

FEDERAL REGISTER

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Washington, Tuesday, July 24, 1956

TITLE 6—AGRICULTURAL CREDIT

Chapter I—Farm Credit Administration

Subchapter E—Production Credit System

[Farm Credit Administration Order 652]

PART 50—RULES AND REGULATIONS FOR PRODUCTION CREDIT ASSOCIATIONS

ELIGIBILITY; LOAN TO THIRD PARTY

Section 50.2 (d) (5) of the rules and regulations for Production Credit Associations is hereby amended to read as follows:

§ 50.2 Eligibility. * * *

(d) * * *

(5) A loan to a third party where more than \$500 of the proceeds (i) will be paid to or for the account of any of the aforesaid directors, officers, employees, or agents, or a member of the Federal Farm Credit Board; or (ii) will be used in connection with real or personal property in which any such person has a legal or equitable interest; or (iii) if any such person is a creditor of or endorser for the borrower to the extent of more than \$500, shall be subject to the same prior approval as a loan to such person: *Provided*, That the corporation may prescribe an amount different than \$500.

(Secs. 20, 23, 48 Stat. 259, 261; 12 U. S. C. 1131 (d), 1131 (g))

[SEAL] R. B. TOOTELL,
Governor,
Farm Credit Administration.

[P. R. Doc. 56-5945; Filed, July 23, 1956; 8:50 a. m.]

TITLE 47—TELECOMMUNICATION

Chapter I—Federal Communications Commission

[Rules Amdt. 5-3]

PART 5—EXPERIMENTAL RADIO SERVICES

APPLICATION FOR CONSTRUCTION PERMIT FOR LAND AND FIXED STATIONS

In the matter of amendment of § 5.55 of Part 5 of the Commission's rules to conform with § 17.3 of Part 17.

The Commission having under consideration amendment of § 5.55 of Part 5 of its rules governing the Experimental Radio Services to conform with changes recently made to § 17.3 of Part 17 of its rules:

It appearing that a portion of § 5.55 is now at variance with § 17.3 and should be revised to conform therewith; and

It further appearing that the substance of the amendment herein ordered has been the subject of formal rule making proceedings in Docket No. 11306 which resulted in the amendment of Part 17 by Report and Order released April 30, 1956 (21 F. R. 2952); and

It further appearing that general notice of proposed rule making under section 4 of the Administrative Procedure Act is unnecessary because this amendment is editorial in nature and solely for the purpose of conforming Part 5 with Part 17, and that for the same reason this amendment may become effective immediately.

It is ordered, This 18th day of July 1956, that, pursuant to authority contained in sections 4 (i), 303 (q) and (r) and 319 (d) of the Communications Act of 1934, as amended, and section 0.341 (a) of the Commission's rules, § 5.55 of Part 5 of the Commission's rules is amended, effective July 27, 1956, as set forth below.

(Sec. 4, 48 Stat. 1066, as amended; 47 U. S. C. 154. Interprets or applies secs. 303, 319, 48 Stat. 1082, 1089; 47 U. S. C. 303, 319)

Released: July 19, 1956.

FEDERAL COMMUNICATIONS COMMISSION,

[SEAL] MARY JANE MORRIS,
Secretary.

Amend subparagraphs (1) and (2) of § 5.55 (a) to read as follows:

(1) The antenna structures proposed to be erected will exceed an overall height of 170 feet above ground level, except that where the antenna is mounted on top of an existing man-made structure other than an antenna structure and does not increase the overall height of such man-made structure by more than 20 feet, or

(2) The antenna structures proposed to be erected will exceed an overall

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height of 1 foot above the established airport (landing area) elevation for each 200 feet of distance, or fraction thereof, from the nearest boundary of such landing area, except that where the antenna does not exceed 20 feet above the ground or if the antenna is mounted on top of an existing man-made structure (other than an antenna structure) or natural formation and does not increase the overall height of such man-made structure or natural formation by more than 20 feet.

[F. R. Doc. 56-5953; Filed, July 23, 1956; 8:51 a. m.]

TITLE 14—CIVIL AVIATION

Chapter II—Civil Aeronautics Administration, Department of Commerce

[Amtd. 12]

PART 600—DESIGNATION OF CIVIL AIRWAYS
ALTERATIONS

The civil airway alterations appearing hereinafter have been coordinated with the civil operators involved, the Army, the Navy and the Air Force, through the Air Coordinating Committee, Airspace Panel, and are adopted to become effective when indicated in order to promote safety. Compliance with the notice procedures, and effective date provisions of section 4 of the Administrative Procedure Act would be impracticable and contrary to public interest and therefore is not required.

Part 600 is amended as follows:

1. Section 600.109 is amended to read:

§ 600.109 *Amber civil airway No. 9 (Charleston, S. C., to Norfolk, Va.)*. From the Charleston, S. C., radio range station via the Myrtle Beach, S. C., nondirectional radio beacon; Wilmington, N. C., nondirectional radio beacon; New Bern, N. C., nondirectional radio beacon; the intersection of a line bearing 11° True from the New Bern, N. C., nondirectional radio beacon and the south-west course of the Norfolk, Va., radio range to the Norfolk, Va., radio range station, excluding the portions between 11,000 feet and 16,000 feet above mean sea level and between 23,000 feet and 45,000 feet above mean sea level, during the hours of darkness, which lie within the Cherry Point, N. C., night restricted area (R-125).

2. Section 600.114 is amended to read:

§ 600.114 *Amber civil airway No. 14 (Washington, D. C., to New York, N. Y.)*. From the Riverdale, Md., nondirectional radio beacon via the intersection of the south course of the Harrisburg, Pa., radio range and the west course of the Baltimore, Md., radio range; the inter-

section of the south course of the Harrisburg, Pa., radio range and the northeast course of the Arcola, Va., radio range to the Lancaster, Pa., nondirectional radio beacon. From the Willow Grove, Pa. (Navy), radio range via the intersection of the northeast course of the Willow Grove, Pa. (Navy), radio range and the east course of the Allentown, Pa., radio range to the Chatham, N. J., nondirectional radio beacon.

3. Section 600.228 *Red civil airway No. 28 (Rockford, Ill., to Detroit, Mich.)* is amended by changing the last portion to read: "From the Lansing, Mich., radio range station to the intersection of a line bearing 127° True from the Lansing, Mich., radio range station to its intersection with the west course of the Detroit, Mich., radio range."

4. Section 600.245 is amended by changing caption to read: "*Red civil airway No. 45 (Blackstone, Va., to Lancaster, Pa.)*" and by deleting the portion which reads: "From the Lancaster, Pa., nondirectional radio beacon to the Willow Grove, Pa. (Navy) radio range station."

5. Section 600.304 is amended to read:

§ 600.304 *Red civil airway No. 104 (Greensboro, N. C., to Raleigh, N. C.)*. From the Greensboro, N. C., radio range station to the intersection of the south-east course of the Greensboro, N. C., radio range with a line bearing 191° True from the Raleigh, N. C., radio range.

6. Section 600.6008 *VOR civil airway No. 8 (Long Beach, Calif., to Washington, D. C.)* is amended by changing the portion which reads: "Daggett, Calif., omnirange station;" to read: "Daggett, Calif., omnirange station, including a north alternate from the Long Beach omnirange station to the Daggett omnirange station via the point of intersection of the Long Beach omnirange 024° True and the Los Angeles omnirange 057° True radials and the point of intersection of the Los Angeles omnirange 057° True and the Daggett omnirange 235° True radials;"

7. Section 600.6010 *VOR civil airway No. 10 (Pueblo, Colo., to New York, N. Y.)* is amended by changing all after Selinsgrove, Pa., omnirange station to read: "Selinsgrove, Pa., omnirange station; point of intersection of the Wilkes-Barre-Scranton, Pa., omnirange 217° True and the Stroudsburg, Pa., omnirange 270° True radials; Stroudsburg, Pa., omnirange station; to the point of intersection of the Stroudsburg omnirange 114° True radial and the La Guardia (New York, N. Y.) Airport ILS localizer southwest course."

8. Section 600.6017 *VOR civil airway No. 17 (Laredo, Tex., to Goodland, Kans.)* is amended by changing the portion which reads: "Austin, Tex., omnirange station, including an East alternate via the intersection of the San Antonio omnirange 061° True and the Austin omnirange 158° True radials and a west alternate via the intersection of the San Antonio omnirange 002° True and the Austin omnirange 237° True radials;" to read: "Austin, Tex., omnirange station, including a west alternate via the intersection of the San Antonio omnirange

002° True and the Austin omnirange 237° True radials;"

9. Section 600.6030 *VOR civil airway No. 30 (Milwaukee, Wis., to Nantucket, Mass.)* is amended by changing the portion which reads: "Allentown, Pa., omnirange station; to the point of intersection of the Allentown omnirange 088° True and the Caldwell, N. J., omnirange 217° True radials;" to read: "to the Allentown, Pa., omnirange station."

10. Section 600.6038 is amended by changing the caption to read: "*VOR civil airway No. 38 (Iowa City, Iowa, to Elkins, W. Va.)*" and by changing all before the Findlay, Ohio, omnirange station to read: "From the Iowa City, Iowa, omnirange station via the intersection of the Iowa City omnirange 092° True and the Joliet omnirange 265° True radials; Joliet, Ill., omnirange station; Peotone, Ill., omnirange station; Fort Wayne, Ind., omnirange station; Findlay, Ohio, omnirange station;"

11. Section 600.6058 is amended to read:

§ 600.6058 *VOR civil airway No. 58 (Bergholz, Ohio, to Hartford, Conn.)*. From the point of intersection of the Youngstown, Ohio, omnirange 195° True and the Wheeling, W. Va., omnirange 313° True radials via the Ellwood City, Pa., omnirange station; intersection of the Ellwood City omnirange 087° True and the Philipsburg omnirange 267° True radials; Philipsburg, Pa., omnirange station; Williamsport, Pa., omnirange station; intersection of the Williamsport omnirange 088° True and the Wilkes-Barre-Scranton omnirange 238° True radials; Wilkes-Barre-Scranton, Pa., omnirange station; Poughkeepsie, N. Y., omnirange station; Hartford, Conn., omnirange station; to the point of intersection of the Hartford omnirange 130° True and the River Head, N. Y., omnirange 042° True radials.

12. Section 600.6074 is amended by changing the caption to read: "*VOR civil airway No. 74 (Dodge City, Kans., to Little Rock, Ark.)*" and by changing all before the Tulsa, Okla., omnirange station to read: "From the Dodge City, Kans., omnirange station via the Anthony, Kans., omnirange station; Ponca City, Okla., omnirange station; Tulsa, Okla., omnirange station, including a south alternate;"

13. Section 600.6088 is amended to read:

§ 600.6088 *VOR civil airway No. 88 (Tulsa, Okla., to Vichy, Mo.)*. From the Tulsa, Okla., omnirange station via the intersection of the Tulsa omnirange 050° True and the Springfield omnirange 261° True radials; Springfield, Mo., omnirange station; Vichy, Mo., omnirange station; to the point of intersection of the Vichy omnirange 084° True and the St. Louis, Mo., omnirange 170° True radials.

14. Section 600.6128 *VOR civil airway No. 128 (Chicago, Ill., to New Bern, N. C.)* is amended by changing the portion which reads: "York, Ky., omnirange station, including a south alternate via the intersection of the Cincinnati omnirange 120° True and the York omnirange 272° True radials;" to read: "York, Ky., omnirange station, including a south alternate via the intersection of the Cincinnati

nati omnirange 120° True and the York omnirange 271° True radials;".

15. Section 600.6153 is amended to read:

§ 600.6153 *VOR civil airway No. 153 (New York, N. Y., to Syracuse, N. Y.)*. From the Caldwell, N. Y. omnirange station via the Stillwater, N. J., omnirange station; Wilkes-Barre-Scranton, Pa., omnirange station; point of intersection of the Binghamton, N. Y., omnirange 071° True and the Syracuse omnirange 149° True radials; to the Syracuse, N. Y., omnirange station.

16. Section 600.6163 is amended by changing the caption to read: "*VOR civil airway No. 163 (Brownsville, Tex., to Oklahoma City, Okla.)*" and by adding a new first portion to read: "That airspace over United States territory from the Brownsville, Tex., omnirange station via the intersection of the Brownsville omnirange 339° True and the Alice omnirange 171° True radials; Alice, Tex., omnirange station; to the San Antonio, Tex., omnirange station."

17. Section 600.6164 is amended to read:

§ 600.6164 *VOR Civil airway No. 164 (Bradford, Pa., to New York, N. Y.)*. From the Bradford, Pa., omnirange station via the intersection of the Bradford omnirange 097° True and the Williamsport omnirange 306° True radials; Williamsport, Pa., omnirange station; point of intersection of the Allentown, Pa. omnirange 329° True and the Wilkes-Barre-Scranton, Pa., omnirange 224° True radials; to the Stroudsburg, Pa., omnirange station, including a south alternate from the Williamsport omnirange station to the Stroudsburg omnirange station via the intersection of the Williamsport omnirange 125° True and the Stroudsburg omnirange 270° True radials.

18. Section 600.6189 *VOR civil airway No. 189 (Pittsburgh, Pa., to Brookville, Pa.)* is revoked.

19. Section 600.6217 is amended to read:

§ 600.6217 *VOR civil airway No. 217 (Chicago, Ill., to Green Bay, Wis.)*. From the Naperville, Ill., omnirange station via the point of intersection of the Janesville, Wis., omnirange 107° True and the Chicago Heights, Ill., omnirange 342° True radials; point of intersection of the Chicago Heights omnirange 342° True radial and the Milwaukee (General Mitchell Field) ILS localizer front course; Milwaukee, Wis. (General Mitchell Field) ILS localizer; intersection of the Milwaukee (General Mitchell Field) ILS localizer back course and the Green Bay omnirange 165° True radial; to the Green Bay, Wis., omnirange station.

20. Section 600.6245 is added to read:

§ 600.6245 *VOR civil airway No. 245*. [Unassigned.]

21. Section 600.6246 is added to read:

§ 600.6246 *VOR civil airway No. 246 (Dayton, Ohio, to Mansfield, Ohio)*. From the Dayton, Ohio, omnirange station to the Mansfield, Ohio, omnirange station.

22. Section 600.6247 is added to read:

§ 600.6247 *VOR civil airway No. 247*. [Unassigned.]

23. Section 600.6248 is added to read:

§ 600.6248 *VOR civil airway No. 248*. [Unassigned.]

24. Section 600.6250 is added to read:

§ 600.6250 *VOR civil airway No. 250 (Bergholz, Ohio, to Fitzgerald, Pa.)*. From the point of intersection of the Youngstown, Ohio, omnirange 195° True and the Wheeling, W. Va., omnirange 313° True radials via the Ellwood City, Pa., omnirange station; intersection of the Ellwood City omnirange 054° True and the Fitzgerald omnirange 240° True radials; to the Fitzgerald, Pa., omnirange station.

25. Section 600.6174 *VOR civil airway No. 174 (Vichy, Mo., to Washington, D. C.)* is amended by changing the portion which reads: "York, Ky., omnirange station; intersection of the York omnirange 076° True and the Elkins omnirange 270° True radials; Elkins, W. Va., omnirange station;" to read: "York, Ky., omnirange station; Elkins, W. Va., omnirange station;"

(Sec. 205, 52 Stat. 984, amended; 49 U. S. C. 425. Interpret or apply sec. 302, 52 Stat. 985, as amended; 49 U. S. C. 452)

This amendment shall become effective 0001 e. s. t. August 23, 1956.

[SEAL]

C. J. LOWEN,

Administrator of Civil Aeronautics.

[F. R. Doc. 56-5928; Filed, July 23, 1956; 8:45 a. m.]

[Amdt. 12]

PART 601—DESIGNATION OF CONTROL AREAS CONTROL ZONES, AND REPORTING POINTS

ALTERATIONS

The control area, control zone and reporting point alterations appearing hereinafter have been coordinated with the civil operators involved, the Army, the Navy and the Air Force, through the Air Coordinating Committee, Airspace Panel, and are adopted to become effective when indicated in order to promote safety. Compliance with the notice, procedures, and effective date provisions of section 4 of the Administrative Procedure Act would be impracticable and contrary to public interest and therefore is not required.

Part 601 is amended as follows:

1. In Amendment 10, Item 8 stated "Section 601.4648 is added to read:" This section is amended to read: "Section 601.4648 is amended to read:"

2. Section 601.245 is amended by changing the caption to read: "*Red civil airway No. 45 control areas (Blackstone, Va., to Lancaster, Pa.)*."

3. Section 601.1017 *Control area extension (Reading, Pa.)* is revoked.

4. Section 601.1017 is added to read:

§ 601.1017 *Control area extension (Newberg, Oreg.)*. Within 5 miles either side of the 70° True radial of the Newberg omnirange extending from the omnirange station to its intersection

with the Portland, Oreg., omnirange 96° True radial.

5. Section 601.1035 is amended to read:

§ 601.1035 *Control area extension (Little Rock, Ark.)*. That airspace within a 50-mile radius of the Little Rock radio range station, excluding the portion which overlaps restricted areas (R-134) and (R-135).

6. Section 601.1040 *Control area extension (Medford, Oreg.)* is amended by adding the following portion to present control area extension: "and within 5 miles either side of the 270° True radial of the Medford omnirange extending from the omnirange station to VOR civil airway No. 27."

7. Section 601.1066 is amended to read:

§ 601.1066 *Control area extension (New York, N. Y.)*. That airspace within a radius of 125 miles of the Idlewild, N. Y., omnirange station extending clockwise from the 238° True radial to the 328° True radial of the omnirange thence within a radius of 30 miles of the Idlewild omnirange station extending clockwise from the 328° True radial to the 238° True radial of the omnirange.

8. Section 601.1130 is amended to read:

§ 601.1130 *Control area extension (Spokane, Wash.)*. That airspace within a radius of 45 nautical miles centered on Fairchild Air Force Base, Spokane, Wash.

9. Section 601.1223 *Control area extension (Allentown, Pa.)* is revoked.

10. Section 601.1223 is added to read:

§ 601.1223 *Control area extension (Miramar, Calif.)*. That airspace bounded on the north by Red civil airway No. 65, on the east by Blue civil airway No. 14, on the south by Red civil airway No. 9 and on the west by Amber civil airway No. 1, excluding the portion which overlaps restricted area (R-297).

11. Section 601.1286 *Control area extension (Fort Worth, Tex.)* is amended by changing the last portion which reads: "and on the south by VOR civil airway No. 114N" to read: "and on the south by Red civil airway No. 10."

12. Section 601.1306 is amended to read:

§ 601.1306 *Control area extension (Mountain Home, Idaho)*. Within 5 miles either side of a direct line extending from the Mountain Home nondirectional radio beacon to the Boise, Idaho, radio range station, and the airspace within a 35 mile radius of the Mountain Home Air Force Base bounded on the northeast by Green civil airway No. 10, excluding the portion which overlaps restricted area (R-254).

13. Section 601.1322 is amended to read:

§ 601.1322 *Control area extension (Alice, Tex.)*. That airspace within 5 miles either side of a direct line extending from the Alice, Tex., omnirange station to the Cotulla, Tex., omnirange station, and the airspace within a 35 mile radius of the Alice radio range station, excluding the portion which overlaps restricted areas.

14. Section 601.1410 is added to read:

§ 601.1410 *Control area extension (Portsmouth, N. H.).* That airspace within a 10-mile radius of the Portsmouth Air Force Base.

15. Section 601.1984 *Five-mile radius zones* is amended by deleting the following airport:

Mountain Home, Idaho: Mountain Home AFB.

16. Section 601.2119 is amended to read:

§ 601.2119 *Peoria, Ill., control zone.* Within a 5-mile radius of Greater Peoria Airport, within 2 miles either side of the north course of the Peoria radio range extending from the radio range station to a point 12 miles north, and within 2 miles either side of the 102° True and 282° True radials of the Peoria omnirange extending from the 5-mile radius zone to a point 12 miles west of the omnirange station.

17. Section 601.2186 is amended to read:

§ 601.2186 *San Diego, Calif., control zone.* Within a 5-mile radius of Lindbergh Field, San Diego, Calif., and within 2 miles either side of the north course of the San Diego radio range extending from the radio range station to the La Jolla fan marker.

18. Section 601.2222 *Austin, Tex., control zone* is amended by adding the following portion to present control zone: "and within 2 miles either side of the centerline of the Bergstrom AFB north-south runway extending from the Air Force Base 5 mile radius zone to a point 3 miles south of the Bergstrom nondirectional radio beacon."

19. Section 601.2227 is amended to read:

§ 601.2227 *Dover, Del., control zone.* Within a 6-mile radius of Dover Air Force Base, within 2 miles either side of the Dover ILS localizer course extending from the Air Force Base to a point 10 miles south of the ILS outer marker, and within 2 miles either side of the southeast course of the Dover AFB radio range extending from the radio range station to a point 10 miles southeast, excluding the portion which overlaps restricted area (R-12).

20. Section 601.2253 *Sedalia, Mo., control zone* is amended by changing the name "Sedalia Air Force Base" to read: "Whiteman Air Force Base".

21. Section 601.2310 *Oscoda, Mich., control zone* is amended by changing the name "Oscoda AFB" to read: "Wurtsmith Air Force Base" and by changing the words "danger areas" to read: "restricted areas."

22. Section 601.2341 is amended to read:

§ 601.2341 *Utica, N. Y., control zone.* With a 5-mile radius of Oneida County Airport and within 2 miles either side of the ILS localizer course extending from the airport to the Utica nondirectional radio beacon, excluding the portion which overlaps the Griffis AFB control zone.

23. Section 601.2385 is added to read:

§ 601.2385 *Mojave, Calif., control zone.* Within a 5-mile radius of MCAAS, Mojave, Calif., excluding the airspace above 20,000 feet above mean sea level and excluding the airspace which overlaps restricted areas (R-279) and (R-306).

24. Section 601.2386 is added to read:

§ 601.2386 *Mountain Home, Idaho, control zone.* Within a 5-mile radius of the Mountain Home Air Force Base and within 2 miles either side of lines bearing 136° True and 316° True extending from the Air Force Base to points 8 miles northwest and southeast.

25. Section 601.2387 is added to read:

§ 601.2387 *San Antonio, Tex., control zone.* That airspace lying 1 mile west of and 3 miles east of and parallel to lines bearing 001° True and 181° True from a point centered on Brooks Air Force Base north-south runway at latitude 29°20'30", longitude 98°26'00", extending from this point to points 4½ miles north and south.

26. Section 601.2388 is added to read:

§ 601.2388 *Miramar, Calif., control zone.* Within a 5-mile radius of the Naval Air Station, Miramar, Calif., excluding the portion which overlaps the San Diego, Calif., control zone.

27. Section 601.2389 is added to read:

§ 601.2389 *Portsmouth, N. H., control zone.* Within a 5-mile radius of the Portsmouth Air Force Base and within 2 miles either side of a line bearing 144° True from the Air Force Base extending to a point 10 miles southeast of the ILS outer marker.

28. Section 601.4109 is amended to read:

§ 601.4109 *Amber civil airway No. 9 (Charleston, S. C., to Norfolk, Va.).* Myrtle Beach, S. C., nondirectional radio beacon; Wilmington, N. C., nondirectional radio beacon; New Bern, N. C., nondirectional radio beacon; the intersection of a line bearing 11° True from the New Bern, N. C., nondirectional radio beacon and the southwest course of the Norfolk, Va., radio range.

29. Section 601.4245 is amended by changing the caption to read: "Red civil airway No. 45 (Blackstone, Va., to Lancaster, Pa.)."

30. Section 601.6017 is amended to read:

§ 601.6017 *VOR civil airway No. 17 control areas (Laredo, Tex., to Goodland, Kans.).* All of VOR civil airway No. 17 including an east alternate and west alternates.

31. Section 601.6038 is amended to read:

§ 601.6038 *VOR civil airway No. 38 control areas (Iowa City, Iowa, to Elkins, W. Va.).* All of VOR civil airway No. 38.

32. Section 601.6058 is amended to read:

§ 601.6058 *VOR civil airway No. 58 control areas (Bergholz, Ohio, to Hart-*

ford, Conn.). All of VOR civil airway No. 58.

33. Section 601.6074 is amended to read:

§ 601.6074 *VOR civil airway No. 74 control areas (Dodge City, Kans., to Little Rock, Ark.).* All of VOR civil airway No. 74 including a north alternate and south alternates.

34. Section 601.6088 is amended to read:

§ 601.6088 *VOR civil airway No. 88 control areas (Tulsa, Okla., to Vichy, Mo.).* All of VOR civil airway No. 88.

35. Section 601.6153 is amended to read:

§ 601.6153 *VOR civil airway No. 153 control areas (New York, N. Y., to Syracuse, N. Y.).* All of VOR civil airway No. 153.

36. Section 601.6163 is amended to read:

§ 601.6163 *VOR civil airway No. 163 control areas (Brownsville, Tex., to Oklahoma City, Okla.).* All of VOR civil airway No. 163 including an east alternate.

37. Section 601.6189 *VOR civil airway No. 189 control areas (Pittsburgh, Pa., to Brookville, Pa.).* is revoked.

38. Section 601.6217 is amended to read:

§ 601.6217 *VOR civil airway No. 217 control areas (Chicago, Ill., to Green Bay, Wis.).* All of VOR civil airway No. 217.

39. Section 601.6245 is added to read:

§ 601.6245 *VOR civil airway No. 245 control areas.* [Unassigned.]

40. Section 601.6246 is added to read:

§ 601.6246 *VOR civil airway No. 246 control areas (Dayton, Ohio, to Mansfield, Ohio).* All of VOR civil airway No. 246.

41. Section 601.6247 is added to read:

§ 601.6247 *VOR civil airway No. 247 control areas.* [Unassigned.]

42. Section 601.6248 is added to read:

§ 601.6248 *VOR civil airway No. 248 control areas.* [Unassigned.]

43. Section 601.6250 is added to read:

§ 601.6250 *VOR civil airway No. 250 control areas (Bergholz, Ohio, to Fitzgerald, Pa.).* All of VOR civil airway No. 250.

44. Section 601.7001 *Domestic VOR reporting points* is amended by adding the following reporting point to read:

Clareville Intersection: The intersection of the Alice, Tex., omnirange 010° True and the Corpus Christi, Tex., 321° True radials.

(Sec. 205, 52 Stat. 984, as amended; 49 U. S. C. 425. Interpret or apply sec. 601, 52 Stat. 1007, as amended; 49 U. S. C. 551)

This amendment shall become effective 0001 e. s. t. August 23, 1956.

[SEAL] C. J. LOWEN,
Administrator of Civil Aeronautics.

[F. R. Doc. 56-5929; Filed, July 23, 1956; 8:46 a. m.]

[Amdt. 205]

PART 609—STANDARD INSTRUMENT APPROACH PROCEDURES

PROCEDURE ALTERATIONS

The standard instrument approach procedure alterations appearing hereinafter are adopted to become effective when indicated in order to promote safety. Compliance with the notice, procedures, and effective date provisions of section 4 of the Administrative Procedure Act would be impracticable and contrary to the public interest, and therefore is not required.

Part 609 is amended as follows:

NOTE: Where the general classification (LFR, VAR, ADF, ILS, GCA, or VOR), location, and procedure number (if any) of any procedure in the amendments which follow, are identical with an existing procedure, that procedure is to be substituted for the existing one, as of the effective date given, to the extent that it differs from the existing procedure; where a procedure is canceled, the existing procedure is revoked; new procedures are to be placed in appropriate alphabetical sequence within the section amended.

1. The automatic direction finding procedures prescribed in § 609.8 are amended to read in part:

ADF STANDARD INSTRUMENT APPROACH PROCEDURE

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

If an ADF instrument approach 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 Civil Aeronautics. 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.

City and State airport name, elevation, facility, class and identification, procedure No., effective date	Initial approach to facility from—	Course and distance	Minimum altitude (ft.)	Procedure turn (—) side of final approach course (outbound and inbound); altitudes; limiting distances	Minimum altitude over facility on final approach course (ft.)	Course and distance to approach	Ceiling and visibility minimums			If visual contact not established at authorized landing minimums after passing facility within distance specified, or if landing not accomplished
							Condition	2 engines or less	More than 2 engines (more than 65 knots)	
1	2	3	4	5	6	7	8	9	10	11
DETROIT, MICH. Detroit City, 626'. MH-D-ET. Procedure No. 1. Amendment No. 6. Effective date: August 15, 1956. Supersedes No. 5, dated July 14, 1956. Major changes: Transition altitude revised (obstruction).	RML LFR.....	068—20.8	2,300	E side of course: 149° outbound. 325° inbound. 2,000' within 10 miles.	1,300	329—2.3	7—dn C—dn A—dn	*500-1 700-1 800-2	*500-1 700-1 800-2	*500-1 700-1 800-2
	Windsor LFR.....	328—3.5	Final 1,500							
	Windsor VOR.....	327—5.0	2,300							

Within 2.3 miles, climb to 2,300' on track of 328° to Windsor intersection.
*300-1 takeoff minimums authorized wherever 33 only.
AIR CARRIER NOTE: Sliding scales not authorized.

2. The instrument landing system procedures prescribed in § 609.11 are amended to read in part:

ILS STANDARD INSTRUMENT APPROACH PROCEDURE

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

If an ILS instrument approach 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 Civil Aeronautics. 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:

City and State; airport name, elevation, facility, class and identification; procedure No.; effective date	Transition to ILS				Procedure turn (—) side of final approach course (outbound and inbound); altitudes limiting distances	Minimum altitudes at glide slope intersection (ft.)	Altitude of glide slope and distance to approach end of runway at—		Ceiling and visibility minimums			If visual contact not established upon descent to authorized landing minimums or if landing not accomplished—	
	From—	To—	Course and distance	Min. altitudes (ft.)			Outer marker	Middle marker	Condition	2 engines or less			More than 2 engines (more than 65 knots)
										65 knots or less	More than 65 knots		
1	2	3	4	5	6	7	8	9	10	11	12	13	14
AKRON, OHIO. Akron-Canton, 1,228'. ILS-CAK. LOM-CAK. Procedure No. 1. Combination ILS-ADF. Amendment No. 9. Effective date: August 18, 1955. Supersedes Amendment 8, dated April 2, 1955. Major changes: Final approach transitions added.	Akron LFR..... Intersection SW course Akron LFR and 90° bearing to LOM. Intersection E course Akron LFR and 213° bearing on LOM. Wingfoot Intersection..... Bergholz Radio beacon..... Wilmet Intersection.....	LOM..... LOM..... LOM..... LOM..... Canton Intersection. Canton Intersection.	175-11.2 090-5.2 215-12.4 189-10.4 304-26 054-10	2,300 2,300 2,300 2,300 2,300 2,300	E side of S course: 188° outbound, 090° inbound, 2,300' within 10 miles. S side of W course: 281° outbound, 101° inbound, 1,300' within 10 miles. E side of course: 180° outbound, 360° inbound, 2,000' within 10 miles.	ILS 1,400 ADF 2,000 over LOM	2,410-3.7 1,450-0.7	T-dm C-dm 6S-dm 1 ILS ADF A-dm ILS ADF	300-1 400-1 200-1/2 400-1 600-2 800-2	300-1 500-1 200-1/2 400-1 600-2 800-2	300-1 500-1 200-1/2 400-1 600-2 800-2	3.7 miles after passing LOM (ADF), climb to 2,300' on course of 085° to E course. Arrive LFR. Alternate missed approach (when requested by ATIS), make a right climbing turn and return to LOM at 2,300'. #400-1 required with glide slope interceptive. Straight-in approach authorized from Canton Intersection (Intersection S course Akron-Canton ILS and 195° bearing to Bergholz Radio beacon) or Mansfield VOR 094° radial).	
BALTIMORE, MD. Friendship International, 160'. ILS-BAL. LOM-BAL. Combination ILS-ADF. Procedure No. 1. Amendment No. 6. Effective date: August 15, 1955. Supersedes amendment 5, dated August 6, 1955. Major changes: Final approach transitions identified.	Intersection NE course Annapolis LFR and W course ILS. Lisbon Intersection..... Highland Intersection (final). Relay Intersection..... Belleville FM..... Lisbon Intersection..... Baltimore VOR.....	*Highland Intersection. *Highland Intersection. LOM..... LOM..... LOM..... LOM..... LOM.....	101-15.6 130-13.3 101-4.7 221-4.3 080-9.5 122-17.4 254-4.7	**1,700 **1,800 1,500 (ILS) 1,200 (ADF) 1,500 1,500 1,500	S side of W course: 281° outbound, 101° inbound, 1,300' within 10 miles. E side of course: 180° outbound, 360° inbound, 2,000' within 10 miles.	ILS 1,300 ADF 1,200 over LOM	1,200-3.8 335-0.6	T-dm C-dm S-dm 10 ILS ADF A-dm ILS ADF	300-1 400-1 200-1/2 400-1 600-2 800-2	300-1 500-1 200-1/2 400-1 600-2 800-2	300-1 500-1 200-1/2 400-1 600-2 800-2	Within 3.8 miles after passing LOM (ADF), climb to 1,300' on E course ILS or course 101° from LOM within 10 miles. *Highland Intersection: Intersection N course Annapolis LFR and W course ILS or 101° bearing to LOM. **After intersection of localizer course inbound, descent on glide slope to cross outer marker at 1,300' is authorized.	
CINCINNATI, OHIO. Greater Cincinnati, 890'. ILS-CVG. LOM-CVG. Combination ILS-ADF. Amendment No. 9. Procedure No. 1. Effective date: August 15, 1955. Supersedes Amendment 8, dated July 30, 1955. Major changes: Revises transitions to permit straight-in approach.	Cincinnati VOR..... New Baltimore Intersection section. Cincinnati LFR..... Dry Ridge Intersection..... Bridgeport Intersection..... Grants Lick Intersection..... Union Intersection.....	LOM..... LOM..... LOM..... LOM..... LOM..... LOM..... LOM.....	144-2.8 180-20 235-18.2 360-19.1 190-11.3 278-13.2 380-3.6	2,000 2,200 2,400 2,000 2,400 2,000 2,000	E side of course: 180° outbound, 360° inbound, 2,000' within 10 miles.	2,000 (ILS) 1,300 (ADF)	1,957-3.9 1,055-0.5	T-dm C-dm S-dm 36 ILS ADF A-dm ILS ADF	300-1 400-1 200-1/2 400-1 600-2 800-2	300-1 500-1 200-1/2 400-1 600-2 800-2	300-1 500-1 200-1/2 400-1 600-2 800-2	2.9 miles after passing LOM (ADF), climb to 2,300' on N course ILS to New Baltimore Intersection or when directed by ATIS, make a left climbing turn climb to 2,300' on track of 285° from LOM within 15 miles. *After intersection of localizer course inbound, descent on glide slope to cross outer marker at 2,000' is authorized.	

Radar terminal area transition altitudes: From 022° to 103° 2,000' within 30 miles; from 103° through 180° to 022°, 2,000' within 15 miles, 2,300' within 30 miles.

ILS STANDARD INSTRUMENT APPROACH PROCEDURES—Continued

City and State; airport name, elevation, facility, class and identification; procedure No., effective date	Transition to ILS				Procedure turn (—) side of final approach course (outbound; inbound; limiting distances)	Minimum altitude at glide slope intersection (ft.)	Altitude of glide slope and distance to approach end of runway at—		Ceiling and visibility minimums			If visual contact not established upon descent to authorized landing minimums or if landing not accomplished—		
	From—	To—	Course and distance	Minimum altitude (ft.)			Outer marker	Middle marker	Condition	2 engines or less	More than 2 engines (more than 65 knots)			
1	2	3	4	5	6	7	8	9	10	11	12	13	14	
RICHMOND, VA. Byrd Field, 167. ILS-LOC. LOM-EL. Combination ILS-ADF. Procedure No. 1. Amendment No. 1. Effective date: August 18, 1956. Supersedes Amendment 6, dated August 6, 1955. Major changes: Final transition identified.	Flat Rock VOR.....	ILS SW course.....	120-17	\$1,500	**W side of SW course: 265° outbound, 095° inbound, 1,500' within 10 miles.	ILS 1,500	1,370-3.5	370-0.6	T-dn C-dn	300-1 400-1	300-1 400-1	200-1 300-1 *200-1½ 400-1 600-2 800-2	Within 2.5 miles after passing LOM (ADF), climb to 1,500' on course of 095° within 10 miles of LOM; alternate procedure (when directed by ATIS), make a left climbing turn to 1,500' on N course Richmond LFR within 10 miles. #After interception of localizer course inbound, descent on glide slope to cross outer marker at 1,275' is authorized. **Procedure turn conducted W to avoid television antennae S of airport. *400-1½ required with glide slope inoperative.	
	Flat Rock VOR.....	ILS LOM.....	106-21.1	2,000		ADF 600 over LOM			S-dn ILS	*20-1½	*200-1½	*200-1½		
	Richmond LFR.....	ILS LOM.....	265-2.7	1,300					ADF	400-1	600-1	400-1		
	Intersection N course Richmond LFR and SW course ILS.	ILS LOM.....	243-3.2	1,300					A-dn ILS	600-2	600-2	600-2		
	Chester FM.....	ILS SW course.....	340-4.4	\$1,500					ADF	900-2	800-2	800-2		
	Manakin Radiobeacon.....	ILS LOM.....	130-17.4	2,000										
	Chester FM.....	ILS LOM.....	020-5.5	1,500										
ROCHESTER, N. Y. Meacham County, 538. ILS-LOC. LOM-EO. LOM-OC. Combination ILS-ADF. Procedure No. 1. Amendment No. 4. Effective date: August 18, 1956. Supersedes Amendment 3, dated January 1, 1954. Major changes: Transition added to permit straight-in approaches.	Rocheater LFR.....	LOM.....	079-3.2	2,000	N side of E course: 095° outbound, 277° inbound, 2,000' within 10 miles of LOM.	ILS 2,000	2,100-4.5	570-0.6	T-dn ILS	300-1	300-1	200-1½	Within 4.5 miles after passing LOM, climb to 2,000' on W course of Rocheater LFR. Note: Glide slope provides approximately 185' clearance over smoke stack 750' mean sea level located 3.5 miles W of the LOM. Air Carriers Note: Takeoff on Runway 12 and landing on Runway 20 not authorized. *Minimum altitude 1,300' over LMM with glide slope inoperative or when conducting ADF approach. #Circling minimums applicable for ADF approach or with glide slope inoperative. #All installed components of the ILS must be operating otherwise alternate minimums of 800-2 apply.	
	Rocheater VOR.....	LOM.....	099-5.2	2,000		ADF 1,300 over LOM			ADF	300-1	300-1	300-1	200-1½	
	Rush Intersection.....	LOM.....	047-7.3	2,000					C-dn ILS	300-1	600-1	600-1½		
	Farmington Intersection.....	LOM.....	213-8.7	2,000					*S-dn 28 ILS	300-1	300-1	300-1		
	Farmington Intersection (final transition).	ILS E course.....	233-6.2	2,000					A-dn #ILS ADF	600-2	600-2	600-2		

3. The ground controlled approach procedures prescribed in § 609.13 are amended to read in part:

GCA STANDARD INSTRUMENT APPROACH PROCEDURE

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

If a GCA 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 Civil Aeronautics. Initial approach shall be made over specified routes. Minimum altitudes (a) shall correspond with those established for the particular area or as set forth below. Positive identification must be established with 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 the 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 PAR approach, or for more than 30 seconds during an ASR 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.

Ceiling and visibility minimums											
City and State; airport name; airport elevation; effective date	Radar terminal area; maneuvering altitudes by sectors and limiting distances	Runway No.	Condition	Precision approach (P.A.R.)			Surveillance approach (ASR)			Missed approach procedure	
				2 engines or less		More than 2 engines	2 engines or less		More than 2 engines		
				65 knots or less	Over 65 knots	Over 65 knots	Over 65 knots	Over 65 knots			
1	2	3	4	5	6	7	8	9	10	11	
BOSTON-BEDFORD, MASS..... Hasscom 135. Procedure No. 1. Amendment No. 1. Effective date: August 15, 1956. Supersedes Amendment Original, dated July 21, 1956. This procedure premised on the use of USAF GCA. Major changes: Alternate minimums added.	All directions 2,000' within 15 miles.	All.....	T-dn	300-1	300-1	200-1/2	300-1	300-1	200-1/2	Make an immediate left turn to 330° climb to 2,000', then go direct to Bedford "RW" facility or as approach control directs. Loss of communications procedure: Climb to 2,000', then go direct to Bedford "RW" facility or as approach control directs. CAUTION: 500' mean sea level tower 3 miles NE of airport.	
		All.....	C-dn	300-1	300-1	500-1 1/2	500-1	500-1	500-1 1/2		
		11.....	S-dn	400-1	400-1	400-1	500-1	500-1	500-1		
		5.....	S-dn				500-1	500-1	500-1		
		All.....	A-dn	800-2	800-2	800-2	800-2	800-2	800-2		

These procedures shall become effective on the dates indicated on the procedures.

(Sec. 205, 52 Stat. 984, as amended; 49 U. S. C. 425. Interpret or apply sec. 601, 52 Stat. 1007, as amended; 49 U. S. C. 551)

[SEAL]

[F. R. Doc. 56-5689; Filed, July 23, 1956; 11:51 a. m.]

C. J. LOWEN,
Administrator of Civil Aeronautics.

TITLE 17—COMMODITY AND SECURITIES EXCHANGES

Chapter II—Securities and Exchange Commission

PART 240—GENERAL RULES AND REGULATIONS, SECURITIES EXCHANGE ACT OF 1934 RECORDS OF NON-RESIDENT BROKERS AND DEALERS

On June 6, 1956 the Commission published a proposal to adopt § 240.17a-7 (Rule X-17A-7) under the Securities Exchange Act of 1934 to require non-resident brokers and dealers, registered or applying for registration pursuant to section 15 of the Securities Exchange Act of 1934, to maintain copies of their books and records in the United States or to file an undertaking to make them available on request. The Commission has con-

sidered all the views and comments received on the proposal and has adopted the rule in the form stated below.

Rule X-17A-3 requires all registered brokers and dealers to make and keep current specified books and records relating to their business, and Rule X-17A-4 provides that the books and records shall be maintained in an easily accessible place during specified periods. These rules, however, were not specifically designed to make accessible to the Commission the books and records of foreign brokers and dealers registered with the Commission. Rule X-17A-7 requires each non-resident broker or dealer, as defined in the rule, to maintain in the United States, at a place designated by him in a written "notice" filed with the Commission, complete and current copies of the books and records he is required to maintain under any

rule adopted under the Securities Exchange Act of 1934, unless he files with the Commission a written undertaking in substantially the form provided for in the rule, to furnish to the Commission upon demand copies of any, all or any part of his books and records specified in the demand.

Non-resident brokers or dealers registered or applying for registration on August 20 when the rule becomes effective are required to file the "notice" or the "undertaking" within 30 days thereafter. Non-resident brokers and dealers who apply for registration thereafter will have to submit the "notice" or the "undertaking" with their application for registration.

Statutory basis. The Securities and Exchange Commission, acting pursuant to the provisions of the Securities Exchange Act of 1934, particularly sections

§ 240.17a-7 **Records of non-resident brokers and dealers.** (a) (1) Except as provided in paragraph (b) of this section, each non-resident broker or dealer registered or applying for registration pursuant to section 15 of the Securities Exchange Act of 1934, as amended, shall keep, maintain, and preserve, at a place within the United States designated in a notice from him as provided in subparagraph (2) of this paragraph, true, correct, complete and current copies of the books and records which he is required to make, keep current, maintain or