations.

The Report and Order in the above-entitled matter, adopted by the Commission on July 13, 1962, is hereby corrected as follows: Amendatory paragraph 16 is corrected by changing the instruction to read "Section 7.134 is amended by revising paragraphs (a), (e), and (g), and the introductory text of paragraph (h), to read:"

(Sec. 4, 48 Stat. 1066, as amended; 47 U.S.C. 154. Interprets or applies sec. 303, 48 Stat. 1082, as amended; 47 U.S.C. 303)

Released: August 17, 1962.

FEDERAL COMMUNICATIONS  
COMMISSION,  
[SEAL] BEN F. WAPLE,  
Acting Secretary.

[F.R. Doc. 62-8490; Filed, Aug. 22, 1962; 8:55 a.m.]

#### PART 8—STATIONS ON SHIPBOARD IN THE MARITIME SERVICES

##### Lifeboat Radio Equipment

The Commission having under consideration the desirability of making certain editorial changes in Part 8 of its rules and regulations; and

It appearing that the amendments adopted herein are editorial in nature, and, therefore, compliance with the public notice and rule making procedures prescribed by section 4 (a) and (b) of the Administrative Procedure Act is unnecessary, and for the same reason, compliance with section 4(c) of the Administrative Procedure Act is not required; and

It further appearing, that the amendments adopted herein are issued pursuant to the authority contained in sections 4(i) and 303(r) of the Communications Act of 1934, as amended, and § 0.341(a) of the Commission's Statement of Organization, Delegations of Authority and Other Information;

It is ordered, This 16th day of August 1962, that effective October 2, 1962, Part 8 of the Commission's rules is amended as set forth below.

(Sec. 4, 48 Stat. 1066, as amended; 47 U.S.C. 154. Interprets or applies sec. 303, 48 Stat. 1082, as amended; 47 U.S.C. 303)

Released: August 20, 1962.

FEDERAL COMMUNICATIONS  
COMMISSION,  
[SEAL] BEN F. WAPLE,  
Acting Secretary.

Part 8 is amended as follows:

1. Section 8.520(c) is amended to read:

**§ 8.520 Lifeboat radio equipment.**

(c) Each of the components specified in paragraph (b) of this section shall be of a type of apparatus or shall comprise such items as are type approved by the Commission as capable of meeting the provisions of §§ 8.556, 8.557, or 8.558, as may be applicable.

2. The introductory text of § 8.556(a) is amended to read:

**§ 8.556 General requirements for lifeboat radio equipment.**

(a) To be approved by the Commission pursuant to § 8.520, lifeboat radio equipment shall comply with the following general requirements in addition to the applicable specific requirements set forth in §§ 8.557 and 8.558.

[F.R. Doc. 62-8491; Filed, Aug. 22, 1962; 8:55 a.m.]

## Title 50—WILDLIFE AND FISHERIES

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

#### PART 32—HUNTING

##### Crab Orchard National Wildlife Refuge, Illinois

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

**§ 32.22 Special regulations; upland game; for individual wildlife refuge areas.**

#### ILLINOIS

##### CRAB ORCHARD NATIONAL WILDLIFE REFUGE

Public hunting of upland game on the Crab Orchard National Wildlife Refuge, Illinois, is permitted only on the area designated by signs as open to hunting. This open area, comprising 9,380 acres or 21 percent of the total area of the refuge, is delineated on a map available at the refuge headquarters and from the Regional Director, Bureau of Sport Fisheries and Wildlife, 1006 West Lake Street, Minneapolis 8, Minnesota. Hunting shall be subject to the following conditions:

(a) Species permitted to be taken: Pheasants, bobwhite quail, rabbits, squirrels, raccoons, opossums, skunks and weasels, only during the seasons specified below. The hunting of upland game species, as may be otherwise authorized by Illinois State regulations, is prohibited.

(b) Open season: Pheasants—from 12:00 noon to sunset November 17, 1962, and from sunrise to sunset November 18, 1962, through December 15, 1962, except that the season is closed on November 30, December 1, 2, 3, 4, and 5, 1962. Bobwhite quail—from 12:00 noon to sunset November 17, 1962, and from sunrise to sunset November 18, 1962, through December 31, 1962, except that the season is closed on November 30, December 1, 2, 3, 4, and 5, 1962. Rabbits—from 12:00 noon to sunset on November 17, 1962, and from sunrise to sunset November 18, 1962, through January 31, 1963, except that the season is closed on November 30, December 1, 2, 3, 4, and 5, 1962. Squirrels (black, grey, and fox, except white squirrels)—from sunrise to sunset each day from the effective date of this notice through October 15, 1962. Raccoons, opossums, skunks, and weasels (hunting only)—from 12:00 noon on November 15, 1962, to 12:00 noon on January 31, 1963.

(c) Daily bag limits: Pheasants (cocks only)—3; bobwhite quail—8; rabbits—5; squirrels—5; raccoons, opossums, skunks, and weasels—no limit.

(d) Methods of hunting.

(1) Weapons—game animals may be taken with gun and dog, gun or dog, or bow and arrow. Pheasants may be taken with shotgun, or shotgun and dog, or bow and arrow. Bobwhite quail may be taken with shotgun and dog, or shotgun or dog, or bow and arrow.

(2) Dogs—hunting dogs, not to exceed 2 per hunter, may be used for hunting and retrieving; dogs may not be permitted to run at large.

(3) It is unlawful to use snares, ferrets, spears, poisons, chemicals, explosives, or crossbows in taking wild birds or animals.

(e) Other provisions:

(1) The provisions of this special regulation supplement the regulations which govern hunting on wildlife refuge areas generally which are set forth in Title 50, Code of Federal Regulations, Part 32.

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

(3) The provisions of this special regulation are effective through January 31, 1963.

R. W. BURWELL,  
Regional Director, Bureau of  
Sport Fisheries and Wildlife.

AUGUST 17, 1962.

[F.R. Doc. 62-8451; Filed, Aug. 22, 1962; 8:46 a.m.]

#### PART 32—HUNTING

##### Mark Twain National Wildlife Refuge, Illinois

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

**§ 32.22 Special regulations; upland game; for individual wildlife refuge areas.**

#### ILLINOIS

##### MARK TWAIN NATIONAL WILDLIFE REFUGE

Public hunting of upland game on the Mark Twain National Wildlife Refuge, Illinois, is permitted only on the areas

of the Gardner Unit designated by signs as open to hunting. These open areas, comprising 4,200 acres or 100 percent of the total Gardner Unit area, are delineated on a map available at the refuge headquarters and from the Regional Director, Bureau of Sport Fisheries and Wildlife. Hunting shall be subject to the following conditions:

(a) Species permitted to be taken: Squirrels only, black, gray, and fox, during the season specified below. The hunting of upland game species, as may be otherwise authorized by Illinois State regulation, is prohibited.

(b) Open season: From September 1 through September 30, 1962; from sunrise to sunset each day.

(c) Daily bag limits: 5 squirrels per day.

(d) Methods of hunting:

(1) Weapons—small weapons, shotguns, small bore rifles, and bows and arrows may be used.

(2) Dogs—not to exceed two per hunter.

(3) Guides—persons may employ guides while hunting on the area, subject to the restrictions of State law or regulation.

(e) Other provisions:

(1) The provisions of this special regulation supplement the regulations which govern hunting on wildlife refuge areas generally which are set forth in Title 50, Code of Federal Regulations, Part 32.

(2) A Federal permit is required to enter the public hunting area. Permits may be obtained from the Mark Twain National Wildlife Refuge office, Quincy, Illinois.

(3) The provisions of this special regulation are effective to October 1, 1962.

R. W. BURWELL,  
Regional Director, Bureau of  
Sport Fisheries and Wildlife.

AUGUST 16, 1962.

[F.R. Doc. 62-8452; Filed, Aug. 22, 1962; 8:47 a.m.]

#### PART 32—HUNTING

##### Medicine Lake National Wildlife Refuge, Montana

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

**§ 32.32 Special regulations; big game, for individual wildlife refuge areas.**

#### MONTANA

##### MEDICINE LAKE NATIONAL WILDLIFE REFUGE

Public hunting of Big Game on the Medicine Lake National Wildlife Refuge is permitted only on the area designated by signs as open to hunting. This open area, comprising 2,250 acres or 7 percent of the total area of the refuge is delineated on a map available at the refuge headquarters and from the Regional Director, Bureau of Sport Fisheries and Wildlife, 1002 Northeast Holladay, Portland 8, Oregon. Hunting shall be subject to the following conditions:

(a) Species permitted to be taken: Deer.

(b) Open season: October 21 through October 28, 1962.

Shooting hours: One-half hour before sunrise to one-half hour after sunset.

(c) Bag limits: One deer—either sex.

(d) Methods of hunting:

1. Weapons—rifles firing center fire cartridges only, or shotguns with loads of 0-buck, 00-buck or single ball load.

(e) Other provisions:

1. The provisions of this special regulation supplement the regulations which govern hunting on wildlife refuge areas generally which are set forth in Title 50, Code of Federal Regulations, Part 32.

2. A Federal permit is not required to enter the public hunting area, but hunters must check in and out of designated checking stations.

3. The provisions of this special regulation are effective to October 29, 1962.

PAUL T. QUICK,  
*Regional Director.*

AUGUST 15, 1962.

[F.R. Doc. 62-8453; Filed, Aug. 22, 1962;  
8:47 a.m.]

# Proposed Rule Making

## DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

Food and Drug Administration

[ 21 CFR Part 121 ]

### FOOD ADDITIVES

#### Notice of Filing of Petition

Pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (sec. 409(b) (5), 72 Stat. 1786; 21 U.S.C. 348 (b) (5)), notice is given that petitions (FAP 895, 898) have been filed by Chemirad Corporation, Post Office Box 187, East Brunswick, New Jersey, requesting amendment of the food additive regulations as follows:

a. FAP 895, proposing the amendment of §§ 121.2507(c) and 121.2520(c) (5) by adding polyethylenimine as a new item to the lists of substances permitted for use in food-packaging cellophane (§ 121.2507) and food-packaging adhesives (§ 121.2520).

b. FAP 898, proposing the issuance of a regulation to provide for the safe use of polyethylenimine as a drainage aid in the manufacture of paper and paper-board intended for use in contact with food.

Dated: August 15, 1962.

WINTON B. RANKIN,  
Assistant Commissioner  
of Food and Drugs.

[F.R. Doc. 62-8467; Filed, Aug. 22, 1962;  
8:50 a.m.]

[ 21 CFR Part 121 ]

### FOOD ADDITIVES

#### Notice of Filing of Petition

Pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (sec. 409(b) (5), 72 Stat. 1786; 21 U.S.C. 348 (b) (5)), notice is given that a petition (FAP 573) has been filed by Imperial Chemical Industries, Nobel Division, Stevenston, Ayrshire, Scotland, proposing the issuance of a regulation to provide for the safe use of methyl ethyl cellulose as an emulsifying, aerating, and foaming agent in food.

Dated: August 17, 1962.

J. K. KIRK,  
Assistant Commissioner  
of Food and Drugs.

[F.R. Doc. 62-8484, Filed, Aug. 22, 1962;  
8:54 a.m.]

[ 21 CFR Part 121 ]

### FOOD ADDITIVES

#### Notice of Filing of Petitions

Pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (sec. 409(b) (5)), 72 Stat. 1786; 21 U.S.C. 348

8452

(b) (5), notice is given that petitions (FAP 644, 665) have been filed by The Norwich Pharmacal Company, Post Office Box 191, Norwich, New York, and Hess & Clark Company, Division of Richardson-Merrell, Inc., Seventh and Orange Streets, Ashland, Ohio, proposing the issuance of a regulation to provide for the safe use of nihydrazone (5-nitro-2-furaldehyde acetylhydrazone) in chicken feed, as follows:

Grams per ton of nihydrazone	Limitations	Indications for use
81-102-----	For broilers-----	Prevention of coccidiosis caused by <i>E. tenella</i> , <i>E. necatrix</i> , <i>E. maxima</i> , and <i>E. brunetti</i> . Do.
81-102-----	Not for birds 18 weeks of age or older; for replacement birds.	
102-----	Not for birds 18 weeks of age or older.	Prevention of histomoniasis.
81-102-----		Prevention of pullorum, fowl typhoid, paratyphoid (salmonellosis).
102-----	Not for birds 18 weeks of age or older.	Aid in prevention of air-sac infection (chronic respiratory disease complex).

Dated: August 17, 1962.

J. K. KIRK,  
Assistant Commissioner  
of Food and Drugs.

[F.R. Doc. 62-8485; Filed, Aug. 22, 1962;  
8:54 a.m.]

[ 21 CFR Parts 141a, 141b, 141c,  
141d, 141e ]

### ANTIBIOTIC AND ANTIBIOTIC-CONTAINING DRUGS

#### Proposed Changes in Tests and Methods of Assay

The Commissioner of Food and Drugs, pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (sec. 507, 59 Stat. 463 as amended; 21 U.S.C. 357), and under the authority delegated to him by the Secretary of Health, Education, and Welfare (25 F.R. 8625), proposes to amend the regulation for tests and methods of assay for antibiotic and antibiotic-containing drugs as set forth below:

#### § 141a.1 [Amendment]

1. By changing the fourth sentence of paragraph (e) of § 141a.1 *Sodium penicillin*, \* \* \* to read: "The test organism is *Staphylococcus aureus* (American Type Culture Collection, 6538P)."

#### § 141a.21 [Amendment]

2. By amending § 141a.21 *Capsule penicillin* and *novobiocin* in the following respects:

a. By changing the words "Micrococcus pyogenes var. aureus" in paragraph (a) (1) (i) (b) to read "Staphylococcus aureus".

b. By changing the words "Micrococcus pyogenes var. albus" in the first sentence of paragraph (c) (v) to read "Staphylococcus epidermidis".

#### § 141a.35 [Amendment]

3. By changing the first sentence of § 141a.35(a) (5) to read: "Proceed as directed in subparagraph (4) of this paragraph, using the dihydrostreptomycin working standard as the standard of comparison."

#### § 141a.38 [Amendment]

4. By changing the first sentence of § 141a.38(a) (1) to read: "Proceed as directed in § 141a.35(a) or § 141a.27(a) (1) (i)."

5. By changing § 141a.39(a) (2) to read:

#### § 141a.39 Penicillin-streptomycin; penicillin-dihydrostreptomycin veterinary.

(a) \* \* \*

(2) *Total penicillin content*. Proceed as directed in § 141a.1, except paragraphs (d) and (i) of that section. In lieu of the directions in § 141a.1(d), place a representative aliquot of the sample in a blending jar, add 1.0 milliliter of polysorbate 80 and sufficient 1 percent phosphate buffer, pH 6.0, to make a total volume of 500 milliliters. Blend 3 to 5 minutes. For the alternative iodometric test, proceed as directed in § 141a.5(d) (1), except add one drop of 1.2 N HCl to the blank immediately before the addition of the 0.01 N I<sub>2</sub>.

#### § 141a.43 [Amendment]

6. By deleting the last sentence of § 141a.43(a).

7. By changing § 141a.46(a) (1) to read:

#### § 141a.46 Procaine penicillin in streptomycin sulfate solution; procaine penicillin in dihydrostreptomycin sulfate solution.

(a) *Potency*—(1) *Procaine penicillin content*. Proceed as directed in § 141a.1, except paragraphs (d) and (i) of that section. In lieu of the directions in § 141a.46(d), place a representative aliquot of the sample in a blending jar, add 1.0 milliliter of polysorbate 80 and sufficient 1 percent phosphate buffer, pH 6.0, to make a total volume of 500 milliliters. Blend 3 to 5 minutes. If the iodometric assay is used, one drop of the 1.2 N HCl is added to the blank immediately before the addition of the 0.01 N I<sub>2</sub>. Its content of procaine penicillin is satisfactory if it contains not less than 85 percent of the number of units that it is represented to contain.

8. By changing § 14a.60(a) (1) (i) and (ii) to read:

§ 141a.60 Penicillin and dihydrostreptomycin-streptomycin sulfates veterinary; procaine penicillin in dihydrostreptomycin-streptomycin sulfates veterinary.

- (a) \* \* \*
- (1) \* \* \*

(i) *Crystalline penicillin and dihydrostreptomycin-streptomycin sulfates.* Proceed as directed in § 141a.39(a) (2) if it is the dry powder or in § 141a.46(a) (1) if it is the solution; or

(ii) *Procaine penicillin and dihydrostreptomycin-streptomycin sulfates.* Proceed as directed in § 141a.39(a) (2) if it is the dry powder or in § 141a.46(a) (1) if it is the solution; or

§ 141a.65 [Amendment]

9. By amending § 141a.65(a) (4) as follows:

a. By changing the terms "Micrococcus pyogenes var. aureus" and "Micrococcus albus" in the last sentence of subdivision (i) to read "Staphylococcus aureus" and "Staphylococcus epidermidis," respectively.

b. By changing the term "Staphylococcus albus" in the fourth sentence of subdivision (ii) to read "Staphylococcus epidermidis."

10. By changing § 141a.105(a) to read:

§ 141a.105 Sodium oxacillin tablets.

(a) *Potency—(1) Plate assay.* Place a representative number of tablets (usually 3 to 12) in a blending jar and add approximately 200 milliliters of a 500-milliliter quantity of 1 percent phosphate buffer, pH 6.0. After blending for 1 minute with a high-speed blender, add the remainder of the 500 milliliters of buffer. Blend again for 1 minute, remove an aliquot, and make the proper estimated dilutions to 5.0 micrograms per milliliter in 1 percent phosphate buffer, pH 6.0. Follow the plate assay procedure given in § 141a.104.

(2) *Iodometric assay.* In lieu of the plate assay method described in subparagraph (1) of this paragraph, the potency may also be determined by using the iodometric assay described in § 141a.5(d) except prepare the sample as follows: Grind a representative number of tablets (usually 5 to 12), using a mortar and pestle. Dilute a weighed portion of the powder (approximately 30 milligrams) with 1 percent phosphate buffer at pH 6.0 to a concentration of approximately 1.0 milligram per milliliter.

The potency of sodium oxacillin tablets is satisfactory if they contain not less than 90 percent of the number of milligrams per tablet that they are represented to contain.

§ 141b.129 [Amendment]

11. By changing the words "M. pyogenes var. aureus (P.C.I. 1209 R.D.)" in § 141b.129(a) (4) (ii) to read "Staphylococcus aureus (American Type Culture Collection 6538-PR)".

§ 141c.231 [Amendment]

12. By changing the words "Micrococcus pyogenes var. albus" in the first sentence of § 141c.231(c) (1) (v) to read "Staphylococcus epidermidis".

§ 141c.242 [Amendment]

13. By changing the words "M. pyogenes var. aureus" in the fourth sentence of § 141c.242(a) (1) (ii) to read "Staphylococcus aureus".

Chloramphenicol content (% weight/weight)

$$= \frac{[(hc242) (A274) - (hc274) (A242)] \times 5 \times 100}{[(ch274) (hc242) - (ch242) (hc274)]} \times \text{weight of sample in grams}$$

b. By changing paragraph (b) (1) to read as follows:

(b) *Paromomycin sulfate used in making the ointment—(1) Potency.* (i) Proceed as directed in § 141c.231(c) (1) of this chapter, except that:

(a) In lieu of the directions in § 141c.231(c) (1) (iii) of this chapter, prepare the standard as follows: Dissolve a suitable weighed quantity (usually 25 milligrams or less) of the working standard in sufficient 0.1M potassium phosphate buffer, pH 8.0, to give a concentration of 1,000 micrograms of paromomycin per milliliter. This stock solution may be kept in the refrigerator for 3 weeks.

(b) In lieu of the directions in § 141c.231(c) (1) (iv) of this chapter, dilute the sample to a final concentration of 1.0 microgram per milliliter (estimated).

(c) In lieu of the concentrations for the standard curve as prescribed in § 141c.231(c) (1) (vii) of this chapter, prepare concentrations of 0.64, 0.80, 1.00, 1.25, and 1.56 micrograms per milliliter. The 1.00 microgram per milliliter solution is the reference concentration.

(ii) As an alternative method, proceed as directed in § 141b.101 (a) through (i) of this chapter, except that:

(a) In lieu of the directions in § 141b.101(b) of this chapter, prepare culture medium as follows: Using ingredients that conform to the standards prescribed by the U.S.P. or N.F., make nutrient agar for the base and seed layers as follows:

Beef extract.....	3.0 grams.
Peptone .....	5.0 grams.
Agar .....	15.0 grams.
Distilled water q.s.....	1,000.0 ml.

pH 7.8-8.0 after distillation.

(b) Prepare the standard stock solution as described in subdivision (i) (a) of this subparagraph, and in lieu of the concentrations for the standard curve as prescribed in § 141b.101(d) of this chapter, prepare concentrations of 1.28, 1.6, 2.0, 2.5, and 3.12 micrograms per milliliter from this stock solution and use the 2.0 micrograms per milliliter concentration as the reference point.

(c) In lieu of the directions in § 141b.101(e) of this chapter, dilute the sample to a final concentration of 2.0 micrograms per milliliter (estimated).

§ 141e.410 [Amendment]

15. By amending paragraph (b) (1) of § 141e.410 *Bacitracin-neomycin* tablets as follows:

a. By changing the words "Staphylococcus epidermitis" to read "Staphylococcus epidermidis" in subdivision (iv), first sentence; subdivision (v), sixth sentence; and subdivision (vii), second sentence.

§ 141d.316 [Amendment]

14. By amending § 141d.316 *Chloramphenicol-paromomycin ointment* in the following respect:

a. By changing the second equation in paragraph (a) (1) (ii) (c) to read:

b. By changing the words "M. Pyogenes var. aureus" in the first sentence of subdivision (v) to read "Staphylococcus aureus".

Any interested person may, within 30 days from the date of publication of this notice in the FEDERAL REGISTER, submit written views and comments on these proposed amendments. Such comments should be submitted in triplicate and addressed to the Hearing Clerk, Department of Health, Education and Welfare, Room 5440, 330 Independence Avenue, SW., Washington 25, D.C.

Dated: August 15, 1962.

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

[F.R. Doc. 62-8483; Filed, Aug. 22, 1962; 8:54 a.m.]

## FEDERAL AVIATION AGENCY

[ 14 CFR Part 608 ]

[ Airspace Docket No. 62-WE-61 ]

### SPECIAL USE AIRSPACE

#### Proposed Alteration of Restricted Area

Pursuant to the authority delegated to me by the Administrator (14 CFR 409.13), notice is hereby given that the Federal Aviation Agency is considering an amendment to § 608.57 of the regulations of the Administrator, the substance of which is stated below.

The Boardman, Oregon, Restricted Area R-5701 is assigned to the Commanding Officer, Naval Air Station, Whidbey Island, Wash., as a high and low altitude bombing range. It is designated from the surface to flight level 450 on a continuous basis as a joint use area. The Seattle ARTCC is the controlling agency.

The Federal Aviation Agency is considering a proposal by the Department of the Navy to adjust the boundaries of R-5701 in order that the Navy may accomplish its mission in this area. The Navy states that the area is not adequate to contain the hazards associated with the advanced type delivery tactics of high and low altitude bombing now employed by the Navy. They have requested that extensions to the restricted area be established which would protect both participating and nonparticipating aircraft during the high speed run-in maneuvers to the bombing target.

Additionally, the Navy has agreed to relocate the site of the bombing target, at the request of the State of Oregon,

provided that adequate restricted airspace is made available to encompass the new target location. The relocation of the target would enable the State to acquire some of the land now occupied by the Navy and develop it as a "Space Age Industrial Park".

In order to reduce the impact on other aeronautical interests, the Navy has modified its original proposal in order to avoid, where possible, agricultural areas which are dependent on aerial spraying, VFR flyways and existing airways and jet routes.

If this action is taken, the Boardman, Oregon, Restricted Area R-5701 would be redesignated as follows:

**Boundaries and designated altitudes.** A 5-nautical-mile radius circle centered at latitude 45°43'20" N., longitude 119°41'00" W., surface to flight level 450; within 3 nautical miles either side of the 093° and 263° True bearings from the center of the circle extending to 11 nautical miles from the center, excluding the airspace within 5 statute miles of Jet Route 16 and the centerline of VOR Federal airway No. 1710, 20,000 feet MSL to flight level 450; with 2 nautical miles N and 3 nautical miles S of the 082° True bearing from the center of the circle extending to a line one nautical mile W of and parallel to Butter Creek, surface to 10,000 feet MSL to a distance of 7 nautical miles from the center of the circle, thence surface to 6,000 feet MSL to the E extremity; within 3 nautical miles either side of the 234° True bearing from the center of the circle extending to 10 nautical miles from the center, excluding the airspace within VOR Federal airway No. 112, surface to 10,000 feet MSL to a distance of 7 nautical miles from the center of the circle, thence surface to 6,000 feet MSL to the SW extremity; within 3 nautical miles either side of the 270° True bearing from the center of the circle extending to 15 nautical miles from the center, surface to 10,000 feet MSL to a distance of 7 nautical miles from the center of the circle, thence surface to 6,000 feet MSL to the W extremity.

**Time of designation.** Continuous.  
**Controlling agency.** Federal Aviation Agency, Seattle ARTC Center.  
**Using agency.** Commanding Officer, NAS Whidbey Island, Wash.

Interested persons may submit such written data, views, or arguments as they may desire. Communications should be submitted in triplicate to the Assistant Administrator, Western Region, Attn: Chief, Air Traffic Division, Federal Aviation Agency, 5651 West Manchester Avenue, P.O. Box 90007, Airport Station, Los Angeles 9, Calif. All communications received within thirty days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Regional Air Traffic Division Chief, or the Chief, Airspace Utilization Division, Federal Aviation Agency, Washington 25, D.C. Any data, views or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The official Docket will be available for examination by interested persons at the Docket Section, Federal Aviation Agency, Room A-103, 1711 New York Avenue NW., Washington 25, D.C. An informal Docket will also be available for examination at the office of the Regional Air Traffic Division Chief.

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

Issued in Washington, D.C., on August 20, 1962.

W. THOMAS DEASON,  
Assistant Chief,  
Airspace Utilization Division.

[F.R. Doc. 62-8482; Filed, Aug. 22, 1962;  
8:53 a.m.]

## FEDERAL COMMUNICATIONS COMMISSION

[ 47 CFR. Parts 1, 3 ]

[Docket No. 14185; RM-94; FCC 62-901]

### FM BROADCASTING

#### Allocation and Technical Standards; Memorandum Opinion and Order

In the matter of revision of FM Broadcast Rules, particularly as to allocation and technical standards, Docket No. 14185; petition of FM Unlimited, Inc., for changes in FM Station assignment rules, RM-94.

1. The Commission has before it for consideration a "Petition for Extension of Time within which to File Comments", filed in this proceeding on August 7, 1962, by the National Association of Broadcasters (NAB). The petition asks that the time for filing comments in response to our Further Notice adopted July 25, 1962 (FCC 62-867) be extended from August 31 to October 1, 1962. NAB notes the importance of the subjects involved in the Further Notice, states that because thereof it will reactivate its ad hoc committee on FM assignments, and that, because of summer vacation schedules and for other reasons, this committee cannot be assembled and worthwhile comments developed by August 31.

2. The petition appears to present good cause for the requested extension, and it is granted. However, in view of the obvious need for resolving this proceeding as soon as possible, in the absence of extraordinary circumstances not now foreseen no further extension of time for filing comments in response to the Further Notice will be granted. In the meantime, the Commission's staff will continue work on the tentative Table of Assignments referred to in the Further Notice, and this will be issued when it is ready. If this tentative Table is issued before comments and replies in response to the Further Notice can be received and considered, such comments and replies will be carefully considered (along with more specific comments relating to proposed assignments) in connection with preparation and adoption of any final table.

3. In view of the foregoing: *It is ordered*, That the "Petition for Extension of Time within which to File Comments", filed by the National Association of Broadcasters, is granted; the time for filing comments in response to the Further Notice of Proposed Rule Making adopted herein on July 25, 1962 is extended to and including October 1, 1962; and the time for filing reply comments is extended to and including October 16, 1962.

Adopted: August 13, 1962.

Released: August 17, 1962.

FEDERAL COMMUNICATIONS  
COMMISSION,

[SEAL] BEN F. WAPLE,  
Acting Secretary.

[F.R. Doc. 62-8492; Filed, Aug. 22, 1962;  
8:55 a.m.]

[ 47 CFR Parts 2, 6, 7, 9-11, 16, 21 ]

[Docket No. 14712]

### ALLOCATION OF CERTAIN FREQUENCY BANDS

#### Order Extending Time for Filing Comments

In the matter of amendment of Parts 2, 6, 7, 9, 10, 11, 16, and 21 of the Commission's rules to designate portions of the 2110-2200 Mc/s band exclusively for the use of Domestic Fixed Public stations and for the use of Operational Fixed and International Control stations and to reserve a portion thereof for omnidirectional operations.

The Commission has before it a petition filed by the Electronic Industries Association on August 8, 1962, requesting an extension of the time for filing comments in the above entitled proceeding from August 26, 1962, to September 25, 1962.

It appearing that in support of its request, the petitioner states that because August is the usual month for vacations a quorum of the Microwave Section and its Engineering Guidance Committee cannot be convened in sufficient time to consider, prepare and file meaningful comments; and

It further appearing that such an extension would be in the public interest in order to obtain more comprehensive comments, not only from petitioner, but from other interested parties; therefore

*It is ordered*, This 17th day of August 1962, pursuant to §§ 0.258(c), 0.291(b)(4), 0.322(b)(2) of the Commission's Statement of Delegations of Authority, that the above-described request of the Electronic Industries Association is granted, and that the time for filing original comments by all parties is extended from August 25, 1962, to September 25, 1962, and the time for filing reply comments to October 5, 1962.

Released: August 17, 1962.

FEDERAL COMMUNICATIONS  
COMMISSION,

[SEAL] BEN F. WAPLE,  
Acting Secretary.

[F.R. Doc. 62-8493; Filed, Aug. 22, 1962;  
8:56 a.m.]

## INTERSTATE COMMERCE COMMISSION

[49 CFR Part 1881

[Ex Parte No. MC-1]

### PAYMENT OF RATES AND CHARGES OF MOTOR CARRIERS

#### Vacation of Order and Date for Hearing

AUGUST 15, 1962.

Notice is hereby given that the order dated July 24, 1962, directing modified procedure in the above-entitled proceeding, is vacated and set aside and the proceeding is now referred to Examiner J. T. Fittipaldi for hearing on October 25, 1962, 9:30 o'clock a.m. United States standard time (or 9:30 o'clock local daylight saving time, if that time is observed) at the Palmer House, Chicago, Illinois.

Any persons interested in this proceeding, who wish to be notified if it becomes necessary to change the date or place of this hearing, should so advise the Commission and their names will be placed on the service list.

[SEAL] HAROLD D. McCoy,  
Secretary.

[F.R. Doc. 62-8475; Filed, Aug. 22, 1962;  
8:52 a.m.]

## SECURITIES AND EXCHANGE COMMISSION

[17 CFR Part 240]

[Release 34-6885]

### "BOILER ROOM" ACTIVITY

#### Notice of Proposed Rule Making

Notice is hereby given that the Securities and Exchange Commission, in an effort to deal more effectively with what is commonly referred to as the "boiler room" problem, has under consideration a proposal to adopt § 240.15c2-6 (Rule 15c2-6 under the Securities Exchange Act of 1934). Section 15(c) (2) of the Act makes it unlawful for a broker or dealer to effect or induce a transaction in a nonexempt security otherwise than on a national securities exchange in connection with which he engages in any fraudulent, deceptive or manipulative act or practice, and it provides that the Commission shall, by rules and regulations, define and prescribe means reasonably designed to prevent such acts and practices.

Boiler room operations in their most typical form involve the distribution of low priced and unseasoned securities to investors, whose names are generally obtained from lists, by means of high-pressure selling methods or other fraudulent means. In its most common form the sales campaign is generally conducted, and sometimes the transactions are consummated, over the telephone, frequently the long distance telephone. Boiler room activities have presented a

serious problem for the Commission in recent years, and in spite of vigorous enforcement efforts the problem still exists.

The proposed rule would make it unlawful for a broker or dealer to offer or sell certain low-priced equity securities by telephone to any person other than a broker, dealer, institutional customer or regular customer unless the broker or dealer establishes that one of the exemptions enumerated in the rule is available. The rule would exempt unsolicited transactions; isolated transactions not part of a concentrated sales effort by the broker-dealer; and securities offered or sold as part of a distribution made in compliance with the registration and prospectus requirements of the Securities Act of 1933. There would also be an exemption for securities of issuers whose current financial statements show that they are operating at a profit and which are either currently subject to the reporting requirements of the federal securities laws or are companies as to which specified data is contained in a recognized financial manual which has been published for more than 5 years by a registered investment adviser.<sup>1</sup> The rule would also contain a provision excluding specific transactions which the Commission exempts as not comprehended within its purposes.

The proposed rule is essentially based upon the fact that the selling practices which it prohibits, when utilized under the circumstances specified in the rule, are almost invariably accompanied by high pressure and fraudulent practices. Case after case has come before the Commission in recent years involving the sale of low priced and obscure securities over the telephone to persons who are not regular customers of the broker-dealer and whose names are commonly derived from lists. In practically every instance, the course of business has proved to be fraudulent.<sup>2</sup>

<sup>1</sup> Classification of securities upon the basis of the presence of financial information in recognized financial manuals is utilized in the securities laws of approximately 29 states. See for example, section 402(b) (2) of the Uniform Securities Acts, which has been adopted in a number of states.

<sup>2</sup> The Commission has decided over 30 broker-dealer revocation cases since January 1, 1960, in which fraud has been found to accompany practices of the type covered by the proposed rule. Some examples are: Leonard Burton Corporation, Securities Exchange Act Release No. 5978 (June 4, 1959); Best Securities Inc., Securities Exchange Act Release No. 6282 (June 3, 1960); Barnett & Co., Inc., Securities Exchange Act Release No. 6310 (July 5, 1960); N. Pinsky & Co., Securities Exchange Act Release No. 6401 (October 21, 1960); Midland Securities, Inc., Securities Exchange Act Release No. 6524 (April 10, 1961); Alexander Reid & Co., Inc., Securities Exchange Act Release No. 6727 (February 8, 1962). The problem was described in Mac Robbins & Co., Inc., Securities Exchange Act Release No. 6846 (July 11, 1962) as follows:

"The influx of new and inexperienced investors into the securities market during the 1950's has spawned a disturbing growth in the use of selling methods which represent the antithesis of fair dealing. Commonly characterized as 'boiler room' procedures, they involve a concerted, high-pressure effort—typically by telephone—to sell a large

The reasons are not difficult to discover. The selection of little-known securities, about which there is no information accessible to prospective investors, obviously facilitates high-pressure selling methods and fraudulent practices, since the investor has no independent way of verifying the representations made. Furthermore, this method of selling is inherently costly. Telephone solicitation, particularly by use of the long distance telephone, results in high telephone bills and a large percentage of expensive calls in which the prospect refuses to buy. Considerable skill in telephone selling is required to produce a profitable ratio of sales to calls and salesmen having these skills commonly command a substantial remuneration. Consequently, high-pressure and misleading selling methods are almost essential if a sufficient number of sales are to be made, at prices sufficiently above the cost of doing business, so as to result in a profitable operation.

Under these circumstances, as appears from the Commission's experience with this problem, the protection of the investing public demands that sales methods so fraught with opportunities for fraud and so commonly accompanied by fraud be outlawed.

The proposal merely endeavors to identify and prohibit those situations in which the Commission's experience shows that boiler-room tactics are most likely to occur. It does not attempt to encompass all situations where such tactics are possible. The other anti-fraud provisions of the federal securities laws continue to be applicable to all solicitations of this character.

It is also believed that the proposed rule and particularly the requirement to obtain more complete records concerning telephone calls to nonregular customers and the list from which the prospects' names were obtained should facilitate enforcement and expedite proceedings and other actions against "boiler room" operators.

The text of the proposed section would read substantially as follows:

#### § 240.15c2-6 Boiler room activity.

(a) It shall constitute a "fraudulent, deceptive or manipulative act or practice" within the meaning of section 15 (c) (2) of the Act for any broker or dealer to offer or sell any equity security at a price of \$10 or less by telephone to any person other than a broker, dealer, institutional customer or regular customer, unless such broker or dealer establishes that either the security or the transaction falls within one of the following categories of securities or transactions:

volume of one or several promotional or speculative low-priced securities to unknown persons without any concern for the suitability of such securities in the light of the customers' investment needs or objectives and by the use of false and deceptive means. The sales techniques used are by their very nature not conducive to an unhurried, informed and careful consideration of the investment factors applicable to the securities involved. The securities are frequently of a newly established company in an industry enjoying an active period of expansion which has attracted wide public attention."

(1) Any security, the issuer of which (i) has, as evidenced by a profit and loss statement certified by an independent public accountant, had net income in its most recent fiscal year or, if such fiscal year ended within 120 days prior to the offer or sale of such security by the broker or dealer and a certified profit and loss statement is not available, the last preceding fiscal year, and (ii) is either currently filing reports pursuant to sections 13 or 15(d) of the Act, or section 14 of the Public Utility Holding Company Act of 1935, or section 30 of the Investment Company Act of 1940, or is a company in respect of which there is published in a recognized securities manual a list of the names of the issuer's officers and directors, a balance sheet as of a date within 16 months of the offering or sale, and a profit and loss statement for either the fiscal year ending on that date or the most recent fiscal year. Such balance sheet and profit and loss statement must have been certified by an independent public accountant, but it shall not be a requirement that the certificate of such accountant be contained in any such securities manual;

(2) Isolated transactions not a part of any concentrated sales efforts by the broker-dealer; or

(3) A transaction which is not solicited by the broker or dealer; or

(4) A security registered under the Securities Act of 1933, which is offered or sold at a time when delivery of a prospectus is required by section 5 thereof, and as to which a prospectus meeting the requirements of that Act is delivered to the purchaser in accordance with the provisions of that Act.

(b) The prohibitions of paragraph (a) of this section shall not apply to any specific transaction which, upon prior written request, the Commission exempts as not being comprehended within the purposes of this section.

(c) For the purpose of this section:

(1) The term "institutional customer" means a bank; a trust company; an insurance company; a pension, welfare, profit sharing or similar fund; an investment company registered under the Investment Company Act of 1940; or any other similar financial institution.

(2) The term "regular customer" means any person with whose written agreement the broker or dealer is maintaining a general account or special cash account as provided in Regulation T (12 CFR Part 220) and who has purchased securities of two or more different issuers at different times within the past year from or through such broker or dealer in such accounts, unless such purchases have been solicited to avoid the operation of this section.

(3) The term "recognized securities manual" means a securities manual which has been published continuously for a period of 5 years or more prior to the offer or sale by an investment adviser registered as such under the Investment Advisers Act of 1940.

(d) Every broker or dealer shall maintain the following books and records with regard to transactions in any equity security offered or sold by telephone at a price of \$10 or less to any person other than a broker, dealer, institutional customer or regular customer.

(1) A separate daily record for each person connected with such broker or dealer who offered or sold the security showing: (i) The date and time of each such telephone call, (ii) the name of the person connected with such broker or dealer who offered the security to the customer or prospective customer, and the telephone number and location of the telephone used by such person, (iii) the name, address and telephone number of the customer or prospective customer to whom the security was offered, (iv) whether such telephone call was initiated by such broker or dealer or by

the customer or prospective customer, (v) the title and price of the security offered, and (vi) the number of shares, or units, if any, purchased by the customer and the price thereof. Such record shall be signed by the person whose offers and sales are recorded thereon, and shall be approved and signed by a partner, officer, or office manager of such broker or dealer, or by such broker or dealer if a sole proprietor.

(2) A copy of every list of names, any part of which is used by any person connected with such broker or dealer in identifying customers or prospective customers to whom securities might be offered or sold, which copy shall also indicate the source of any such list.

(3) Copies of all telephone toll slips reflecting all toll telephone calls charged to such broker or dealer.

The provisions of paragraph (d) of this section shall not apply to: (1) Any transaction executed on a national securities exchange, or (2) the offering or sale of a security registered under the Securities Act of 1933 which is offered or sold at a time when delivery of a prospectus is required by section 5 thereof, and as to which a prospectus meeting the requirements of that Act is delivered to the purchaser in accordance with the requirements of that Act.

(Secs. 15, 23, 48 Stat. 895, 901, as amended; 15 U.S.C. 78o, 78w)

All interested persons are invited to submit in writing their views and comments on the proposed rule on or before September 28, 1962. All such communications will be available for public inspection.

By the Commission.

[SEAL] ORVAL L. DuBOIS,  
Secretary.

AUGUST 16, 1962.

[F.R. Doc. 62-8465; Filed, Aug. 22, 1962;  
8:49 a.m.]

# Notices

## DEPARTMENT OF THE TREASURY

### Foreign Assets Control

#### IMPORTATION OF HOG BRISTLES DIRECTLY FROM TAIWAN (FORMOSA)

#### Available Certifications by the Government of the Republic of China

Notice is hereby given that certificates of origin issued by the Ministry of Economic Affairs of the Republic of China under procedures agreed upon between that government and the Foreign Assets Control are now available with respect to the importation into the United States directly, or on a through bill of lading, from Taiwan (Formosa) of all hog bristles. This notice supersedes the previous notice of the availability of certificates of origin for the item "hog bristles, black, not to exceed four inches in length."

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

[F.R. Doc. 62-8525; Filed, Aug. 22, 1962;  
8:59 a.m.]

#### Office of the Secretary

[AA 643.3-W]

#### JALOUSIE-LOUVRE-SIZED SHEET GLASS FROM CZECHOSLOVAKIA

#### Determination of Sales at Less Than Fair Value

AUGUST 15, 1962.

A complaint was received that glass, sheet, in jalousie louvre sizes from Czechoslovakia was being sold in the United States at less than fair value within the meaning of the Antidumping Act of 1921.

I hereby determine that glass, sheet, in jalousie louvre sizes from Czechoslovakia is being, or is likely to be, sold at less than fair value within the meaning of section 201(a) of the Antidumping Act, 1921, as amended (19 U.S.C. 160(a)).

The United States Tariff Commission is being advised of this determination.

*Statement of reasons.* There were no sales in Czechoslovakia, either for home consumption or for exportation to countries other than the United States, of glass in sheets which could reasonably be compared with the jalousies under consideration. Under these circumstances, a comparison between the purchase price paid by the importer in the United States and the constructed value, as defined in the Antidumping Act of 1921, was deemed appropriate.

Purchase price of the jalousies was the invoiced price f.o.b. European shipping port, less the cost of freight from the Czechoslovakian border to the shipping port.

No. 164—6

In the absence of information as to the actual costs of materials and labor and as to the amount ordinarily added for general expenses and profit in Czechoslovakia, the constructed value was calculated on the basis of the Western European price, f.o.b. shipping port, for exportation to the United States, of glass jalousies most nearly similar to the jalousies exported from Czechoslovakia to the United States. From this price there was deducted the selling commission included in the Western European price; an allowance for the difference in quality between the jalousies exported from Western European countries and from Czechoslovakia; an allowance for the difference in the Czechoslovakian packing materials as compared with that used by the Western European countries; and an amount representing the inland freight included in the Western European price.

Purchase price was found to be lower than constructed value.

This determination and the statement of reasons therefor are published pursuant to section 201(c) of the Antidumping Act, 1921, as amended (19 U.S.C. 160(c)).

[SEAL] JAMES A. REED,  
*Assistant Secretary of the Treasury.*

[F.R. Doc. 62-8489; Filed, Aug. 22, 1962;  
8:55 a.m.]

## DEPARTMENT OF THE INTERIOR

### Bureau of Land Management ALASKA

#### Notice of Filing of Plat of Survey and Order Providing for Opening of Public Lands

1. A plat of survey for the lands described below will be officially filed in the Fairbanks Land Office, Fairbanks, Alaska, effective at 10:00 a.m., on September 21, 1962:

#### FAIRBANKS MERIDIAN

T. 1 N., R. 2 W.,  
Sec. 1: Lots 1 through 4, S $\frac{1}{2}$ N $\frac{1}{2}$ , S $\frac{1}{2}$ ;  
Sec. 2: Lots 1 through 4, S $\frac{1}{2}$ N $\frac{1}{2}$ , S $\frac{1}{2}$ ;  
Sec. 3: Lots 1 through 4, S $\frac{1}{2}$ N $\frac{1}{2}$ , S $\frac{1}{2}$ ;  
Sec. 4: Lots 1 through 4, S $\frac{1}{2}$ N $\frac{1}{2}$ , S $\frac{1}{2}$ ;  
Sec. 5: Lots 1 through 4, S $\frac{1}{2}$ N $\frac{1}{2}$ , S $\frac{1}{2}$ ;  
Sec. 6: Lots 1 through 4, E $\frac{1}{2}$ W $\frac{1}{2}$ , E $\frac{1}{2}$ ;  
Secs. 8 through 15: All.

The area described aggregates 8,955.52 acres. The lands are situated approximately seven miles northwest of Fairbanks, Alaska, and lie in the north half of the township. Moose Creek, a tributary of Goldstream Creek, flows south through the west half of the area described above. The land is mostly rolling hills, with a few steep slopes near the tops of the ridges and spurs. Timber cover, for the most part, consists of a second growth of small to medium sized birch, poplar and aspen with scattered spruce. There are few trees big enough

to be cut for lumber. The undergrowth is alder, willow, moss, grasses and small trees. The soil is a light, brown, sandy loam with some clay, rocky on the steep slopes.

2. Subject to any existing valid rights and the requirements of applicable law, the lands described in Paragraph 1 hereof, are hereby opened to filing of applications, selections, and locations in accordance with the following:

Applications and selections under the nonmineral public land laws and applications may be presented to the Manager mentioned below beginning on the date of this order. Such applications and selections will be considered as filed on the hour and respective dates shown for the various classes enumerated in the following paragraph.

(1) Applications by persons having prior existing valid settlement rights, preference rights conferred by existing laws, or equitable claims subject to allowance and confirmation will be adjudicated on the facts presented in support of each claim or right. All applications presented by persons other than those referred to in this paragraph will be subject to the applications and claims mentioned in this paragraph.

(2) All valid applications and selections under the nonmineral public land laws other than those coming under Paragraph (1) above presented prior to 10:00 a.m. on December 21, 1962, will be considered as simultaneously filed at that hour. Rights under such applications and selections filed after that hour will be governed by the time of filing.

3. Persons claiming preference right based upon valid settlement, statutory preference or equitable claims must enclose properly corroborated statements in support of their applications, setting forth all facts relevant to their claims. Detailed rules and regulations governing applications which may be filed pursuant to this notice can be found in Title 43 of the Code of Federal Regulations.

4. Applications for these lands which shall be filed in the Land Office, at Fairbanks, Alaska, shall be acted upon in accordance with the regulations contained in § 295.8 of Title 43 of the Code of Federal Regulations to the extent such regulations are applicable. Applications under the Homestead and Homestead Laws shall be governed by the regulations contained in Parts 64, 65, and 166 of Title 43 of the Code of Federal Regulations and applications under the Small Tract Act of June 1, 1938, shall be governed by the regulations contained in Part 257 of that Title.

5. Inquiries concerning these lands shall be addressed to the Manager, Fairbanks Land Office, 516 Second Avenue, Fairbanks, Alaska.

HAROLD E. WALDO,  
*Acting Manager.*

AUGUST 16, 1962.

[F.R. Doc. 62-8457; Filed, Aug. 22, 1962;  
8:47 a.m.]

8457

## ALASKA

**Notice of Filing of Plat of Survey and Order Providing for Opening of Public Lands**

1. A plat of survey for the lands described below will be officially filed in the Fairbanks Land Office, Fairbanks, Alaska, effective at 10:00 a.m., on September 21, 1962:

## FAIRBANKS MERIDIAN

T. 1 N., R. 4 E.,

The survey of the Fairbanks Base Line through Range 4 East, the first Guide Meridian East through Township 1 North between Ranges 4 and 5 East, the North Boundary of Township 1 North, Range 4 East and the subdivision of the Sections described below:

Secs. 24 through 29: All;  
Sec. 30: Lots 1 through 4,  $E\frac{1}{2}W\frac{1}{2}$ ,  $E\frac{1}{2}$ ;  
Sec. 31: Lots 1 through 4,  $E\frac{1}{2}W\frac{1}{2}$ ,  $E\frac{1}{2}$ ;  
Secs. 32 through 36: All.

The area subdivided aggregates approximately 8,316.64 acres, and is located approximately twenty miles northeast of Fairbanks, Alaska. Most of the township ranges from hilly and mountainous land to nearly level bottom land in the southerly portion, which is traversed by the Chena Hot Springs Road. Soil in the bottoms is alluvial silt, but much of the land is poorly drained and swampy. Most of the township is covered by dense stands of small and medium sized spruce, birch and poplar timber with willow and alder undergrowth. The Chena Hot Springs Road traverses the southern part of the township in a northeasterly direction; Jenny M Creek drains the west portion of the township and runs in a southerly direction.

2. Subject to any existing valid rights and the requirements of applicable law, the lands described in Paragraph 1 hereof, are hereby opened to filing of applications, selections, and locations in accordance with the following:

Applications and selections under the nonmineral public land laws and applications may be presented to the Manager mentioned below beginning on the date of this order. Such applications and selections will be considered as filed on the hour and respective dates shown for the various classes enumerated in the following paragraph.

(1) Applications by persons having prior existing valid settlement rights, preference rights conferred by existing laws, or equitable claims subject to allowance and confirmation will be adjudicated on the facts presented in support of each claim or right. All applications presented by persons other than those referred to in this paragraph will be subject to the applications and claims mentioned in this paragraph.

(2) All valid applications and selections under the nonmineral public land laws other than those coming under Paragraph (1) above presented prior to 10:00 a.m. on December 21, 1962, will be considered as simultaneously filed at that hour. Rights under such applications and selections filed after that hour will be governed by the time of filing.

3. Persons claiming preference right based upon valid settlement, statutory preference or equitable claims must enclose properly corroborated statements in support of their applications, setting forth all facts relevant to their claims. Detailed rules and regulations governing applications which may be filed pursuant to this notice can be found in Title 43 of the Code of Federal Regulations.

4. Applications for these lands which shall be filed in the Land Office, at Fairbanks, Alaska, shall be acted upon in accordance with the regulations contained in § 295.8 of Title 43 of the Code of Federal Regulations to the extent such regulations are applicable. Applications under the Homestead and Homesite Laws shall be governed by the regulations contained in Parts 64, 65, and 166 of Title 43 of the Code of Federal Regulations and applications under the Small Tract Act of June 1, 1938, shall be governed by the regulations contained in Part 257 of that Title.

5. Inquiries concerning these lands shall be addressed to the Manager, Fairbanks Land Office, 516 Second Avenue, Fairbanks, Alaska.

HAROLD E. WALDO,  
*Acting Manager.*

AUGUST 16, 1962.

[F.R. Doc. 62-8458; Filed, Aug. 22, 1962;  
8:48 a.m.]

## CALIFORNIA

**Notice of Correction, Amendment, and Partial Termination of Proposed Withdrawal and Reservation of Lands**

AUGUST 15, 1962.

Notice of an application, Serial No. Sacramento 050089, for withdrawal and reservation of lands which was published as Federal Register Document No. 62-827 on pages 755 and 756 of the issue for January 25, 1962, is corrected as follows: That portion of the land description to protect a roadside zone along the U.S. Highway No. 40-A, in Sec. 28, T. 23 N., R. 5 E., M.D.M., which reads Lots 2 and 3,  $SE\frac{1}{4}SW\frac{1}{4}$ ,  $W\frac{1}{2}SE\frac{1}{4}$ , is corrected to read Lots 2, 3, and 4,  $SE\frac{1}{4}SW\frac{1}{4}$ .

The applicant agency has cancelled its application insofar as it involves the lands described below. Therefore, pursuant to the regulations contained in 43 CFR Part 295, such lands will be at 10:00 a.m., on September 20, 1962, relieved of the segregative effect of the above-mentioned application.

## MOUNT DIABLO MERIDIAN

## FLUMAS NATIONAL FOREST

T. 21 N., R. 13 E.,  
Sec. 14:  $S\frac{1}{2}NE\frac{1}{4}$ ,  $SW\frac{1}{4}NW\frac{1}{4}$ ,  $N\frac{1}{2}SW\frac{1}{4}$ ;  
Sec. 15:  $N\frac{1}{2}SE\frac{1}{4}$ .  
T. 24 N., R. 6 E.,  
Tract 37:  $N\frac{1}{2}NW\frac{1}{4}$ ,  $SW\frac{1}{4}NW\frac{1}{4}$ ,  $NW\frac{1}{4}SW\frac{1}{4}$ .

WALTER E. BECK,  
*Manager, Lands Office,*  
*Sacramento.*

[F.R. Doc. 62-8455; Filed, Aug. 22, 1962;  
8:47 a.m.]

## CALIFORNIA

**Notice of Proposed Withdrawal and Reservation of Lands and Partial Elimination Thereof**

AUGUST 15, 1962.

The United States Department of Agriculture has filed an application Serial Number Sacramento 050711 for the withdrawal of the lands described below, from prospecting, location, entry, and purchase under the mining laws only, subject to existing valid claims.

The applicant desires the land to protect public recreation areas.

For a period of 30 days from the date of publication of this notice, all persons who wish to submit comments, suggestions, or objections in connection with the proposed withdrawal may present their views in writing to the undersigned officer of the Bureau of Land Management, Department of the Interior, Room 4201, U.S. Courthouse and Federal Building, 650 Capitol Avenue, Sacramento 14, California.

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

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

The lands involved in the application are:

## MOUNT DIABLO MERIDIAN

## SHASTA NATIONAL FOREST

## PUBLIC RECREATION AREA

*Madrone*

T. 35 N., R. 2 W.,  
Sec. 4: Lot 9.

*Crooks Creek*

T. 36 N., R. 2 W.,  
Sec. 34:  $NE\frac{1}{4}NW\frac{1}{4}$ .

*Fowler's Camp*

T. 39 N., R. 2 W.,  
Sec. 12:  $E\frac{1}{2}$ , that area north and west of McCloud River.

*Castle Creek*

T. 38 N., R. 4 W.,  
Sec. 18:  $N\frac{1}{2}SE\frac{1}{4}NE\frac{1}{4}$ ,  $SW\frac{1}{4}NE\frac{1}{4}NE\frac{1}{4}$ .

*McBride Springs*

T. 41 N., R. 4 W.,  
Sec. 35:  $SE\frac{1}{4}NE\frac{1}{4}SW\frac{1}{4}$ .

*Clear Creek*

T. 36 N., R. 6 W.,  
Sec. 32:  $W\frac{1}{2}SW\frac{1}{4}$ .

*Eagle Creek*

T. 38 N., R. 7 W.,  
Sec. 16:  $S\frac{1}{2}NE\frac{1}{4}NE\frac{1}{4}$ ,  $NE\frac{1}{4}SE\frac{1}{4}$ .

*Scott Mtn.*

T. 39 N., R. 7 W.,  
Sec. 5: Lot 3,  $E\frac{1}{2}$  Lot 4.

*Preacher Meadow*

T. 36 N., R. 8 W.,  
Sec. 24:  $N\frac{1}{2}$ ,  $N\frac{1}{2}S\frac{1}{2}$ .

*Coffee Creek*

T. 37 N., R. 8 W.,  
Sec. 2:  $SW\frac{1}{4}SE\frac{1}{4}$ .

*Goldfield*

T. 37 N., R. 8 W.,  
Sec. 4:  $N\frac{1}{2}$  of Lot 2.

*Tangle Blue Lake*

T. 39 N., R. 8 W.,  
Sec. 25: SW $\frac{1}{4}$ SW $\frac{1}{4}$ ;  
Sec. 26: SE $\frac{1}{4}$ SE $\frac{1}{4}$ .

*Algoma Camp*

T. 39 N., R. 1 E.,  
Sec. 5: Lots 10, 11.

MOUNT DIABLO MERIDIAN  
TRINITY NATIONAL FOREST  
PUBLIC RECREATION AREA

*Wells Creek*

T. 27 N., R. 9 W.,  
Sec. 4: SW $\frac{1}{4}$ NE $\frac{1}{4}$  of Lot 3, S $\frac{1}{2}$ NW $\frac{1}{4}$  of  
Lot 3, N $\frac{1}{2}$ SW $\frac{1}{4}$  of Lot 3, SW $\frac{1}{4}$ SW $\frac{1}{4}$  of  
Lot 3, NW $\frac{1}{4}$ SE $\frac{1}{4}$  of Lot 3, SE $\frac{1}{4}$ NE $\frac{1}{4}$   
of Lot 4, E $\frac{1}{2}$ SE $\frac{1}{4}$  of Lot 4.

*Pattymocus LO*

T. 28 N., R. 9 W.,  
Sec. 10: NW $\frac{1}{4}$ NE $\frac{1}{4}$ , W $\frac{1}{2}$ NE $\frac{1}{4}$ NE $\frac{1}{4}$ , NW $\frac{1}{4}$   
SE $\frac{1}{4}$ NE $\frac{1}{4}$ , N $\frac{1}{2}$ SW $\frac{1}{4}$ NE $\frac{1}{4}$ , SE $\frac{1}{4}$ NE $\frac{1}{4}$   
NE $\frac{1}{4}$ , NE $\frac{1}{4}$ SE $\frac{1}{4}$ NW $\frac{1}{4}$ .

*Middle Fork of Cottonwood*

T. 29 N., R. 10 W.,  
Sec. 22: SE $\frac{1}{4}$ NE $\frac{1}{4}$ SE $\frac{1}{4}$ ;  
Sec. 23: S $\frac{1}{2}$ NW $\frac{1}{4}$ SW $\frac{1}{4}$ , S $\frac{1}{2}$ N $\frac{1}{2}$ NW $\frac{1}{4}$ SW $\frac{1}{4}$ ,  
SW $\frac{1}{4}$ NE $\frac{1}{4}$ SW $\frac{1}{4}$ , N $\frac{1}{2}$ NE $\frac{1}{4}$ SW $\frac{1}{4}$ .

*Harrison Gulch*

T. 29 N., R. 10 W.,  
Sec. 23: W $\frac{1}{2}$ NE $\frac{1}{4}$ NW $\frac{1}{4}$ , SW $\frac{1}{4}$ SE $\frac{1}{4}$ NE $\frac{1}{4}$   
NW $\frac{1}{4}$ , E $\frac{1}{2}$ SE $\frac{1}{4}$ NW $\frac{1}{4}$ .

*Hall City Caves*

T. 30 N., R. 10 W.,  
Sec. 32: S $\frac{1}{2}$ NE $\frac{1}{4}$ SE $\frac{1}{4}$ , S $\frac{1}{2}$ N $\frac{1}{2}$ NE $\frac{1}{4}$ SE $\frac{1}{4}$ .

The area described above aggregates approximately 1,475.68 acres.

The applicant agency has cancelled the application insofar as it involved the lands described below. Therefore, pursuant to the regulation contained in 43 CFR Part 295, such lands will be at 10:00 a.m., on September 20, 1962, relieved of the segregative effect of the above-mentioned application.

The lands embraced in this notice of termination are:

MOUNT DIABLO MERIDIAN  
SHASTA NATIONAL FOREST

*Skunk Hollow*

T. 40 N., R. 1 W.,  
Sec. 36: NE $\frac{1}{4}$ SE $\frac{1}{4}$ SW $\frac{1}{4}$ , SE $\frac{1}{4}$ NE $\frac{1}{4}$ SW $\frac{1}{4}$ ,  
NW $\frac{1}{4}$ SW $\frac{1}{4}$ SE $\frac{1}{4}$ , SW $\frac{1}{4}$ NW $\frac{1}{4}$ SE $\frac{1}{4}$ .

*Potem*

T. 35 N., R. 2 W.,  
Sec. 14: E $\frac{1}{2}$ SE $\frac{1}{4}$ NE $\frac{1}{4}$ .

*Mears Creek*

T. 37 N., R. 4 W.,  
Sec. 17: E $\frac{1}{2}$ NW $\frac{1}{4}$ , E $\frac{1}{2}$ SW $\frac{1}{4}$ NW $\frac{1}{4}$ , SE $\frac{1}{4}$   
NW $\frac{1}{4}$ NW $\frac{1}{4}$ , E $\frac{1}{2}$ NW $\frac{1}{4}$ SW $\frac{1}{4}$ .

*Salt Creek*

T. 35 N., R. 2 W.,  
Sec. 30: SE $\frac{1}{4}$ NW $\frac{1}{4}$ , S $\frac{1}{2}$ NE $\frac{1}{4}$ NW $\frac{1}{4}$ .

*Sims Flat*

T. 37 N., R. 4 W.,  
Sec. 17: SW $\frac{1}{4}$ SE $\frac{1}{4}$ .

*Castle Lake*

T. 39 N., R. 4 W.,  
Sec. 18: Lots 3 and 4.

*Castle Lake*

T. 39 N., R. 5 W.,  
Sec. 13: E $\frac{1}{2}$ SE $\frac{1}{4}$ ;  
Sec. 24: E $\frac{1}{2}$ NE $\frac{1}{4}$ , E $\frac{1}{2}$ SW $\frac{1}{4}$ NE $\frac{1}{4}$ .

*Scott Camp Creek*

T. 39 N., R. 5 W.,  
Sec. 13: NE $\frac{1}{4}$ NW $\frac{1}{4}$ , W $\frac{1}{2}$ SE $\frac{1}{4}$ NW $\frac{1}{4}$ , E $\frac{1}{2}$   
SW $\frac{1}{4}$ NW $\frac{1}{4}$ , SW $\frac{1}{4}$ SW $\frac{1}{4}$ NW $\frac{1}{4}$ , W $\frac{1}{2}$ NW $\frac{1}{4}$   
SW $\frac{1}{4}$ , NE $\frac{1}{4}$ NW $\frac{1}{4}$ SW $\frac{1}{4}$ , NW $\frac{1}{4}$ SW $\frac{1}{4}$   
SW $\frac{1}{4}$ ;  
Sec. 14: E $\frac{1}{2}$ SE $\frac{1}{4}$ SE $\frac{1}{4}$ , SE $\frac{1}{4}$ NE $\frac{1}{4}$ SE $\frac{1}{4}$ .

*Cliff Lakes*

T. 39 N., R. 5 W.,  
Sec. 30: SW $\frac{1}{4}$  of Lot 4;  
Sec. 31: W $\frac{1}{2}$  of Lot 1, SE $\frac{1}{4}$  of Lot 1, N $\frac{1}{2}$   
of Lot 2, N $\frac{1}{2}$ SW $\frac{1}{4}$ NE $\frac{1}{4}$ .

*Scott Lake*

T. 39 N., R. 5 W.,  
Sec. 27: E $\frac{1}{2}$ NE $\frac{1}{4}$ NE $\frac{1}{4}$ .

*Gray Rock Lakes*

T. 39 N., R. 5 W.,  
Sec. 27: NW $\frac{1}{4}$ NE $\frac{1}{4}$ NW $\frac{1}{4}$ , S $\frac{1}{2}$ NE $\frac{1}{4}$ NW $\frac{1}{4}$ ,  
E $\frac{1}{2}$ NW $\frac{1}{4}$ NW $\frac{1}{4}$ , SW $\frac{1}{4}$ NW $\frac{1}{4}$ NW $\frac{1}{4}$ , N $\frac{1}{2}$   
SW $\frac{1}{4}$ NW $\frac{1}{4}$ , N $\frac{1}{2}$ SE $\frac{1}{4}$ NW $\frac{1}{4}$ .

*Seven Lakes Basin*

T. 38 N., R. 5 W.,  
Sec. 6: W $\frac{1}{2}$  of Lot 3, W $\frac{1}{2}$  of Lot 4, Lot 5,  
SE $\frac{1}{4}$ SE $\frac{1}{4}$ NE $\frac{1}{4}$ , N $\frac{1}{2}$ N $\frac{1}{2}$ SE $\frac{1}{4}$ ; SE $\frac{1}{4}$ NE $\frac{1}{4}$   
SE $\frac{1}{4}$ .

*Tamarack Lake*

T. 38 N., R. 5 W.,  
Sec. 32: SW $\frac{1}{4}$ SE $\frac{1}{4}$ , W $\frac{1}{2}$ SE $\frac{1}{4}$ SE $\frac{1}{4}$ .

*Twin Lakes*

T. 38 N., R. 5 W.,  
Sec. 32: W $\frac{1}{2}$ SW $\frac{1}{4}$ .

*McBride Springs*

T. 41 N., R. 4 W.,  
Sec. 35: NE $\frac{1}{4}$ SW $\frac{1}{4}$ SW $\frac{1}{4}$ .

*Dobkins Lake*

T. 40 N., R. 5 W.,  
Sec. 6: W $\frac{1}{2}$  Lot 15, E $\frac{1}{2}$  Lot 16.

*Little Crater Lake*

T. 40 N., R. 5 W.,  
Sec. 6: E $\frac{1}{2}$ SW $\frac{1}{4}$ SE $\frac{1}{4}$ , W $\frac{1}{2}$ SE $\frac{1}{4}$ SE $\frac{1}{4}$ , SE $\frac{1}{4}$   
NW $\frac{1}{4}$ SE $\frac{1}{4}$ , SW $\frac{1}{4}$ NE $\frac{1}{4}$ SE $\frac{1}{4}$ .

*East Fork*

T. 36 N., R. 6 W.,  
Sec. 6: Lots 3, 4.

*Fools Gulch*

T. 36 N., R. 6 W.,  
Sec. 9: NW $\frac{1}{4}$ NE $\frac{1}{4}$ .

*Pond Lily Lake*

T. 37 N., R. 6 W.,  
Sec. 11, NW $\frac{1}{4}$ SW $\frac{1}{4}$ .

*Devil's Lake*

T. 37 N., R. 6 W.,  
Sec. 16: SW $\frac{1}{4}$ SE $\frac{1}{4}$ .

*Porcupine Lake*

T. 39 N., R. 6 W.,  
Sec. 1: W $\frac{1}{2}$  Lot 4;  
Sec. 2: E $\frac{1}{2}$  Lot 1.

*Chipmunk Lake*

T. 39 N., R. 6 W.,  
Sec. 12: W $\frac{1}{2}$ NE $\frac{1}{4}$ SE $\frac{1}{4}$ .

*Cliff Lakes*

T. 39 N., R. 6 W.,  
Sec. 25: W $\frac{1}{2}$ SW $\frac{1}{4}$ NW $\frac{1}{4}$ ;  
Sec. 26: W $\frac{1}{2}$ SE $\frac{1}{4}$ NE $\frac{1}{4}$ , NE $\frac{1}{4}$ SE $\frac{1}{4}$ NE $\frac{1}{4}$ ,  
W $\frac{1}{2}$ NE $\frac{1}{4}$ SE $\frac{1}{4}$ .

*Deadfall Lakes*

T. 40 N., R. 6 W.,  
Sec. 14: SE $\frac{1}{4}$ SE $\frac{1}{4}$ ;  
Sec. 24: N $\frac{1}{2}$ .

*Toad Lake*

T. 40 N., R. 6 W.,  
Sec. 36: NE $\frac{1}{4}$ SW $\frac{1}{4}$ , S $\frac{1}{2}$ SE $\frac{1}{4}$ SW $\frac{1}{4}$ , W $\frac{1}{2}$   
NW $\frac{1}{4}$ SE $\frac{1}{4}$ .

*Caldwell Lakes*

T. 41 N., R. 6 W.,  
Sec. 20: N $\frac{1}{2}$ NE $\frac{1}{4}$ SE $\frac{1}{4}$ , S $\frac{1}{2}$ NW $\frac{1}{4}$ SE $\frac{1}{4}$ .

*Log Lake*

T. 39 N., R. 7 W.,  
Sec. 30: S $\frac{1}{2}$ SE $\frac{1}{4}$ .

*Little Bear Lake*

T. 39 N., R. 7 W.,  
Sec. 32: SW $\frac{1}{4}$ SW $\frac{1}{4}$ .

*Eleanor Lake*

T. 36 N., R. 8 W.,  
Sec. 10: NW $\frac{1}{4}$ SW.

*Big Springs*

T. 36 N., R. 8 W.,  
Sec. 22: SE $\frac{1}{4}$ NE $\frac{1}{4}$ .

*Big Boulder Lake*

T. 37 N., R. 8 W.,  
Sec. 20: E $\frac{1}{2}$ SW $\frac{1}{4}$ .

*Lily Pad Lake*

T. 37 N., R. 8 W.,  
Sec. 32: NW $\frac{1}{4}$ NE $\frac{1}{4}$ , NE $\frac{1}{4}$ NW $\frac{1}{4}$ .

*Granite Lake*

T. 38 N., R. 8 W.,  
Sec. 6: W $\frac{1}{2}$ SE $\frac{1}{4}$ SE $\frac{1}{4}$ , E $\frac{1}{2}$ SW $\frac{1}{4}$ SE $\frac{1}{4}$ .

*Doe Lake*

T. 38 N., R. 8 W.,  
Sec. 8: SW $\frac{1}{4}$ NE $\frac{1}{4}$ .

*Stoddard Lake*

T. 38 N., R. 8 W.,  
Sec. 14: SW $\frac{1}{4}$ NW $\frac{1}{4}$ , N $\frac{1}{2}$ SW $\frac{1}{4}$ , SW $\frac{1}{4}$ SW $\frac{1}{4}$ .

*Granite Lake*

T. 36 N., R. 9 W.,  
Sec. 25: SW $\frac{1}{4}$ NW $\frac{1}{4}$ , NW $\frac{1}{4}$ SW $\frac{1}{4}$ ;  
Sec. 26: S $\frac{1}{2}$ NE $\frac{1}{4}$ , N $\frac{1}{2}$ SE $\frac{1}{4}$ .

*Sugar Pine Lake*

T. 37 N., R. 9 W.,  
Sec. 14: E $\frac{1}{2}$ SE $\frac{1}{4}$ .

*Union Lake*

T. 37 N., R. 9 W.,  
Sec. 22: S $\frac{1}{2}$ SW $\frac{1}{4}$ .

*Lion Lake*

T. 37 N., R. 9 W.,  
Sec. 24: NW $\frac{1}{4}$ SW $\frac{1}{4}$ .

PTT RIVER RECREATION AREA

T. 36 N., R. 1 E.,  
Sec. 15: SE $\frac{1}{4}$ NW $\frac{1}{4}$ , E $\frac{1}{2}$ SW $\frac{1}{4}$ , E $\frac{1}{2}$ W $\frac{1}{2}$   
SW $\frac{1}{4}$ , S $\frac{1}{2}$ SW $\frac{1}{4}$ SE $\frac{1}{4}$ ;  
Sec. 22: N $\frac{1}{2}$ NE $\frac{1}{4}$ , SE $\frac{1}{4}$ NE $\frac{1}{4}$ ;  
Sec. 23: S $\frac{1}{2}$ NW $\frac{1}{4}$ NE $\frac{1}{4}$ , N $\frac{1}{2}$ SW $\frac{1}{4}$ NE $\frac{1}{4}$ ,  
SE $\frac{1}{4}$ NE $\frac{1}{4}$ , S $\frac{1}{2}$ NW $\frac{1}{4}$ , S $\frac{1}{2}$ NE $\frac{1}{4}$ NW $\frac{1}{4}$ ;  
Sec. 24: S $\frac{1}{2}$ SW $\frac{1}{4}$ NE $\frac{1}{4}$ , S $\frac{1}{2}$ NW $\frac{1}{4}$ , N $\frac{1}{2}$   
NE $\frac{1}{4}$ SW $\frac{1}{4}$ , NW $\frac{1}{4}$ SE $\frac{1}{4}$ , NE $\frac{1}{4}$ SE $\frac{1}{4}$ , N $\frac{1}{2}$   
SE $\frac{1}{4}$ SE $\frac{1}{4}$ .  
T. 36 N., R. 2 E.,  
Sec. 17: E $\frac{1}{2}$ W $\frac{1}{2}$ .

*Rock Creek*

T. 37 N., R. 2 E.,  
Sec. 34: E $\frac{1}{2}$ NE $\frac{1}{4}$ NE $\frac{1}{4}$ ;  
Sec. 35: W $\frac{1}{2}$ NW $\frac{1}{4}$ NW $\frac{1}{4}$ .

*Bosworth Meadows*

T. 38 N., R. 2 E.,  
Sec. 14: W $\frac{1}{2}$ SE $\frac{1}{4}$ .

MOUNT DIABLO MERIDIAN  
TRINITY NATIONAL FOREST  
PUBLIC RECREATION AREA

*Attiebury Glade*

T. 26 N., R. 8 W.,  
Sec. 3: W $\frac{1}{2}$  of Lot 3, Lot 4, NW $\frac{1}{4}$ SE $\frac{1}{4}$   
NW $\frac{1}{4}$ , N $\frac{1}{2}$ SW $\frac{1}{4}$ NW $\frac{1}{4}$ ;  
Sec. 4: N $\frac{1}{2}$  of Lot 1, SE $\frac{1}{4}$  Lot 1, NE $\frac{1}{4}$   
Lot 2, NE $\frac{1}{4}$ SE $\frac{1}{4}$ NE $\frac{1}{4}$ .

## NOTICES

*Appletree Glade*

T. 27 N., R. 8 W.,  
Sec. 32: SE $\frac{1}{4}$ NE $\frac{1}{4}$ , E $\frac{1}{2}$ E $\frac{1}{2}$ SW $\frac{1}{4}$ NE $\frac{1}{4}$ .

*South Fork of Cottonwood Creek*

T. 26 N., R. 9 W.,  
Sec. 5: N $\frac{1}{2}$ NE $\frac{1}{4}$  of Lot 4, N $\frac{1}{2}$  of Lot 3.  
T. 27 N., R. 9 W.,  
Sec. 32: S $\frac{1}{2}$ SW $\frac{1}{4}$ SW $\frac{1}{4}$ , S $\frac{1}{2}$ N $\frac{1}{2}$ SW $\frac{1}{4}$ SW $\frac{1}{4}$ ,  
S $\frac{1}{2}$ S $\frac{1}{2}$ SE $\frac{1}{4}$ SW $\frac{1}{4}$ .

*Sulphur Springs*

T. 26 N., R. 9 W.,  
Sec. 9: E $\frac{1}{2}$ NE $\frac{1}{4}$ ;  
Sec. 10: W $\frac{1}{2}$ NW $\frac{1}{4}$ NW $\frac{1}{4}$ .

*Lazyman*

T. 26 N., R. 9 W.,  
Sec. 17: E $\frac{1}{2}$ NE $\frac{1}{4}$ , SW $\frac{1}{4}$ NE $\frac{1}{4}$ .

*Burnt Camp*

T. 27 N., R. 9 W.,  
Sec. 31: SE $\frac{1}{4}$ NW $\frac{1}{4}$ , NE $\frac{1}{4}$ SW $\frac{1}{4}$ .

*Post Creek*

T. 28 N., R. 9 W.,  
Sec. 31: S $\frac{1}{2}$  of Lot 1, N $\frac{1}{2}$  of Lot 2, SW $\frac{1}{4}$   
NE $\frac{1}{4}$ NW $\frac{1}{4}$ , NW $\frac{1}{4}$ SE $\frac{1}{4}$ NW $\frac{1}{4}$ .

*Platina Boundary*

T. 29 N., R. 9 W.,  
Sec. 18: SE $\frac{1}{4}$ NE $\frac{1}{4}$ SE $\frac{1}{4}$ NE $\frac{1}{4}$ , SE $\frac{1}{4}$ SE $\frac{1}{4}$   
NE $\frac{1}{4}$ , E $\frac{1}{2}$ SW $\frac{1}{4}$ SE $\frac{1}{4}$ NE $\frac{1}{4}$ , E $\frac{1}{2}$ NE $\frac{1}{4}$ SE $\frac{1}{4}$ ,  
E $\frac{1}{2}$ W $\frac{1}{2}$ NE $\frac{1}{4}$ SE $\frac{1}{4}$ .

*Bluford Glade*

T. 30 N., R. 9 W.,  
Sec. 19: S $\frac{1}{2}$ S $\frac{1}{2}$ SE $\frac{1}{4}$ NE $\frac{1}{4}$ , N $\frac{1}{2}$ N $\frac{1}{2}$ NE $\frac{1}{4}$   
SE $\frac{1}{4}$ .

*Ward Lake*

T. 36 N., R. 9 W.,  
Sec. 4: W $\frac{1}{2}$ SW $\frac{1}{4}$ .

*Horseshoe Lake*

T. 36 N., R. 9 W.,  
Sec. 8: SE $\frac{1}{4}$ NE $\frac{1}{4}$ , NE $\frac{1}{4}$ SE $\frac{1}{4}$ .

*Black Rock Lake*

T. 27 N., R. 10 W.,  
Sec. 4: W $\frac{1}{2}$ SW $\frac{1}{4}$ .

*Patty John Basin*

T. 27 N., R. 10 W.,  
Sec. 10: E $\frac{1}{2}$ SW $\frac{1}{4}$ NW $\frac{1}{4}$ , W $\frac{1}{2}$ SE $\frac{1}{4}$ NW $\frac{1}{4}$ ,  
SE $\frac{1}{4}$ SE $\frac{1}{4}$ NW $\frac{1}{4}$ .

*Yolla Bolly Lake*

T. 27 N., R. 10 W.,  
Sec. 11: W $\frac{1}{2}$ SW $\frac{1}{4}$ NW $\frac{1}{4}$ .

*Moore Cabin*

T. 27 N., R. 10 W.,  
Sec. 13: SW $\frac{1}{4}$ NE $\frac{1}{4}$ NW $\frac{1}{4}$ .

*Indian Camp*

T. 27 N., R. 10 W.,  
Sec. 15: NE $\frac{1}{4}$ NE $\frac{1}{4}$ NE $\frac{1}{4}$ NW $\frac{1}{4}$ , N $\frac{1}{2}$ NW $\frac{1}{4}$   
NW $\frac{1}{4}$ NE $\frac{1}{4}$ .

*Shorty Camp*

T. 28 N., R. 10 W.,  
Sec. 19: S $\frac{1}{2}$  of Lot 4;  
Sec. 25: S $\frac{1}{2}$ NE $\frac{1}{4}$ NE $\frac{1}{4}$ , N $\frac{1}{2}$ SE $\frac{1}{4}$ NE $\frac{1}{4}$ ;  
Sec. 30: Lot 1, N $\frac{1}{2}$  of Lot 2.

*White Rock Lake*

T. 28 N., R. 10 W.,  
Sec. 20: SW $\frac{1}{4}$ .

*Stuart Gap*

T. 28 N., R. 10 W.,  
Sec. 34: SW $\frac{1}{4}$ NE $\frac{1}{4}$ , E $\frac{1}{2}$ SE $\frac{1}{4}$ NW $\frac{1}{4}$ , N $\frac{1}{2}$   
NW $\frac{1}{4}$ SE $\frac{1}{4}$ .

*Old Hall City*

T. 29 N., R. 10 W.,  
Sec. 5: NW $\frac{1}{4}$ NW $\frac{1}{4}$  of Lot 2, NE $\frac{1}{4}$ NE $\frac{1}{4}$  of  
Lot 3.  
T. 30 N., R. 10 W.,  
Sec. 32: W $\frac{1}{2}$ SW $\frac{1}{4}$ SW $\frac{1}{4}$ SE $\frac{1}{4}$ .

*Sidener Place*

T. 29 N., R. 10 W.,  
Sec. 10: S $\frac{1}{2}$ SE $\frac{1}{4}$ NW $\frac{1}{4}$ .

*Zerr Place*

T. 29 N., R. 10 W.,  
Sec. 24: N $\frac{1}{2}$ SW $\frac{1}{4}$ NW $\frac{1}{4}$ , N $\frac{1}{2}$ S $\frac{1}{2}$ SW $\frac{1}{4}$ NW $\frac{1}{4}$ .

*Philpot Lake*

T. 30 N., R. 10 W.,  
Sec. 25: S $\frac{1}{2}$ SE $\frac{1}{4}$ .

*Pine Root Springs*

T. 28 N., R. 11 W.,  
Sec. 3: SE $\frac{1}{4}$ NW $\frac{1}{4}$ NW $\frac{1}{4}$ SW $\frac{1}{4}$ , SW $\frac{1}{4}$ NE $\frac{1}{4}$   
NW $\frac{1}{4}$ SW $\frac{1}{4}$ , NE $\frac{1}{4}$ SW $\frac{1}{4}$ NW $\frac{1}{4}$ SW $\frac{1}{4}$ , NW $\frac{1}{4}$   
SE $\frac{1}{4}$ NW $\frac{1}{4}$ SW $\frac{1}{4}$ .

*Foss Camp*

T. 28 N., R. 11 W.,  
Sec. 6: E $\frac{1}{2}$ NW $\frac{1}{4}$ SE $\frac{1}{4}$ , W $\frac{1}{2}$ NE $\frac{1}{4}$ SE $\frac{1}{4}$ .

*Prospect Creek*

T. 28 N., R. 11 W.,  
Sec. 21: W $\frac{1}{2}$ SE $\frac{1}{4}$ NE $\frac{1}{4}$ .

*Devil Camp*

T. 28 N., R. 11 W.,  
Sec. 22: S $\frac{1}{2}$ S $\frac{1}{2}$ SE $\frac{1}{4}$ SW $\frac{1}{4}$ , S $\frac{1}{2}$ SW $\frac{1}{4}$ SW $\frac{1}{4}$   
SE $\frac{1}{4}$ ;  
Sec. 27: N $\frac{1}{2}$ N $\frac{1}{2}$ NE $\frac{1}{4}$ NW $\frac{1}{4}$ , N $\frac{1}{2}$ NW $\frac{1}{4}$ NW $\frac{1}{4}$   
NE $\frac{1}{4}$ .

*Double Cabins*

T. 28 N., R. 11 W.,  
Sec. 28: SW $\frac{1}{4}$ NW $\frac{1}{4}$ ;  
Sec. 29: SE $\frac{1}{4}$ NE $\frac{1}{4}$ .

*Wildwood*

T. 29 N., R. 11 W.,  
Sec. 11: S $\frac{1}{2}$ SW $\frac{1}{4}$ NE $\frac{1}{4}$ , N $\frac{1}{2}$ NW $\frac{1}{4}$ SE $\frac{1}{4}$ .

*Dubakella Creek*

T. 29 N., R. 11 W.,  
Sec. 15: W $\frac{1}{2}$ SE $\frac{1}{4}$ SE $\frac{1}{4}$ , SW $\frac{1}{4}$ SE $\frac{1}{4}$ ;  
Sec. 22: W $\frac{1}{2}$ NE $\frac{1}{4}$ NE $\frac{1}{4}$ , NW $\frac{1}{4}$ NE $\frac{1}{4}$ .

*Upper Hayfork Creek*

T. 29 N., R. 11 W.,  
Sec. 27: E $\frac{1}{2}$ NE $\frac{1}{4}$ .

*Red Mountain*

T. 29 N., R. 11 W.,  
Sec. 31: NE $\frac{1}{4}$ SE $\frac{1}{4}$ SE $\frac{1}{4}$ , E $\frac{1}{2}$ NE $\frac{1}{4}$ SE $\frac{1}{4}$ ;  
Sec. 32: W $\frac{1}{2}$ NW $\frac{1}{4}$ SW $\frac{1}{4}$ , NW $\frac{1}{4}$ SW $\frac{1}{4}$ SW $\frac{1}{4}$ .

*Smoky Creek*

T. 29 N., R. 12 W.,  
Sec. 23: NW $\frac{1}{4}$ NE $\frac{1}{4}$ , N $\frac{1}{2}$ SW $\frac{1}{4}$ NE $\frac{1}{4}$ , S $\frac{1}{2}$   
SW $\frac{1}{4}$ SE $\frac{1}{4}$ .

## PIT RIVER RECREATION AREA

T. 36 N., R. 2 E.,  
Sec. 19: (Portions in Shasta National  
Forest and Trinity National Forest) Lot  
4, S $\frac{1}{2}$ SW $\frac{1}{4}$ NE $\frac{1}{4}$ , SE $\frac{1}{4}$ NE $\frac{1}{4}$ , E $\frac{1}{2}$ NE $\frac{1}{4}$   
NE $\frac{1}{4}$ , W $\frac{1}{2}$ SE $\frac{1}{4}$ , W $\frac{1}{2}$ NE $\frac{1}{4}$ SE $\frac{1}{4}$ .  
Sec. 20: N $\frac{1}{2}$ NW $\frac{1}{4}$ , W $\frac{1}{2}$ SW $\frac{1}{4}$ NW $\frac{1}{4}$ .

## MOUNT DIABLO MERIDIAN

## SHASTA NATIONAL FOREST

## PUBLIC RECREATION AREA

*Baker Creek*

T. 34 N., R. 1 W.,  
Sec. 20: SW $\frac{1}{4}$ SW $\frac{1}{4}$ SE $\frac{1}{4}$ ;

*Arvison Flat*

T. 37 N., R. 1 W.,  
Sec. 12: E $\frac{1}{2}$ W $\frac{1}{2}$ , E $\frac{1}{2}$ W $\frac{1}{2}$ W $\frac{1}{2}$ ;

*Cattle Camp*

T. 39 N., R. 1 W.,  
Sec. 2: SW $\frac{1}{4}$ NW $\frac{1}{4}$ .

*Cliff Lakes*

T. 39 N., R. 6 W.,  
Sec. 25: W $\frac{1}{2}$ NE $\frac{1}{4}$ SE $\frac{1}{4}$ , E $\frac{1}{2}$ NW $\frac{1}{4}$ SE $\frac{1}{4}$ ,  
NE $\frac{1}{4}$ SW $\frac{1}{4}$ SE $\frac{1}{4}$ , N $\frac{1}{2}$ SE $\frac{1}{4}$ SE $\frac{1}{4}$ , SE $\frac{1}{4}$ SE $\frac{1}{4}$   
SE $\frac{1}{4}$ .

## MOUNT DIABLO MERIDIAN

## KLAMATH NATIONAL FOREST

## PUBLIC RECREATION AREA

*Antelope Creek*

T. 42 N., R. 1 W.,  
Sec. 12: W $\frac{1}{2}$ SE $\frac{1}{4}$ .

*Bray*

T. 44 N., R. 1 W.,  
Sec. 10: W $\frac{1}{2}$ E $\frac{1}{2}$ SE $\frac{1}{4}$ , E $\frac{1}{2}$ W $\frac{1}{2}$ SE $\frac{1}{4}$ .

*Butte Creek*

T. 44 N., R. 2 W.,  
Sec. 26: SW $\frac{1}{4}$ NW $\frac{1}{4}$ SW $\frac{1}{4}$ ;  
Sec. 27: SE $\frac{1}{4}$ SE $\frac{1}{4}$ , SE $\frac{1}{4}$ SW $\frac{1}{4}$ SE, SE $\frac{1}{4}$   
NE $\frac{1}{4}$ SE $\frac{1}{4}$ .

*Martin's Detry*

T. 46 N., R. 3 W.,  
Sec. 27: S $\frac{1}{2}$ N $\frac{1}{2}$ SW $\frac{1}{4}$ , N $\frac{1}{2}$ S $\frac{1}{2}$ SW $\frac{1}{4}$ .

*Marshy Lake*

T. 39 N., R. 8 W.,  
Sec. 22: S $\frac{1}{2}$ SE $\frac{1}{4}$ .

The area eliminated aggregates approximately 6,980.87 acres.

Of the above-described lands eliminated from the Proposed Withdrawal Application Sacramento 050711 filed June 9, 1955, the following listed lands are included in the pending United States Department of Agriculture Proposed Withdrawal Sacramento 050088 filed April 12, 1955, which requests withdrawal of the lands from prospecting, location, entry and purchase under the mining laws only, subject to existing valid claims:

## MOUNT DIABLO MERIDIAN

## SHASTA NATIONAL FOREST

## PUBLIC RECREATION AREA

*Skunk Hollow*

T. 40 N., R. 1 W.,  
Sec. 36: NE $\frac{1}{4}$ SE $\frac{1}{4}$ SW $\frac{1}{4}$ , SE $\frac{1}{4}$ NE $\frac{1}{4}$ SW $\frac{1}{4}$ ,  
NW $\frac{1}{4}$ SW $\frac{1}{4}$ SE $\frac{1}{4}$ , SW $\frac{1}{4}$ NW $\frac{1}{4}$ SE $\frac{1}{4}$ .

*Mears Creek*

T. 37 N., R. 4 W.,  
Sec. 17: E $\frac{1}{2}$ NW $\frac{1}{4}$ , E $\frac{1}{2}$ SW $\frac{1}{4}$ NW $\frac{1}{4}$ , SE $\frac{1}{4}$   
NW $\frac{1}{4}$ NW $\frac{1}{4}$ , E $\frac{1}{2}$ NW $\frac{1}{4}$ SW $\frac{1}{4}$ .

*McBride Springs*

T. 41 N., R. 4 W.,  
Sec. 35: NE $\frac{1}{4}$ SW $\frac{1}{4}$ SW $\frac{1}{4}$ .

The area described above aggregates 170.00 acres.

WALTER E. BECK,  
Manager, Land Office,  
Sacramento.

[F.R. Doc. 62-8463; Filed, Aug. 22, 1962;  
8:49 a.m.]

## COLORADO

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

AUGUST 14, 1962.

Notice of an application, Serial No. Colorado 019070, for withdrawal and reservation of lands was published as Federal Register Document No. 58-1122 on page 952 of the issue for February 13, 1958. The applicant agency has cancelled its application insofar as it involved the lands described below. Therefore, pursuant to the regulations contained in 43 CFR Part 295, such lands

will be at 10 a.m. on September 19, 1962, relieved of the segregative effect of the above-mentioned application.

The lands involved in this notice of termination are:

SIXTH PRINCIPAL MERIDIAN, COLORADO

- T. 12 S., R. 89 W.,
- Sec. 20, NW $\frac{1}{4}$ NW $\frac{1}{4}$ ;
- Sec. 27, S $\frac{1}{2}$ SW $\frac{1}{4}$ ;
- Sec. 28, S $\frac{1}{2}$ NW $\frac{1}{4}$ , and S $\frac{1}{2}$ SE $\frac{1}{4}$ ;
- Sec. 29, SE $\frac{1}{4}$ NE $\frac{1}{4}$ ;
- Sec. 33, E $\frac{1}{2}$ NE $\frac{1}{4}$ ;
- Sec. 34, N $\frac{1}{2}$ NW $\frac{1}{4}$ .
- T. 13 S., R. 89 W.,
- Sec. 4, lots 7, 9, 19 and 23, and SE $\frac{1}{4}$ SE $\frac{1}{4}$ ;
- Sec. 5, lots 3, 4, 9, 10, 11, 12, 17 and 18, and SW $\frac{1}{4}$ ;
- Sec. 6, lots 21 and 22, E $\frac{1}{2}$ SW $\frac{1}{4}$  and SE $\frac{1}{4}$ ;
- Sec. 7, lots 1 and 4, N $\frac{1}{2}$ NE $\frac{1}{4}$ , NE $\frac{1}{4}$ NE $\frac{1}{4}$  SW $\frac{1}{4}$ NE $\frac{1}{4}$ , W $\frac{1}{2}$ NE $\frac{1}{4}$ SW $\frac{1}{4}$ NE $\frac{1}{4}$ , NW $\frac{1}{4}$  SW $\frac{1}{4}$ NE $\frac{1}{4}$ , S $\frac{1}{2}$ SW $\frac{1}{4}$ NE $\frac{1}{4}$ , NE $\frac{1}{4}$ SE $\frac{1}{4}$  NE $\frac{1}{4}$ , E $\frac{1}{2}$ NW $\frac{1}{4}$ SE $\frac{1}{4}$ NE $\frac{1}{4}$ , NW $\frac{1}{4}$ NW $\frac{1}{4}$  SE $\frac{1}{4}$ NE $\frac{1}{4}$ , S $\frac{1}{2}$ SE $\frac{1}{4}$ NE $\frac{1}{4}$ , NE $\frac{1}{4}$ NW $\frac{1}{4}$ , SE $\frac{1}{2}$ SW $\frac{1}{4}$ , and SE $\frac{1}{4}$ .
- Sec. 8, lots 7, 11, 12, 13, and 14, and W $\frac{1}{2}$ SW $\frac{1}{4}$ ;
- Sec. 9, lots 1, 6, 7, 8, 9, and 10, NE $\frac{1}{4}$ NE $\frac{1}{4}$ , S $\frac{1}{2}$ NE $\frac{1}{4}$ , and NW $\frac{1}{4}$ SW $\frac{1}{4}$ ;
- Sec. 16, lots 1 to 6, inclusive;
- Sec. 17, NE $\frac{1}{4}$ .

The above areas aggregate 2793.16 acres.

HAROLD T. TYSK,  
Chief, Lands and Minerals.

[F.R. Doc. 62-8461; Filed, Aug. 22, 1962; 8:48 a.m.]

[Field Administrative Office Order 63-3]

DENVER, COLORADO

Redelegation of Authority, Contracts and Leases

SECTION 1. *Authority.* Pursuant to the authority contained in section 2 of Order No. 698 of the Bureau of Land Management, the following are hereby redelegated the authority contained in section 1 of said Order:

- Chief, Division of Administrative Services, Field Administrative Office.
- Supply Specialist, Field Administrative Office.
- Supervisory Procurement Agent, Field Administrative Office (not to exceed \$2,500.00).

The above delegation is effective August 9, 1962, and may not be redelegated.

Sec. 2. *Revocations.* Section 1 of Field Administrative Office Order No. 63-2 dated July 26, 1962, is hereby revoked. Administrative Field Office Order No. 1, dated July 14, 1961, is hereby revoked in its entirety.

RALPH J. MITCHELL,  
Acting Field Administrative Officer.

August 14, 1962.

[F.R. Doc. 62-8454; Filed, Aug. 22, 1962; 8:47 a.m.]

[Montana 052227]

MONTANA

Order Providing for Opening of Public Lands

August 16, 1962.

1. In an exchange of lands made under the provisions of section 8 of the Act of

June 28, 1934 (48 Stat. 1272), as amended, the following described lands have been reconveyed to the United States:

PRINCIPAL MERIDIAN, MONTANA

- T. 23 N., R. 28 E.,
- Sec. 1, W $\frac{1}{2}$ SW $\frac{1}{4}$ ;
- Sec. 2, E $\frac{1}{2}$ SE $\frac{1}{4}$ ;
- Sec. 11, E $\frac{1}{2}$ NE $\frac{1}{4}$ ;
- Sec. 12, W $\frac{1}{2}$ NW $\frac{1}{4}$ .

2. The above described lands are located approximately 65 miles south of Malta, Montana, and comprise 320 acres. They are rough grazing lands with gravelly loam and clay soils supporting a native grass cover. Due to limited rainfall, steep topography, and poor soils, the lands are not suitable for farming.

3. No application for these lands will be allowed under the homestead, desert land, small tract, or other non-mineral public land law, unless the lands have already been classified as valuable or suitable for such type of application or shall be so classified upon consideration of an application. Any application that is filed will be considered on its own merits. The lands will not be subject to occupancy or disposition until they have been classified.

4. Subject to any existing valid rights and the requirements of applicable law, the lands described in paragraph 1 hereof, are hereby opened to filing applications, selections, and locations in accordance with the following:

a. Applications and selections under the nonmineral public land laws may be presented to the Manager mentioned below, beginning on the date of this order. Such applications, selections, and offers will be considered as filed on the hour and respective dates shown for the various classes enumerated in the following paragraphs:

(1) Applications by persons having prior existing valid settlement rights, preference rights conferred by existing laws, or equitable claims subject to allowance and confirmation will be adjudicated on the facts presented in support of each claim or right. All applications presented by persons other than those referred to in this paragraph will be subject to the applications and claims mentioned in this paragraph.

(2) All valid applications and selections under the nonmineral public land laws presented prior to 10:00 a.m., on September 20, 1962, will be considered as simultaneously filed at that hour. Rights under such applications and selections filed after that hour will be governed by the time of filing.

b. Mineral rights in the above described lands were not acquired by the Government.

5. Persons claiming preference rights based upon valid settlement, statutory preference or equitable claims must enclose properly corroborated statements in support of their applications, setting forth all facts relevant to their claims. Detailed rules and regulations governing applications which may be filed pursuant to this notice can be found in Title 43 of the Code of Federal Regulations.

6. Inquiries regarding the lands shall be addressed to Manager, Land Office,

Bureau of Land Management, 1245 North 29th Street, Billings, Montana.

R. PAUL RIGTRUP,  
Manager, Land Office.

[F.R. Doc. 62-8456; Filed, Aug. 22, 1962; 8:47 a.m.]

[No. 62-20]

OREGON

Notice of Proposed Withdrawal and Reservation of Lands

August 6, 1962.

The Assistant Secretary, United States Department of Agriculture, has filed an application, Serial No. 010396, for the withdrawal of the lands described below, subject to valid existing rights, from appropriation under the general mining laws, but excepting the mineral leasing laws.

The applicant desires the land to meet the recreational needs along the south fork of the Coquille River, in the Siskiyou National Forest, Oregon.

For a period of 30 days from the date of publication of this notice, all persons who wish to submit comments, suggestions or objections in connection with the proposed withdrawal may present their views in writing to the undersigned officer of the Bureau of Land Management, United States Department of the Interior, 710 NE. Holladay, Portland 12, Oregon.

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

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

The lands involved in the application are:

WILLAMETTE MERIDIAN, OREGON  
SISKIYOU NATIONAL FOREST  
Boundary Campground Area

- T. 32 S., R. 11 W.,
- Sec. 6: NW $\frac{1}{4}$  Lot 1, N $\frac{1}{2}$  Lot 2, NE $\frac{1}{4}$  Lot 3.

The total area is approximately 65 acres.

RUSSELL E. GETTY,  
State Director.

[F.R. Doc. 62-8480; Filed, Aug. 22, 1962; 8:53 a.m.]

[63-1]

OREGON

Notice of Termination of Proposed Withdrawal and Reservation of Lands

August 1, 1962.

Notice of an application Serial No. Oregon 011886, for withdrawal and reservation of lands was published as Federal Register Document No. 61-10011 on page 9876 of the issue for October 20, 1961. The applicant agency has cancelled its application insofar as it involved the lands described below. Therefore, pursuant to the regulations contained in 43 CFR Part 295, such lands will be at 10:00 a.m. on August 6,

1962, relieved of the segregative effect of the above-mentioned application.

The lands involved in this notice of termination are:

**WILLAMETTE MERIDIAN, OREGON**

*The Hope Butte Area*

T. 17 S., R. 43 E.,  
 Sec. 19: All;  
 Sec. 20: All;  
 Sec. 21: All;  
 Sec. 22: All;  
 Sec. 27: All;  
 Sec. 28: All;  
 Sec. 29: All;  
 Sec. 30: N $\frac{1}{2}$ , N $\frac{1}{2}$ S $\frac{1}{2}$ .

*Grassy Mountain Area*

T. 22 S., R. 44 E.,  
 Sec. 5: All;  
 Sec. 6: All;  
 Sec. 7: All;  
 Sec. 8: All;  
 Sec. 17: All;  
 Sec. 18: All.

*Alkali Spring Area*

T. 22 S., R. 46 E.,  
 Sec. 31: All;  
 Sec. 32: All.  
 T. 23 S., R. 45 E.,  
 Sec. 1: All.  
 T. 23 S., R. 46 E.,  
 Sec. 5: All;  
 Sec. 6: All.

*Grave Yard Point Area*

T. 23 S., R. 46 E.,  
 Sec. 24: All;  
 Sec. 25: All.

T. 23 S., R. 47 E.,  
 Sec. 19: All;  
 Sec. 30: All.

Total area in notice of termination—  
 13,885.47 acres.

**RUSSELL E. GETTY,**  
*State Director.*

[F.R. Doc. 62-8460; Filed; Aug. 22, 1962;  
 8:48 a.m.]

**SOUTH DAKOTA**

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

August 15, 1962.

Notice of an application Serial No. Montana 023492-B(SD), for withdrawal and reservation of lands was published as Federal Register Document No. 58-3637 on page 3306 of the issue for May 15, 1958. The Fish and Wildlife Service, Bureau of Sport Fisheries and Wildlife, has canceled its application which involved the lands described below. Therefore, pursuant to the regulations contained in 43 CFR Part 295, such lands will be at 10:00 a.m., on August 29, 1962, relieved of the segregative effect of the above mentioned application.

The lands involved in this notice of termination are:

**5TH PRINCIPAL MERIDIAN, SOUTH DAKOTA**

County	Township	Range	Section	Subdivision	Acres
Brookings	111 N	51 W	5	Lot 4	2.11
	111 N	51 W	6	Lot 1	0.18
Brule	101 N	70 W	19	NW $\frac{1}{4}$ NE $\frac{1}{4}$	40.00
	101 N	70 W	30	SE $\frac{1}{4}$ , E $\frac{1}{2}$ SW $\frac{1}{4}$ , SE $\frac{1}{4}$ NW $\frac{1}{4}$	280.00
	101 N	70 W	31	N $\frac{1}{2}$ NE $\frac{1}{4}$ , E $\frac{1}{2}$ NW $\frac{1}{4}$ , Lot 1	200.49
	105 N	71 W	3	SE $\frac{1}{4}$ NW $\frac{1}{4}$ , Lots 3 and 4	121.64
Campbell	125 N	75 W	22	SE $\frac{1}{4}$ NW $\frac{1}{4}$	40.00
	125 N	79 W	14	SW $\frac{1}{4}$ NE $\frac{1}{4}$	40.00
	125 N	79 W	14	NE $\frac{1}{4}$ SE $\frac{1}{4}$	40.00
	128 N	79 W	24	W $\frac{1}{2}$ NW $\frac{1}{4}$	80.00
	128 N	69 W	15	N $\frac{1}{2}$ NE $\frac{1}{4}$	80.00
	96 N	61 W	31	Lots 7 and 8	9.60
Charles Mix	97 N	67 W	33	SE $\frac{1}{4}$ SE $\frac{1}{4}$	40.00
	100 N	71 W	24	SW $\frac{1}{4}$ SW $\frac{1}{4}$	40.00
	100 N	71 W	24	SE $\frac{1}{4}$ SE $\frac{1}{4}$	40.00
	100 N	71 W	25	NW $\frac{1}{4}$ NW $\frac{1}{4}$	40.00
	100 N	71 W	25	NE $\frac{1}{4}$ NE $\frac{1}{4}$	40.00
	100 N	71 W	25	NW $\frac{1}{4}$ NW $\frac{1}{4}$	40.00
Codrington	117 N	64 W	1	Lot 2	3.01
	121 N	66 W	35	SW $\frac{1}{4}$ , S $\frac{1}{2}$ NW $\frac{1}{4}$	240.00
Edmunds	114 N	64 W	25	NW $\frac{1}{4}$ SE $\frac{1}{4}$ , NE $\frac{1}{4}$ SW $\frac{1}{4}$ , S $\frac{1}{2}$ SW $\frac{1}{4}$	100.00
Hamlin	114 N	64 W	8	SE $\frac{1}{4}$ SE $\frac{1}{4}$	40.00
Hughes	109 N	75 W	5	SE $\frac{1}{4}$ SE $\frac{1}{4}$	6.20
	110 N	77 W	22	Lot 7	1.20
	111 N	79 W	24	Lot 2	1.34
	109 N	53 W	24	Lot 4	1.17
Kingsbury	112 N	57 W	24	Lot 4	1.17
	125 N	53 W	30	Lot 2	20.47
	125 N	56 W	31	Lot 3	19.97
Potter	120 N	77 W	7	NE $\frac{1}{4}$ NW $\frac{1}{4}$	40.00
	115 N	65 W	4	SW $\frac{1}{4}$	160.00
Spink	115 N	65 W	7	SE $\frac{1}{4}$ NE $\frac{1}{4}$ , NE $\frac{1}{4}$ SE $\frac{1}{4}$	80.00
	115 N	65 W	8	W $\frac{1}{2}$ , SW $\frac{1}{4}$ NE $\frac{1}{4}$	360.00
	Total acres				2,307.38

**R. PAUL RIGTRUP,**  
*Manager, Land Office.*

[F.R. Doc. 62-8459; Filed, Aug. 22, 1962; 8:48 a.m.]

[W-0139460]

**WYOMING**

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

August 16, 1962.

Notice of an application, serial number Wyoming 0139460, for withdrawal and reservation of lands by the Corps of Engineers, U.S. Army Engineer District,

Omaha, Nebraska, was published as Federal Register Document No. 61-6739 on page 6484 of the issue of July 19, 1961. That notice is hereby amended in that the words "and from grazing" in the eighth line is deleted and removed from the notice.

**ED PIERSON,**  
*State Director.*

[F.R. Doc. 62-8462; Filed, Aug. 22, 1962;  
 8:48 a.m.]

**CIVIL AERONAUTICS BOARD**

[Docket 13494]

**NEW ENGLAND REGIONAL AIRPORT  
 INVESTIGATION**

**Notice of Hearing**

Notice is hereby given, pursuant to the provisions of the Federal Aviation Act of 1958, as amended, that a hearing in the above-entitled proceeding is assigned to be held on September 17, 1962, at 10:00 a.m., local time, Room 480, in the State House, Boston, Massachusetts, before the undersigned Hearing Examiner.

For information concerning the issues involved and other details in this proceeding, interested persons are referred to Board Orders E-18146, dated March 23, 1962, and E-18435, dated June 11, 1962; the prehearing conference report served May 14, 1962, and the supplemental prehearing conference report served May 25, 1962; and other documents which are in the docket of this proceeding on file in the Docket Section of the Civil Aeronautics Board.

Dated at Washington, D.C., August 17, 1962.

[SEAL] **ROBERT L. PARK,**  
*Hearing Examiner.*

[F.R. Doc. 62-8481; Filed, Aug. 22, 1962;  
 8:53 a.m.]

[Docket 13959; Order E-18719]

**DALLAS-FORT WORTH, TEXAS RE-  
 GIONAL AIRPORT INVESTIGATION**

**Order Instituting Investigation**

Adopted by the Civil Aeronautics Board at its office in Washington, D.C., on the 20th day of August 1962.

The Civil Aeronautics Board has become increasingly concerned in recent months with the use or establishment of separate air carrier airports for service to cities which appear to warrant service through a common airport. The Board believes that in many such instances the use of multiple airports by the scheduled airlines tends to diminish the services to each airport and increase the cost of air transportation. Contrariwise, the concentration of services at one airport will often result in improved air service without serious ground service inconvenience to the users.

Our concern in this regard has already led to the institution of a series of investigations relating to consolidation of air services for specific areas at a single airport.<sup>1</sup> We have also undertaken in other situations to point to the public interest in concentrating air service for several communities at a single airport.<sup>2</sup>

<sup>1</sup> New England Regional Airport Investigation, Docket 13494; North Central Area Airline Service Airport Investigation, Docket 13743; Greensboro-High Point/Winston-Salem Service Through A Single Airport, Docket 3496; Service to Ogdensburg, N.Y. Case, Docket 13335.

<sup>2</sup> Piedmont Local Service Area Investigation, Docket 5713, et al., Order E-18123, pp. 12-14; Pacific Southwest Local Service Case, Docket 5645, et al.; Southern Transcontinent-

Our stress on the desirability of consolidating air service for closely located communities is a vital part of our effort to assist the air transportation industry to realize the full economic potential of its greatly expanded capacity in new high performance equipment without resulting in inconvenience to the users and without adversely affecting the public interest. Consequently, we intend systematically to focus on each situation in which there is a potential public interest in providing service to closely located communities through a single airport.

It is, therefore, understandable why our attention should be drawn to the question of whether scheduled air service to Dallas and Fort Worth should be rendered through a single airport. These communities, which are less than 31 miles apart, have long been concerned with the question of the airport through which they would receive air service. In recent years, the effort on the part of the communities has been to obtain or retain a full pattern of air services to meet their individual needs.<sup>3</sup> In fact, there is currently pending before the Board a further proceeding involving questions of adequacy of air service at Fort Worth. These proceedings have been premised on the assumption that these communities should receive air service through separate airports. In this, they were consistent with the policy guidelines which had their grounding in the economics and operations which preceded the advent of the new jet equipment.<sup>4</sup>

tal Service Case, Docket 7984, et al., Order E-16860 and Order E-17651; Service to Sheboygan and Manitowoc, Wisconsin Area, Docket 9767; Southern Airways "Use It Or Lose It" Investigation and Route Realignment, Docket 13564.

<sup>3</sup> Fort Worth Investigation, Docket 7382.

<sup>4</sup> In the memorandum forwarded with its letter relative to Adequacy of Service Problems addressed to all air carriers and many civic bodies under date of May 5, 1961, in referring to past adequacy of service cases, the Board made the following statement, inter alia:

"An important problem indicated by those cases was the proximity of the complaining cities to a major air transportation center through which the air carriers provided a well-rounded pattern of service. This situation has been compounded during recent years through the development of longer range aircraft and the operation and economic problem of serving two cities as consecutive points when the distance between them is relatively short.

"The conversion by trunkline carriers from a piston-type fleet to a predominantly jet-powered fleet has made more complex the economic problems of air carriers; and for some cities certificated for trunkline service, has created, or may in the future create problems relating to through-plane service and schedule frequency. Many cities do not have airport facilities capable of handling jet operations. In other instances, where cities do have adequate airport facilities, the proximity to other cities with similar facilities may make the provision of a well-rounded pattern of jet service to both points

We have, however, not as yet focused fairly on the question of whether Dallas and Fort Worth should be served through a single airport. As we have previously noted, we should in due course have undertaken such task as part of our national program. However, we have recently been apprised of the intention of both of these communities to invest substantial funds to meet the anticipated needs of increased air carrier services at airports which are only 12 miles apart. Since our resolution of this matter could have a decided effect on the need for enlarged facilities at one or both of the communities, it appeared incumbent upon us to advance the time for a review of this situation.

Accordingly, it is ordered:

1. That an investigation, to be known as the Dallas-Fort Worth Regional Airport Investigation, Docket 13959, be and it hereby is instituted pursuant to sections 204, 401, and 1002 of the Act, to determine whether the public convenience and necessity require the alteration, amendment or modification of the certificates of all air carriers authorized to serve either or both Dallas and Fort Worth, Texas, in such manner as to require that Dallas and Fort Worth be served through a single airport to be designated therein;

2. That a copy of this order shall be served upon the Cities and Chambers of Commerce of Dallas and Fort Worth, Texas, and upon American Airlines, Inc., Braniff Airways, Inc., Central Airlines, Inc., Continental Air Lines, Inc., Delta Air Lines, Inc., Eastern Air Lines, Inc., and Trans-Texas Airways, Inc., who are hereby made parties to this proceeding;

3. That the proceeding ordered herein be assigned for hearing before an examiner of the Board at a time and place hereafter to be designated;

4. That this order be published in the FEDERAL REGISTER.

By the Civil Aeronautics Board.

[SEAL]

MABEL McCART,  
Acting Secretary.

[F.R. Doc. 62-8510; Filed, Aug. 22, 1962; 8:58 a.m.]

economically unsound. With jet airliners almost doubling the capacity of piston-type aircraft, it is fundamental that in the near term the same frequency of service cannot be operated to every point as has been in the past.

"To enumerate all the problems from both the airline and the city standpoint which have arrived with the conversion to jet equipment would require many pages of detail. These are problems of which we are sure the recipients of this letter are only too well aware. There are, however, several suggestions which are worthy of consideration toward meeting some of these problems. The first of these is the creation of regional airports. In certain situations, in order that all communities within a given area might be assured of adequate jet transportation, it would appear necessary that the communities jointly decide which airport should be used, or in some instances, at what point a new airport can be constructed to better serve the needs of all."

## FEDERAL MARITIME COMMISSION

REDERIAKTIEBOLAGET SVENSKA  
LLOYD ET AL.

### Notice of Agreements Filed for Approval

Notice is hereby given that the following described agreements have 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 7559-3, between Rederiaktiebolaget Svenska Lloyd, Stockholms Rederiaktiebolag Svea and Rederiaktiebolaget Fredrika, the carriers comprising the Norton Line joint service, modifies the approved agreement of that joint service which operates in the trade between Canadian and U.S. Atlantic and Gulf ports and all ports in Central and South America and all islands in the Caribbean Sea. This modification provides for the (1) elimination of Rederiaktiebolaget Svenska Lloyd as a party, effective as of November 29, 1962, and (2) continuation of the operations of the joint service by the remaining two parties on and after said date under the same terms and conditions as presently set forth in approved Agreement 7559, as amended.

Agreement 7628-3, between States Marine Lines, Inc., and Global Bulk Transport Incorporated, modifies approved joint service Agreement 7628, as amended, between States Marine Lines, Inc., and Global Bulk Transport Corporation, which operates to and from United States ports in various world wide trades. The purpose of this modification is to substitute for the name of Global Bulk Transport Corporation, a change of corporate name of that company, which is now Global Bulk Transport Incorporated, wherever the name of such company appears in the agreement.

Agreement 8680-1, between eleven carriers comprising the parties to the Italy/U.S. North Atlantic Pool (Agreement 8680), which covers an arrangement for the pooling and division of revenues on cargo in the trade from all ports on the West Coast of Italy to U.S. North Atlantic ports. The purpose of the modification is to provide for (1) the withdrawal of the carriers comprising the Fresco Line joint service as a party to Agreement 8680, by virtue of that line's resignation from membership in the W.I.N.A.C. Conference Agreement 2846, as amended, the governing conference in the trade, and (2) the revision of the percentage participation of the remaining parties to the agreement as a result of such withdrawal.

Interested parties may inspect these agreements and obtain copies thereof at the Bureau of Foreign Regulation, Federal Maritime Commission, Washington, D.C., and may submit within 20 days after publication of this notice in the FEDERAL REGISTER, written statements with reference to any of these agreements and their position as to approval, disapproval, or modification, together

with request for hearing should such hearing be desired.

Dated: August 20, 1962.

By order of the Federal Maritime Commission.

THOMAS LISI,  
Secretary.

[F.R. Doc. 62-8494; Filed, Aug. 22, 1962;  
8:56 a.m.]

## REDERIET OCEAN AKTIESELSKAB ET AL.

### Notice of Agreements Filed for Approval

Notice is hereby given that the following described agreements have 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 7578-2, between Rederiet Ocean Aktieselskab and West Coast Line, Inc., carriers comprising the West Coast Line joint service, modifies the approved agreement of that joint service covering the trades between U.S. Atlantic and Gulf ports and ports in Chile, Peru, Ecuador, and the West Coast of Colombia. The purpose of the modification is to delete U.S. Gulf ports from the scope of the basic agreement.

Agreement 7578-3, modifies the agreement of the West Coast Line joint service, described above, to provide that the joint service shall be terminated as of the delivery of cargo on board the respective vessels of Rederiet Ocean Aktieselskab in service in the line at the close of business on September 30, 1962. The agreement presently provides for cancellation by either party on six months notice.

Agreement 8924, between N. V. Houtvaart and West Coast Line, Inc., provides for the establishment and maintenance of a joint freight service in the trades between U.S. Gulf, Gulf of Mexico, and Caribbean Sea ports and ports of the West Coast of South America and Argentina under the trade name of West Coast Line.

Interested parties may inspect these agreements and obtain copies thereof at the Bureau of Foreign Regulation, Federal Maritime Commission, Washington, D.C., and may submit within 20 days after publication of this notice in the FEDERAL REGISTER, written statements with reference to any of these agreements and their position as to approval, disapproval, or modification, together with request for hearing should such hearing be desired.

Dated: August 20, 1962.

By order of the Federal Maritime Commission.

THOMAS LISI,  
Secretary.

[F.R. Doc. 62-8495; Filed, Aug. 22, 1962;  
8:57 a.m.]

## FEDERAL POWER COMMISSION

[Docket No. CP62-153]

### OHIO FUEL GAS CO.

#### Order Permitting Interventions and Setting Date of Hearing

AUGUST 16, 1962.

Notice of the filing of the application, as supplemented, in the above-captioned proceeding was issued on June 6, 1962. The last day for filing protests or petitions to intervene was set as June 29, 1962.

Petitions to intervene were filed by the following persons on the dates indicated:

#### Petitioner and Date Filed

City of Columbus, Ohio, March 19, 1962, and June 28, 1962.

The Dayton Power and Light Co., June 20, 1962.

The Cincinnati Gas & Electric Co., June 28, 1962. (not filed within the time prescribed).

City of Toledo, Ohio, August 2, 1962.

The City of Columbus, in its petition of June 28, 1962, states that all gas consumed within the city is furnished by the Ohio Fuel Gas Company (Ohio Fuel) under a franchise granted to Ohio Fuel by the City of Columbus. The petition further states that the proposed change in corporate structure will result in an increase in charges and an insufficient supply of gas to the consumers of gas within the corporate limits of Columbus, Ohio.

The Dayton Power and Light Company and The Cincinnati Gas & Electric Company, in their petitions, state that they are existing wholesale customers of Ohio Fuel and that they have direct interests in this proceeding which are not otherwise adequately represented.

The City of Toledo, in its petition, states that by virtue of the Constitution and laws of the State of Ohio it is vested with the power and jurisdiction to regulate and prescribe rates and charges for natural gas to consumers within its corporate limits. This city further states that the instant proposal will materially affect the prices which consumers of natural gas in the City of Toledo must pay.

The City of Toledo's petition was not filed on time because its legislative body was in summer session and did not convene until after the filing date of June 29, 1962, had expired.

The Commission finds:

(1) Although the petition of The City of Toledo, Ohio, for leave to intervene in the above-captioned proceeding was not filed within the time prescribed, good cause exists for permitting the late filing.

(2) Intervention by The City of Columbus, Ohio, The City of Toledo, Ohio, The Dayton Power and Light Company, and The Cincinnati Gas & Electric Company in the above-captioned proceeding may be in the public interest.

The Commission orders:

(A) The City of Columbus, Ohio, The City of Toledo, Ohio, The Dayton Power and Light Company and The Cincinnati Gas & Electric Company are hereby permitted to intervene in the above-captioned proceeding, subject to the rules and regulations of the Commission: *Provided, however,* That the participation of said petitioners as interveners shall be limited to matters affecting asserted rights and interests, as specifically set forth in their petitions to intervene, and provided further that the admission of said petitioners as interveners shall not be construed as recognition by the Commission that they might be aggrieved by any order or orders of the Commission entered in this proceeding.

(B) Pursuant to the authority contained in and subject to the jurisdiction conferred upon the Federal Power Commission by sections 7 and 15 of the Natural Gas Act, and the Commission's rules of practice and procedure, a hearing will be held on October 8, 1962, at 10:00 a.m., e.d.s.t., in a Hearing Room of the Federal Power Commission, 441 G Street NW., Washington, D.C., concerning the matters involved in and the issues presented by such application.

By the Commission.

JOSEPH H. GUTRIDE,  
Secretary.

[F.R. Doc. 62-8446; Filed, Aug. 22, 1962;  
8:45 a.m.]

[Project No. 696]

## UTAH POWER AND LIGHT CO. AND UPPER AMERICAN FORK PROJECT

### Notice of Modification of Land Withdrawal; Utah

On March 12, 1926, this Commission gave notice to the General Land Office (now the Bureau of Land Management) of the reservation of approximately 840 acres of United States lands for Project No. 696, pursuant to the filing of an application for license by the Utah Power and Light Company of Salt Lake City, Utah, on February 26, 1926.

A reexamination of the project record discloses that the aforesaid notice described lands far exceeding those required for project purposes, and by subsequent amendments of license certain lands are no longer necessary for project purposes and their further retention in a withdrawal status under Project No. 696 serves no useful purpose.

Therefore, in accordance with the provisions of section 24 of the Act of June 10, 1920, as amended, notice is hereby given that the hereinafter described lands, insofar as title thereto remains in the United States, are included in the aforesaid power project and are, from the date of filing of maps of definite location reserved from all forms of disposal under the laws of the United States

until otherwise directed by the Commission or by Congress.

A tract 200 feet square located in the NW $\frac{1}{4}$ NE $\frac{1}{4}$  section 26 embracing the dam and intake; a tract 250 feet by 300 feet located in the SW $\frac{1}{4}$ SE $\frac{1}{4}$  section 28 embracing the powerhouse; and all portions of the following described subdivisions lying within a right-of-way 100 feet in width embracing the pipe line and a right-of-way 50 feet in width embracing the control line, all as delimited on the map entitled "Project 696—Utah, Upper American Fork, Supplemental Exhibit K and L, New Pipe Line and Generating Unit" filed by the Utah Power and Light Company on August 20, 1951 (FPC No. 696-6):

T. 4 S., R. 2 E.,

Sec. 26: NW $\frac{1}{4}$ NE $\frac{1}{4}$ , NE $\frac{1}{4}$ NW $\frac{1}{4}$ , S $\frac{1}{2}$ NW $\frac{1}{4}$ ;  
Sec. 27: S $\frac{1}{2}$ N $\frac{1}{2}$ , NW $\frac{1}{4}$ SW $\frac{1}{4}$ ;  
Sec. 28: SE $\frac{1}{4}$ NE $\frac{1}{4}$ , N $\frac{1}{2}$ SE $\frac{1}{4}$ , SW $\frac{1}{4}$ SE $\frac{1}{4}$ .

All portions of the following described subdivisions lying within a transmission line right-of-way 50 feet in width as delimited on a map entitled "Project No. 696—Utah, Amended Exhibit K, Detail Map of Upper American Fork Project Showing Location of Transmission Line" filed by the Utah Power and Light Company on November 3, 1930, as supplemented by a revised map filed May 13, 1957 (FPC No. 696-7):

T. 4 N., R. 2 E.,

Section 28: Lot 8, SE $\frac{1}{4}$ SW $\frac{1}{4}$ , SW $\frac{1}{4}$ SE $\frac{1}{4}$ ;  
Section 33: Lots 1 and 2.

The Commission's general determination of April 17, 1922 (2d Ann. Report 128), regarding lands reserved for transmission line purposes only, is applicable to the transmission line easement.

This notice supersedes in its entirety that given March 12, 1926, in connection with Project No. 696. The area of United States lands reserved for this project is hereby reduced from 840 acres to approximately 42,624 acres. All of the lands, both those released and those retained are also reserved by Power Site Classification No. 104 and are within the Uinta (formerly Wasatch) National Forest or Timpanogos Cave National Monument and Recreation Area.

Copies of the amendatory project maps (FPC Nos. 696-6 and 7) have been transmitted to the Bureau of Land Management, Forest Service, and Geological Survey.

By the Commission.

JOSEPH H. GUTRIDE,  
Secretary.

[F.R. Doc. 62-8445; Filed, Aug. 22, 1962;  
8:45 a.m.]

[Project No. 2246]

**YUBA COUNTY WATER AGENCY  
Order Fixing Hearing and Prescribing  
Procedure**

August 15, 1962.

Yuba County Water Agency of Marysville, California (Applicant), filed application for a license for its proposed Yuba

River Development to be located on Yuba River and certain tributaries in Yuba, Nevada, and Sierra Counties, California, Project No. 2246.

Public notice of the application as amended was given by notices issued August 22 and November 15, 1961 (26 F.R. 8089, 10947). The California Department of Fish and Game, and Pacific Gas and Electric Company (Interveners), have been permitted to intervene in this proceeding on the application for license. By letter dated July 16, 1962, Applicant requested that the matter be set down for hearing.

The procedures hereinafter prescribed are intended to eliminate any cause which might otherwise exist for a protracted hearing: By requiring that the respective parties submit in advance of the hearing relevant facts in support of their respective positions; and by providing for motions to strike improperly prepared testimony, including conclusions and opinions presented without having set forth a proper foundation therefor.

The Commission finds: It is appropriate and in the public interest to hold a public hearing affording the Applicant, Interveners, and Commission staff, opportunity to present evidence as herein after provided.

The Commission orders: (A) Pursuant to the authority contained in and subject to the jurisdiction conferred upon the Federal Power Commission by the Federal Power Act, particularly section 308 thereof, and the Commission's rules of practice and procedure, a public hearing shall be held on January 29, 1963, at 10 a.m., e.s.t., in a hearing room of the Federal Power Commission, 441 G Street NW., Washington, D.C., respecting the matters involved and issues presented by the application for license.

(B) The following procedure is prescribed:

(1) The Applicant and Interveners their attorneys, the Commission staff and staff counsel shall attend a prehearing conference to be conducted by the Presiding Examiner at 10 a.m., e.d.s.t., on September 6, 1962 in a hearing room of the Federal Power Commission, 441 G Street NW., Washington, D.C., to consider the matters enumerated in § 1.18 (b) of the Commission's rules of practice and procedure.

(2) Thereafter, the Applicant shall by November 5, 1962, file with the Commission's Secretary an original and ten copies of all of its direct testimony (including qualifications of witnesses and exhibits) and at that time serve three copies thereof on the Interveners.

(3) The Interveners and Commission staff shall by December 31, 1962, file with the Commission's Secretary an original and ten copies of all of their testimony (including qualifications of witnesses and exhibits) and at that time serve three copies thereof on the Applicant and the other parties.

(4) All of the testimony except exhibits, shall be in question and answer form.

(5) No exhibits (except those of which official notice may properly be taken) shall contain narrative material other than brief explanatory notes.

(6) All exhibits (except those of which official notice may properly be taken) shall contain brief and appropriate titles, and the exhibits shall be fully explained in the prepared testimony by the witness or witnesses sponsoring them.

(7) Each witness shall execute an affidavit adopting the testimony for which he assumes responsibility and an original and two conformed copies of such affidavits shall be filed with his prepared testimony.

(8) Any party submitting more than one exhibit shall enclose a cover sheet listing the title of each exhibit in the sequence they wish them to be marked for identification.

(9) Any motions to strike any part of the prepared testimony and exhibits (prior to cross-examination), shall be filed with the Presiding Examiner by January 14, 1963; answers thereto shall be filed by January 24, 1963; and rulings on such motions will be made by the Examiner at the time such testimony or exhibits are offered in accordance with subparagraph (10).

(10) Upon the commencement of the hearing and after appearances, opening statements, and other preliminary matters, the exhibits previously filed, as provided above, will be marked for identification in the sequence directed by the Presiding Examiner; and thereafter the Examiner will require that the affidavits of the respective witnesses and their prepared testimony (together with the qualifications of the respective witnesses) previously filed, as provided above, be copied into the record as though read, expecting any part or parts of the prepared testimony with respect to which he may have granted motion to strike.

(11) The Presiding Examiner will specify the order of cross-examination for the information of the parties in making their respective witnesses available for cross-examination.

(C) Requests for extension of time concerning the time for any filings specified herein shall be made in writing, served on all parties and filed with the Presiding Examiner or the Chief Examiner (together with a certificate of service) at least ten days in advance of the dates specified herein (or as may have been extended), and any answers thereto shall be filed with the Examiner within three days after the request for extension.

(D) The Commission's rules of practice and procedure shall apply in this proceeding except to the extent that they are modified or supplemented herein or to the extent that they are further modified or supplemented by the Examiner with the consent of the parties.

By the Commission.

JOSEPH H. GUTRIDE,  
Secretary.

[F.R. Doc. 62-8447; Filed, Aug. 22, 1962;  
8:45 a.m.]

## U.S. STUDY COMMISSION— TEXAS

### TERMINATION OF COMMISSION

#### Revised Notice

Notice is hereby given that, in accordance with sections 203 and 209 of Public Law 85-843, as amended (72 Stat. 1058, 73 Stat. 456), the U.S. Study Commission—Texas has submitted its final report to the President and will terminate its activities on or before August 28, 1962.

Notice of the establishment of the Commission was published in the FEDERAL REGISTER of February 26, 1960 (25 F.R. 1707).

The General Services Administration Federal Records Center, 424 West Vickery, Fort Worth, Texas, has been designated as the custodian of the official administrative and program records of the Commission.

Financial records and reports shall be released to the Liquidation Officer, Bureau of Accounts, U.S. Treasury Department, Washington, D.C.

GEORGE R. BROWN,  
*Chairman.*

[F.R. Doc. 62-8536; Filed, Aug. 22, 1962;  
8:52 a.m.]

## HOUSING AND HOME FINANCE AGENCY

### Office of the Administrator

### ACTING DIRECTOR, ADMINISTRATIVE MANAGEMENT, REGION VI (SAN FRANCISCO)

#### Designation

The officer appointed to the following listed position in Region VI (San Francisco) is hereby designated to serve as Acting Director, Administrative Management, Region VI, during the absence of the Director, Administrative Management, with all the powers, functions, and duties delegated or assigned to the Director.

1. Assistant Director for Fiscal Operations.

(Housing and Home Finance Administrator's delegation effective May 4, 1962 (27 F.R. 4319, May 4, 1962))

Effective as of the 23d day of August 1962.

[SEAL] J. G. MELVILLE,  
*Regional Administrator,*  
*Region VI.*

[F.R. Doc. 62-8486; Filed, Aug. 22, 1962;  
8:55 a.m.]

### ACTING REGIONAL ADMINISTRATOR, REGION VI (SAN FRANCISCO)

#### Designation

The officers appointed to the following listed positions in Region VI (San Francisco) are hereby designated to serve as Acting Regional Administrator, Region VI, during the absence of the

Regional Administrator, with all the powers, functions, and duties delegated or assigned to the Regional Administrator, provided that no officer is authorized to serve as Acting Regional Administrator unless all other officers whose titles precede his in this designation are unable to act by reason of absence:

1. Regional Counsel.
2. Regional Director of Urban Renewal.
3. Regional Director of Community Facilities.

This designation supersedes the designation effective May 25, 1960 (25 F.R. 8393, September 1, 1960).

(Housing and Home Finance Administrator's delegation effective May 4, 1962 (27 F.R. 4319, May 4, 1962))

Effective as of the 23d day of August 1962.

[SEAL] J. G. MELVILLE,  
*Regional Administrator,*  
*Region VI.*

[F.R. Doc. 62-8487; Filed, Aug. 22, 1962;  
8:55 a.m.]

### ACTING REGIONAL DIRECTOR OF URBAN RENEWAL, REGION VI (SAN FRANCISCO)

#### Designation

The officers appointed to the following listed positions in Region VI (San Francisco) are hereby designated to serve as Acting Regional Director of Urban Renewal, Region VI, during the absence of the Regional Director of Urban Renewal, with all the powers, functions, and duties delegated or assigned to the Regional Director, provided that no officer is authorized to serve as Acting Regional Director unless all other officers whose titles precede his in this designation are unable to act by reason of absence:

1. Deputy Regional Director of Urban Renewal.
2. Chief, Operations Staff, Urban Renewal Branch.

(Housing and Home Finance Administrator's delegation effective May 4, 1962 (27 F.R. 4319, May 4, 1962))

Effective as of the 23d day of August 1962.

[SEAL] J. G. MELVILLE,  
*Regional Administrator,*  
*Region VI.*

[F.R. Doc. 62-8488; Filed, Aug. 22, 1962;  
8:55 a.m.]

## SECURITIES AND EXCHANGE COMMISSION

[File No. 24C-2334]

### C. & S. INDUSTRIES, INC.

### Order Temporarily Suspending Ex- emption, Statement of Reasons Therefor, and Notice of Opportunity For Hearing

AUGUST 17, 1962.

I. C. & S. Industries, Inc. (Issuer),  
5310 W. 66th Street, Chicago, Illinois, a

corporation incorporated under the laws of the State of Delaware on January 30, 1961, with offices at Chicago, Illinois, filed with the Commission on March 24, 1961, a notification on Form 1-A and offering circular pertaining to a proposed offering by the Issuer of 1,320 shares of its Class A common stock, 2,640 shares of its Class B common stock and 2,640 shares of its preferred stock in units consisting of one share of Class A common stock, 2 shares of Class B common stock and 2 shares of preferred stock at \$125.00 per unit for the purpose of obtaining an exemption from the registration requirements of the Securities Act of 1933, as amended, pursuant to the provisions of section 3(b) thereof and Regulation A promulgated thereunder.

II. The Commission has reasonable cause to believe that:

A. The terms and conditions of Regulation A have not been complied with in the following respects:

1. Copies of the provisions of the governing instruments defining the rights of holders of the securities being offered were not filed as an exhibit to Item 11(a) of the notification as required by Form 1-A.

2. Officers and directors are not disclosed as affiliates of the issuer as required by Item 2(b) of Form 1-A.

3. Notification fails to show the subscriptions entered into by the officers and directors for shares of the Issuer's Class A common stock, as required by Item 9 of Form 1-A.

4. The offering circular fails to state the amount of expenses to be borne by the Issuer as required by Item 4(a) of Schedule I.

5. The offering circular fails to include a reasonably itemized statement of the purposes for which the net cash proceeds to the Issuer from the sale of the securities are to be used, the amount to be used for each such purpose and the order of priority in which the proceeds will be used for the respective purposes, as required by Item 6(a) of Schedule I.

6. The offering circular fails to describe accurately and adequately the Issuer's proposed business operations and products, fails to describe its plants or other physical properties now held or presently intended to be acquired and fails to disclose the serial number and date of patents, together with the commercial application of such patent, all as required by Item 8C of Schedule I.

7. The offering circular fails to identify the promoters of the Issuer, fails to disclose the security holdings of the officers and directors and fails to set forth accurately and adequately the percentages of securities of the Issuer which will be held by directors, officers and promoters, as a group, and the percentage of such securities which will be held by the public, if all the securities to be offered under this regulation are sold, all as required under Item 9 of Schedule I.

8. The offering circular does not contain the financial statements of the Issuer's predecessor as required by Item 11 of Schedule I.

9. The Issuer has failed to cooperate with the Commission, as required by Rule 261(a) (7) of the general rules and regu-

lations under the Securities Act of 1933, as amended.

B. The offering would be made in violation of section 17 of the Securities Act of 1933, as amended.

III. It is ordered, Pursuant to Rule 261(a) of the general rules and regulations under the Securities Act of 1933, as amended, that the exemption under Regulation A be, and it hereby is, temporarily suspended.

Notice is hereby given that any person having any interest in the matter may file with the Secretary of the Commission a written request for hearing within thirty days after the entry of this order; that within twenty days after receipt of such request the Commission will, or at any time on its own motion may, set the matter down for hearing at a place to be designated by the Commission, for the purpose of determining whether this order of suspension should be vacated or made permanent, without prejudice, however, to the consideration and presentation of additional matters at the hearing; that if no hearing is requested and none is ordered by the Commission, this order shall become permanent on the thirtieth day after its entry and shall remain in effect unless or until it is modified or vacated by the Commission; and that notice of the time and place for any hearing will promptly be given by the Commission.

By the Commission.

[SEAL] ORVAL L. DuBOIS,  
Secretary.

[F.R. Doc. 62-8466; Filed, Aug. 22, 1962;  
8:50 a.m.]

## DEPARTMENT OF LABOR

### Wage and Hour Division

#### CERTIFICATES AUTHORIZING EMPLOYMENT OF LEARNERS AT SPECIAL MINIMUM RATES

Notice is hereby given that pursuant to section 14 of the Fair Labor Standards Act of 1938 (52 Stat. 1060, as amended, 29 U.S.C. 201 et seq.), the regulations on employment of learners (29 CFR Part 522), and Administrative Order No. 561 (27 F.R. 4001) the firms listed in this notice have been issued special certificates authorizing the employment of learners at hourly wage rates lower than the minimum wage rates otherwise applicable under section 6 of the Act. The effective and expiration dates, occupations, wage rates, number or proportion of learners, learning periods, and the principal product manufactured by the employer for certificates issued under general learner regulations (§§ 522.1 to 522.9) are as indicated below. Conditions provided in certificates issued under special industry regulations are as established in these regulations.

Apparel Industry Learner Regulations (20 CFR 522.1 to 522.9, as amended, and 29 CFR 522.20 to 522.25, as amended).

The following learner certificates were issued authorizing the employment of 10 percent of the total number of factory production workers for normal

labor turnover purposes. The effective and expiration dates are indicated.

Ashland Crafts, Inc., 18th Street and Carter Avenue, Ashland, Ky.; effective 8-8-62 to 8-7-63 (children's dresses).

Branchville Shirt Co., 103 Carroll Street, Branchville, S.C.; effective 8-24-62 to 8-23-63 (men's and boys' cotton and flannel shirts).

Clinton Shirt Corp., Moss Drive, Clinton, Ky.; effective 8-9-62 to 8-8-63 (boys' and men's knit sport shirts).

De Santis Dress Co., Inc., North Seventh and D Streets, Millville, N.J.; effective 8-13-62 to 8-12-63 (ladies' dresses).

New Era Shirt Co., 901 Lucas, St. Louis, Mo.; effective 8-8-62 to 8-7-63 (ladies' and girls' blouses).

Plains Manufacturing Co., Inc., 61 Hudson Road, Plains, Pa.; effective 8-16-62 to 8-15-63 (brassieres).

Shawmut Manufacturing Co., New Bedford, Mass.; effective 8-13-62 to 8-12-63 (women's dresses).

Shawnee Garment Manufacturing Co., 115½ North Bell Street, Shawnee, Okla.; effective 8-19-62 to 8-18-63 (men's and boys' overalls).

Somerset Shirt & Pajama Co., 221 South Pleasant Street, Somerset, Pa.; effective 8-23-62 to 8-22-63 (men's and boys' nightwear).

Stapleton Garment Co., Stapleton, Ga.; effective 8-20-62 to 8-19-63 (boys' and men's trousers).

The following learner certificates were issued for normal labor turnover purposes. The effective and expiration dates and the number of learners authorized are indicated.

Bryan Infants' Wear, Inc., 6907 East 14th Street, Tulsa, Okla.; effective 8-10-62 to 8-9-63; eight learners (infants' wear—gowns, pajamas, toppers, etc.).

B. F. Davis Garment Co., Inc., 3000-2 Royal Street, New Orleans, La.; effective 8-11-62 to 8-10-63; 10 learners (men's work pants).

Piedmont Manufacturing Co., Piedmont, Mo.; effective 8-9-62 to 8-8-63; 10 learners (ladies' and girls' blouses).

Rose Marie, Inc., 117½ South Waco Street, Hillsboro, Tex.; effective 8-10-62 to 8-9-63; five learners (women's dresses and blouses, children's dresses).

The following learner certificates were issued for plant expansion purposes. The effective and expiration dates and the number of learners authorized are indicated.

Barblizon of Utah, Inc., 150 West 12th North, Provo, Utah; effective 8-9-62 to 8-8-63; 20 learners (ladies' lingerie—slips, gowns, and pajamas).

Clinton Shirt Co., Moss Drive, Clinton, Ky.; effective 8-9-62 to 8-8-63; 40 learners (boys' and men's knit sport shirts).

H. D. Lee Co., Inc., Boaz, Ala.; effective 8-9-62 to 8-8-63; 50 learners (men's work clothes).

Pinehill Manufacturing Co., 1224 Poinsett Highway, Greenville, S.C.; effective 8-8-62 to 2-7-63; 30 learners (ladies' dresses).

Swansea Manufacturing Co., Inc., Swansea, S.C.; effective 8-8-62 to 10-30-62; 75 learners in the production of robes (men's robes).

Glove Industry Learner Regulations (29 CFR 522.1 to 522.9, as amended, and 29 CFR 522.60 to 522.65, as amended).

Haynesville Manufacturing Co., Inc., Haynesville, La.; effective 8-6-62 to 8-5-63; 10 learners for normal labor turnover purposes (work gloves).

Hosiery Industry Learner Regulations (29 CFR 522.1 to 522.9, as amended, and 29 CFR 522.40 to 522.43, as amended).

Holston Manufacturing Co., Ninth Avenue, Knoxville, Tenn.; effective 8-10-62 to 8-9-63; 5 percent of the total number of factory production workers for normal labor turnover purposes (seamless).

Tramit Hosiery Mill Corp., Dublin, Pa.; effective 8-9-62 to 8-8-63; five learners for normal labor turnover purposes (seamless).

B. E. Ragan; d/b/a Wilma Hosiery Mill, Inc., Spruce Pine, N.C.; effective 8-16-62 to 8-15-63; five learners for normal labor turnover purposes (ladies' nylon seamless hosiery).

Knitted Wear Industry Learner Regulations (29 CFR 522.1 to 522.9, as amended, and 29 CFR 522.30 to 522.35, as amended).

Lambert Mills, Inc., Lambert, Miss.; effective 8-13-62 to 2-12-63; five learners for plant expansion purposes (men's and boys' ban-lon knit shirts).

Regulations Applicable to the Employment of Learners (29 CFR 522.1 to 522.9, as amended).

The following learner certificates were issued in Puerto Rico to the companies hereinafter named. The effective and expiration dates, learner rates, occupations, learning periods, and the number or proportion of learners authorized to be employed, are as indicated.

La Torre Co., Inc., Albonito, P.R.; effective 8-1-62 to 7-31-63; 43 learners for normal labor turnover purposes, in the occupation of sewing machine operator for a learning period of 480 hours at the rates of 65 cents an hour for the first 240 hours and 76 cents an hour for the remaining 240 hours (ladies' underwear, sleepwear, and shoulder straps).

Sabana Grande Manufacturing Corp., Sabana Grande, P.R.; effective 7-23-62 to 1-22-63; 190 learners for plant expansion purposes, in the occupations of: (1) Machine fixer; looper, each for a learning period of 960 hours at the rates of 64 cents an hour for the first 480 hours and 70 cents an hour for the remaining 480 hours; (2) mender for a learning period of 720 hours at the rates of 64 cents an hour for the first 360 hours and 70 cents an hour for the remaining 360 hours; (3) knitter; examiner and inspector, each for a learning period of 240 hours at the rate of 64 cents an hour (ladies' seamless hosiery).

Trouser Corp. of Puerto Rico, Fajardo, P.R.; effective 7-23-62 to 1-22-63; 100 learners for plant expansion purposes, in the occupations of: (1) Sewing machine operator; final presser; hand sewer; finishing operation involving hand sewer, each for a learning period of 480 hours at the rates of 69 cents an hour for the first 240 hours and 81 cents an hour for the remaining 240 hours; (2) final inspection of fully assembled garment; presser other than final presser; and machine operations other than machine sewer for a learning period of 160 hours at the rate of 69 cents an hour (men's and boys' trousers and slacks).

Wilda, Inc., Km. 23.4 State Road No. 1, Ponce, P.R.; effective 7-30-62 to 7-29-63; five learners for normal labor turnover purposes, in the occupation of sewing machine operator for a learning period of 480 hours at the rates of 81 cents an hour for the first 320 hours and 90 cents an hour for the remaining 160 hours (brassieres).

Wire Products Co., Matadero Road, Puerto Nuevo, P.R.; effective 7-26-62 to 7-25-63; one learner for normal labor turnover purposes, in the occupation of machine operator for a learning period of 480 hours at the rates of 87 cents an hour for the first 240 hours and \$1.01 an hour for the remaining 240 hours (welded wire mesh).

Each learner certificate has been issued upon the representations of the employer which, among other things, were that employment of learners at special minimum rates is necessary in order to prevent curtailment of opportunities for employment, and that experienced workers for the learner occupations are not available. The certificates may be annulled or withdrawn, as indicated therein, in the manner provided in Part 528 of Title 29 of the Code of Federal Regulations. Any person aggrieved by the issuance of any of these certificates may seek a review or reconsideration thereof within fifteen days after publication of this notice in the FEDERAL REGISTER pursuant to the provisions of 29 CFR 522.9.

Signed at Washington, D.C., this 16th day of August 1962.

ROBERT G. GRONEWALD,  
*Authorized Representative  
of the Administrator.*

[F.R. Doc. 62-8464; Filed, Aug. 22, 1962;  
8:49 a.m.]

## INTERSTATE COMMERCE COMMISSION

[Notice 682]

### MOTOR CARRIER TRANSFER PROCEEDINGS

AUGUST 20, 1962.

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

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

No. MC-FC 65196. By order of August 16, 1962. The Transfer Board approved the transfer to Lawrence H.

Roush and Joseph M. DeNardy, doing business as Roush and DeNardy Trucking, Cleveland, Ohio, of a portion of Certificate No. MC 60082, issued May 15, 1962, to Edward C. Eichler, doing business as Eichler Transfer, Sturgis, Mich., authorizing the transportation of: General commodities, excluding household goods, commodities in bulk, and other specified commodities, between points in Cuyahoga County, Ohio; and household goods, between points in Cuyahoga County, Ohio, on the one hand, and, on the other, points in Illinois, Indiana, Michigan, Missouri, New Jersey, New York, Ohio, Pennsylvania, West Virginia, and the District of Columbia, and between points in St. Joseph County, Mich., on the one hand, and, on the other, points in Indiana and Ohio within 75 miles of Sturgis, Mich. J. C. Schriener, 5275 Ridge Road, Cleveland 29, Ohio, representative for applicants.

No. MC-FC 65255. By order of August 16, 1962. The Transfer Board approved the transfer to L. F. Taylor of Pa., Inc., Mount Bethel, Pa., of the operating rights in Certificate No. MC 65860, issued March 21, 1942, in the name of Horatio S. Shull, Jr., doing business as H. S. Shull, Jr., Easton, Pa., authorizing the transportation, over irregular routes, of such bulk commodities as are transported in dump trucks, between points in Pennsylvania and New Jersey, within 25 miles of Easton, Pa., including Easton. A. E. Enoch, 556 Main Street, Bethlehem, Pa., representative for applicants.

[SEAL]

HAROLD D. MCCOY,  
*Secretary.*

[F.R. Doc. 62-8476; Filed, Aug. 22, 1962;  
8:52 a.m.]

### FOURTH SECTION APPLICATIONS FOR RELIEF

AUGUST 20, 1962.

Protests to the granting of an application must be prepared in accordance with Rule 40 of the general rules of practice (49 CFR 1.40) and filed within 15 days from the date of publication of this notice in the FEDERAL REGISTER.

LONG-AND-SHORT HAUL

FSA No. 37891: *Grain and grain products from points in Montana.* Filed

by North Pacific Coast Freight Bureau, Agent (No. 61-1, Amended), for interested rail carriers. Rates on grain, grain products and related articles, in carloads, from points in Montana, to points in North Pacific Coast territory.

Grounds for relief: Unregulated truck competition.

Tariff: Supplement 34 to North Pacific Coast Freight Bureau tariff I.C.C. 985.

FSA No. 37892: *Corn from Michigan, Ohio, and Pennsylvania to Manchester, Conn.* Filed by Traffic Executive Association—Eastern Railroads, Agent (E.R. No. 2629), for interested rail carriers. Rates on corn, in bulk, in carloads, subject to minimum 110,000 pounds per shipment, from specified points in Michigan, Ohio and Pennsylvania, to Manchester, Conn.

Grounds for relief: Barge-truck competition.

Tariff: Supplement 206 to Traffic Executive Association—Eastern Railroads tariff I.C.C. 4403 (Hinsch series).

FSA No. 37893: *Grain and grain products to points in California.* Filed by Pacific Southcoast Freight Bureau, Agent (No. 241), for interested rail carriers. Rates on grain, grain products and related articles, in carloads, from points in Montana, to points in California.

Grounds for relief: Unregulated truck competition.

Tariff: Supplement 121 to Pacific Southcoast Freight Bureau tariff I.C.C. 1577.

FSA No. 37894: *Substituted service—IC for Pre-Fab Transit Co., a corporation.* Filed by Pre-Fab Transit Co., a corporation (No. 1), for itself and interested carriers. Rates on property loaded in highway trailers and transported on railroad flat cars, between Memphis, Tenn., on the one hand, and Champaign, Chicago, Clinton, Carbondale, Ill., and Louisville, Ky., on the other, on traffic originating at or destined to such points or points beyond as described in the application.

Grounds for relief: Motor-truck competition.

By the Commission.

[SEAL]

HAROLD D. MCCOY,  
*Secretary.*

[F.R. Doc. 62-8477; Filed, Aug. 22, 1962;  
8:52 a.m.]

CUMULATIVE CODIFICATION GUIDE—AUGUST

The following numerical guide is a list of the parts of each title of the Code of Federal Regulations affected by documents published to date during August.

3 CFR	Page	7 CFR—Continued	Page	10 CFR	Page
<b>PROCLAMATIONS:</b>					
Oct. 3, 1906	7902	987	8419	25	8349
804	8239	990	7539	30	8173
881	8239	993	7540	40	8173
1323	8239	1005	7540	112	7605
3486	8239	1011	7541	<b>12 CFR</b>	
3487	8295	1062	8106	204	7627, 8173
<b>EXECUTIVE ORDERS:</b>					
July 3, 1913	7573	1065	7542, 7543, 8348	218	7954
Feb. 11, 1933	7659	1066	7542, 7543	<b>13 CFR</b>	
2242	8317	1071—1076	7543—7547	103	7630
5289	8034	1090	7548	104	7630
7430	7636	1094	8172	121	7819, 8106, 8235
8790	8119	1096	7548	302	8265
8791	8119	1098	7549	<b>PROPOSED RULES:</b>	
10450	7859	1101—1103	7550—7552	121	7653
10784	7859	1105—1107	7553, 7554	<b>14 CFR</b>	
10924	7859	1120	7555	20—22	7954
10974	7755	1126	7555	24—27	7954
11039	7755	1127	7556	29	7954
11040	7857	1128	7557	34—35	7954
11041	7859	1129	7557	40	7673
11042	8067	1130	7558, 7626	41	7673
11043	8157	1132	7559	42	7674, 8268, 8424
11044	8341	1134—1135	7559, 7560	43	7954
<b>PRESIDENTIAL DOCUMENTS OTHER THAN PROCLAMATIONS AND EXECUTIVE ORDERS:</b>					
Memorandum, Oct. 18, 1961	7603	1136	8349	50—54	7605
Memorandum, Aug. 1, 1962	7603	1137	7561	60	7758
<b>5 CFR</b>					
6	7538, 7539, 7605, 7673, 7757, 7819, 7863, 7954, 8025, 8343.	1138	7709, 8349	61 [New]	7954
<b>PROPOSED RULES:</b>					
89	8219	<b>PROPOSED RULES:</b>			
<b>6 CFR</b>					
421	7673, 8025, 8159, 8163, 8167, 8169, 8297, 8419.	51	8179, 8181	63 [New]	7954
482	7539, 7950	52	8036	65 [New]	7954
485	7951	729	7794	67 [New]	7954
<b>7 CFR</b>					
52	7624, 8207	810	8077	141 [New]	7605
61	7951	850	7794	143 [New]	7605
70	8097	907	8122	145 [New]	7605
81	8097	927	8356	147 [New]	7605
301	8303, 8343, 8344	945	7574	149 [New]	7605
318	8345	946	7988	200	7983
319	8303	948	7681, 7827	225	8174
354	8025	958	7681	288	8107
722	7757	981	8077	302	7820
728	8241	984	7728	385	7758
776	8208	987	7793, 8182	399	8268
811	7951, 8208	990	7988	507	7562, 7563, 7606, 7711, 7712, 7983, 7984, 8011, 8174, 8304.
815	8099	993	7989	600	7564, 7606, 7607, 7675, 7676, 7711—7713, 7822, 7823, 8011, 8174, 8209, 8304, 8305, 8353.
817	7863	1001	7647, 7828, 8319	601	7564, 7606, 7607, 7675, 7676, 7711—7713, 7822, 7823, 8011, 8174, 8209, 8304, 8305, 8353.
831	7819, 8026	1002	8183	602	7564, 7713, 8175, 8269
908	7709, 8026, 8264, 8346	1004	8280	608	7565, 8209
910	7709, 8026, 8264, 8346	1006—1007	7647, 7828, 8319	609	7607, 7613, 8012, 8426, 8438
915	8264	1010	8280	<b>PROPOSED RULES:</b>	
924	7866, 8069, 8347	1014	7647, 7828, 8319	42	8356
925	7866	1015	7647, 7828, 8183, 8319	151 [New]	7908
926	8171	1032	7887	153 [New]	7908
927	8348	1065	7736	155 [New]	7908
929	8101	1067	7887	157 [New]	7908
949	8027	1071	7887	161 [New]	7908
958	7953	1136	7651	163 [New]	7908
980	7953	<b>8 CFR</b>			
981	8303	103	7562	507	7574, 7682, 7893, 8040
<b>9 CFR</b>					
51	7757	212	7627	514	8077
74	8420	246	7710	550	7908
203	8173	322	7710	555	7908
<b>PROPOSED RULES:</b>					
16	7793	<b>10 CFR</b>			
17	7793	25	8349	574—577	7908
18	7793	30	8173	600	7795, 7796, 7826, 8186, 8321
74	8182	40	8173	601	7651, 7683, 7795, 7796, 7988, 8186, 8221, 8321.
101	8037	112	8037	602	7652, 7737, 7738, 7797, 7826, 8321
112	8037	117—120	8037		

<b>14 CFR—Continued</b>	Page
PROPOSED RULES—Continued	
608..... 7797, 7827, 8221, 8321, 8453	
625..... 7908	
627..... 8389	
<b>15 CFR</b>	
230..... 8069	
<b>16 CFR</b>	
13..... 7630-	
7634, 7714-7717, 7760, 7761, 7867-	
7869, 8028, 8029, 8070, 8109, 8110,	
8175, 8176, 8306, 8421, 8422.	
PROPOSED RULES:	
32..... 7575	
<b>17 CFR</b>	
201..... 7762	
210..... 7869	
240..... 7869	
249..... 7869	
PROPOSED RULES:	
230..... 8222	
240..... 7684, 8280, 8455	
270..... 7738	
<b>18 CFR</b>	
11..... 8030	
141..... 8030	
<b>19 CFR</b>	
6..... 7605	
10..... 8031	
PROPOSED RULES:	
6..... 8211	
<b>21 CFR</b>	
19..... 8307	
120..... 7676, 7718, 8070, 8071	
121..... 7635,	
7676, 7718, 7719, 8072, 8210, 8307,	
8308, 8422-8424.	
146..... 8072, 8308	
191..... 7876	
PROPOSED RULES:	
1..... 8078	
120..... 7737, 7989, 8078	
121..... 7681,	
7682, 7737, 7990, 8214, 8320, 8321,	
8452.	
125..... 8078	
130..... 7990	
141a..... 8040, 8452	
141b..... 8452	
141c..... 8452	
141d..... 8452	
141e..... 8452	
<b>22 CFR</b>	
41..... 7635, 8031	
<b>23 CFR</b>	
2..... 8448	
<b>24 CFR</b>	
3..... 7677, 7876	
200..... 7565, 7876	
203..... 8111	
220..... 8111	
<b>26 CFR</b>	
1..... 8093	
<b>29 CFR</b>	
783..... 8309	
788..... 8032	

<b>29 CFR—Continued</b>	Page
PROPOSED RULES:	
4..... 8185	
541..... 7651	
613..... 7680	
619..... 8213	
672..... 8213	
687..... 7680	
689..... 8213	
699..... 7680	
<b>31 CFR</b>	
92..... 8270	
93..... 8272	
128..... 8317	
<b>32 CFR</b>	
710..... 7719	
824..... 8317	
887..... 8317, 8449	
1455..... 8073	
<b>32A CFR</b>	
OEP (CH. I):	
DMO XII-2..... 8177	
TMS (CH. VIII):	
AO DTA 3..... 7762	
<b>33 CFR</b>	
19..... 7635	
124..... 7823	
203..... 7565, 8354	
204..... 8354	
207..... 7824	
<b>36 CFR</b>	
7..... 8210	
PROPOSED RULES:	
7..... 7792	
<b>38 CFR</b>	
3..... 7677, 8177, 8354	
21..... 7985, 8424	
<b>39 CFR</b>	
168..... 7762, 8073	
PROPOSED RULES:	
44..... 7794	
<b>41 CFR</b>	
1-14..... 7723	
5-1..... 7565	
5-3..... 8111	
5-5..... 7726	
5-10..... 7763, 8074	
5-12..... 7566	
5-16..... 7567	
5-50..... 7763	
5-51..... 7571	
5-53..... 7567	
5-54..... 7876	
9-4..... 7877	
9-7..... 7879	
PROPOSED RULES:	
50-204..... 8211	
<b>42 CFR</b>	
55..... 7985	
PROPOSED RULES:	
73..... 8214, 8216	
<b>43 CFR</b>	
PUBLIC LAND ORDERS:	
13..... 8118	
418..... 8118	
960..... 8279	
1216..... 8317	
2344..... 7727	

<b>43 CFR—Continued</b>	Page
PUBLIC LAND ORDERS—Continued	
2391..... 8034	
2434..... 8118	
2491..... 8119	
2713..... 7885	
2735..... 7573	
2736..... 7635	
2737..... 7635	
2738..... 7636	
2739..... 7636	
2740..... 7727	
2741..... 8034	
2742..... 8034	
2743..... 8035	
2744..... 8035	
2745..... 8118	
2746..... 8118	
2747..... 8118	
2748..... 8119	
2749..... 8119	
2750..... 8277	
2751..... 8277	
2752..... 8278	
2753..... 8278	
2754..... 8279	
2755..... 8317	
<b>44 CFR</b>	
7..... 8074	
<b>45 CFR</b>	
7..... 7986	
<b>46 CFR</b>	
154..... 7636	
255..... 8075	
<b>47 CFR</b>	
0..... 7931	
1..... 7765	
2..... 7637	
3..... 7765, 7787-7790, 8119	
7..... 8449	
8..... 8449	
9..... 7637, 7825	
PROPOSED RULES:	
1..... 7797, 7992, 8123, 8221, 8454	
2..... 7739, 8222, 8454	
3..... 7652,	
7653, 7684, 7797, 7798, 7893, 8221,	
8222, 8454.	
4..... 7739	
6..... 8454	
7..... 8454	
9..... 8454	
10..... 8454	
11..... 8454	
12..... 7828	
13..... 7798, 7828	
16..... 8454	
21..... 8454	
<b>49 CFR</b>	
1..... 7519	
6..... 7640	
195..... 8119	
PROPOSED RULES:	
142..... 7801	
170..... 7575	
188..... 7738, 8455	
<b>50 CFR</b>	
10..... 7640	
32..... 7643-7646,	
7885, 7987, 8120, 8177, 8317, 8450	
33..... 8035, 8076	