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

[Navel Orange Reg. 181]

PART 914—NAVEL ORANGES GROWN IN ARIZONA AND DESIGNATED PART OF CALIFORNIA

Limitation of Handling

§ 914.481 Navel Orange Regulation 181.

(a) *Findings.* (1) Pursuant to the marketing agreement, as amended, and Order No. 14, as amended (7 CFR Part 914), regulating the handling of navel oranges grown in Arizona and designated part of California, effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601-674), and upon the basis of the recommendation and information submitted by the Navel Orange Administrative Committee, established under the said amended marketing agreement and order, and upon other available information, it is hereby found that the limitation of handling of such navel oranges as hereinafter provided will tend to effectuate the declared policy of the act.

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

sons were afforded an opportunity to submit information and views at this meeting; the recommendation and supporting information for regulation during the period specified herein were promptly submitted to the Department after such meeting was held; the provisions of this section, including its effective time, are identical with the aforesaid recommendation of the committee, and information concerning such provisions and effective time has been disseminated among handlers of such navel oranges; it is necessary, in order to effectuate the declared policy of the act, to make this section effective during the period herein specified; and compliance with this section will not require any special preparation on the part of persons subject hereto which cannot be completed on or before the effective date hereof. Such committee meeting was held on January 21, 1960.

(b) *Order.* (1) The respective quantities of navel oranges grown in Arizona and designated part of California which may be handled during the period beginning at 12:01 a.m., P.s.t., January 24, 1960, and ending at 12:01 a.m., P.s.t., January 31, 1960, are hereby fixed as follows:

- (i) District 1: 650,000 cartons;
- (ii) District 2: 400,000 cartons;
- (iii) District 3: Unlimited movement;
- (iv) District 4: Unlimited movement.

(2) All navel oranges handled during the period specified in this section are subject also to all applicable size restrictions which are in effect pursuant to this part during such period.

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

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

Dated: January 22, 1960.

S. R. SMITH,
Director, Fruit and Vegetable
Division, Agricultural Mar-
keting Service.

[F.R. Doc. 60-787; Filed, Jan. 22, 1960;
11:17 a.m.]

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[Lemon Reg. 830]

PART 953 — LEMONS GROWN IN CALIFORNIA AND ARIZONA**Limitation of Handling****§ 953.937 Lemon Regulation 830.**

(a) *Findings.* (1) Pursuant to the marketing agreement, as amended, and Order No. 53, as amended (7 CFR Part 953; 23 F.R. 9053), regulating the handling of lemons grown in California and Arizona, effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601 et seq.; 68 Stat. 906, 1047), and upon the basis of the recommendation and information submitted by the Lemon Administrative Committee, established under the said amended marketing agreement and order, and upon other available information, it is hereby found that the limitation of handling of such lemons as hereinafter provided will tend to effectuate the declared policy of the act.

(2) It is hereby further found that it is impracticable and contrary to the public interest to give preliminary notice, engage in public rule-making procedure, and postpone the effective date of this section until 30 days after publication hereof in the FEDERAL REGISTER (60 Stat. 237; 5 U.S.C. 1001 et seq.) because the time intervening between the date when information upon which this section is based becomes available and the time when this section must become effective in order to effectuate the declared policy of the act is insufficient, and a reasonable time is permitted, under the circumstances, for preparation for such effective time; and good cause exists for making the provisions hereof effective as hereinafter set forth. The committee held an open meeting during the current week, after giving due notice thereof, to consider supply and market conditions for lemons and the need for regulation; interested persons were afforded an opportunity to submit information and views at this meeting; the recommendation and supporting information for regulation during the period specified herein were promptly submitted to the Department after such meeting was held; the provisions of this section, including its effective time, are identical with the aforesaid recommendation of the committee, and information concerning such provisions and effective time has been disseminated among handlers of such lemons; it is necessary, in order to effectuate the declared policy of the act, to make this section effective during the period herein specified; and compliance with this section will not require any special preparation on the part of persons subject hereto which cannot be completed on or before the effective date hereof. Such committee meeting was held on January 20, 1960.

(b) *Order.* (1) The respective quantities of lemons grown in California and Arizona which may be handled during the period beginning at 12:01 a.m., P.S.T., January 24, 1960, and ending at 12:01 a.m., P.S.T., January 31, 1960, are hereby fixed as follows:

(i) District 1: 9,300 cartons;

(ii) District 2: 130,200 cartons;

(iii) District 3: Unlimited movement.

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

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

Dated: January 21, 1960.

S. R. SMITH,
Director, Fruit and Vegetable
Division, Agricultural Market-
ing Service.

[F.R. Doc. 60-768; Filed, Jan. 22, 1960;
9:01 a.m.]

Title 8—ALIENS AND NATIONALITY

Chapter I—Immigration and Naturalization Service, Department of Justice

MISCELLANEOUS AMENDMENTS TO CHAPTER

The following amendments to Chapter I of Title 8 of the Code of Federal Regulations are hereby prescribed:

PART 101—PRESUMPTION OF LAWFUL ADMISSION

Subparagraph (2) of paragraph (e) *Chinese and Japanese aliens* of § 101.1 is amended, so that when taken with the introductory material, it will read as follows:

§ 101.1 Presumption of lawful admission.

A member of the following classes shall be presumed to have been lawfully admitted for permanent residence even though a record of his admission cannot be found, except as otherwise provided in this section, unless he abandoned his lawful permanent resident status or subsequently lost that status by operation of law:

(e) *Chinese and Japanese aliens.* * * *

(2) *On or after July 1, 1924.* A Chinese alien for whom there exists a record of his admission to the United States as a member of one of the following classes; an alien who establishes that he was readmitted between July 1, 1924, and December 16, 1943, inclusive, as a returning Chinese laborer who acquired lawful permanent residence prior to July 1, 1924; a person erroneously admitted between July 1, 1924, and June 6, 1927, inclusive, as a United States citizen under section 1993 of the Revised Statutes of the United States, as amended, his father not having resided in the United States prior to his birth; an alien admitted at any time after June 30, 1924, under section 4 (b) or (d) of the Immigration Act of 1924; an alien wife of a United States citizen admitted between June 13, 1930, and December 16, 1943, inclusive, under section 4(a) of the Immigration Act of 1924; an alien

admitted on or after December 17, 1943, under section 4(f) of the Immigration Act of 1924; an alien admitted on or after December 17, 1943, under section 317(c) of the Nationality Act of 1940, as amended; an alien admitted on or after December 17, 1943, as a preference or nonpreference quota immigrant pursuant to section 2 of that act; and a Chinese or Japanese alien admitted to the United States between July 1, 1924, and December 23, 1952, both dates inclusive, as the wife or minor son or daughter of a treaty merchant admitted before July 1, 1924, if the husband-father was lawfully admitted to the United States as a treaty merchant before July 1, 1924, or, while maintaining another status under which he was admitted before that date, had his status changed to that of a treaty merchant or treaty trader after that date, and was maintaining the changed status at the time his wife or minor son or daughter entered the United States.

PART 103—POWERS AND DUTIES OF SERVICE OFFICERS

§ 103.1 [Amendment]

1. Subparagraph (2) *Deputy Associate Commissioner, Travel Control of paragraph (a) Associate Commissioner, Operations of § 103.1 Delegations of authority* is amended in the following respects:

a. Subdivision (i) is amended to read as follows:

(i) *Assistant Commissioner, Examinations.* The authorization and inspection activities of the Service.

b. Subdivision (iii) *Assistant Commissioner, Inspections* is revoked.

2. Section 103.4 is amended to read as follows:

§ 103.4 Certifications.

The Commissioner, regional commissioners, associate commissioners, deputy associate commissioners, and assistant commissioners within their respective areas of responsibility, may direct that any case or class of cases be certified for decision. The alien or other party affected shall be given notice on Form I-290c of such certification and of his right to submit a brief within 10 days from receipt of the notice. Cases within the appellate jurisdiction of the Service shall be certified only after an initial decision has been made. In cases within § 3.1(b) of this chapter, the decision of the officer to whom certified, whether made initially or upon review, shall constitute the base decision of the Service from which an appeal may be taken to the Board in accordance with the applicable parts of this chapter.

§ 103.5 [Amendment]

3. Section 103.5 *Reopening or reconsideration* is amended in the following respects:

a. The designation "(a)" and headnote "General" are deleted.

b. The second sentence is amended to read as follows: "When the alien is the

moving party, a motion to reopen or a motion to reconsider shall be filed in duplicate, accompanied by a supporting brief, if any, and the appropriate fee specified by and remitted in accordance with the provisions of § 103.7, with the district director in whose district the proceeding was conducted for transmittal to the officer having jurisdiction."

PART 212—DOCUMENTARY REQUIREMENTS: NONIMMIGRANTS; WAIVERS; ADMISSION OF CERTAIN INADMISSIBLE ALIENS; PAROLE

§ 212.4 [Amendment]

The cross reference which follows the first sentence in § 212.4 *Applications for the exercise of discretion under section 212(d)(3)* is amended to read as follows: "(For Department of State procedure when a visa is required, see 22 CFR 41.95.)".

PART 214—NONIMMIGRANT CLASSES

Paragraph (f) of § 214.2 is amended to read as follows:

§ 214.2 Special requirements for admission, extension, and maintenance of status.

(f) *Students.* A student shall not be eligible for admission to the United States unless he presents Form I-20 properly filled out by the school to which he is destined and he personally executes the reverse of the form. Form I-20 presented by a student returning from a temporary absence may be retained by him and used for any number of reentries within six months from date of issuance. A student shall not be eligible for extension of stay unless he presents Form I-20 properly filled out by the school he is attending.

PART 244—SUSPENSION OF DEPORTATION AND VOLUNTARY DEPARTURE

Part 244 is amended to read as follows:

- Sec.
244.1 Application.
244.2 Extension of time to depart.

AUTHORITY: §§ 244.1 and 244.2 issued under sec. 103, 66 Stat. 173; 8 U.S.C. 1103. Interpret or apply secs. 242, 244, 66 Stat. 208, 214; 8 U.S.C. 1252, 1254.

§ 244.1 Application.

Pursuant to Part 242 of this chapter and section 244 of the Act, a special inquiry officer in his discretion may authorize the suspension of an alien's deportation, or authorize an alien to depart voluntarily from the United States in lieu of deportation if the alien establishes that he is willing and has the immediate means with which to depart promptly from the United States.

§ 244.2 Extension of time to depart.

A request by an alien for an extension of time within which to depart volun-

tarily shall be filed with the district director having jurisdiction over the alien's place of residence. Written notice of the district director's decision shall be served upon the alien, and no appeal may be taken therefrom.

PART 287—FIELD OFFICERS; POWERS AND DUTIES

Section 287.2 is amended to read as follows:

§ 287.2 Criminal violations; investigation and action.

Whenever a district director or chief patrol inspector has reason to believe that there has been a violation punishable under any criminal provision of the laws administered or enforced by the Service, he shall cause an investigation to be made immediately of all the pertinent facts and circumstances and shall take or cause to be taken such further action as the results of such investigation warrant.

PART 299—IMMIGRATION FORMS

§ 299.1 [Amendment]

Section 299.1 *Prescribed forms* is amended by the deletion of the following form and reference thereto:

Form No., Title and Description

I-233 Application to Adjust Immigration Status under section 6 of the Refugee Relief Act of 1953.

(Sec. 103, 66 Stat. 173; 8 U.S.C. 1103)

This order shall become effective on the date of its publication in the *FEDERAL REGISTER*. Compliance with the provisions of section 4 of the Administrative Procedure Act (60 Stat. 238; 5 U.S.C. 1003) as to notice of proposed rule making and delayed effective date is unnecessary in this instance because the rules prescribed by the order, other than those which are editorial in nature or relieve restrictions, relate to agency procedure and management.

Dated: January 19, 1960.

J. M. SWING,
Commissioner of
Immigration and Naturalization.

[F.R. Doc. 60-695; Filed, Jan. 22, 1960; 8:50 a.m.]

Title 14—AERONAUTICS AND SPACE

Chapter III—Federal Aviation Agency

SUBCHAPTER E—AIR NAVIGATION REGULATIONS

[Airspace Docket No. 59-WA-20; Amdt. 117]

PART 600—DESIGNATION OF FEDERAL AIRWAYS

Modification

The purpose of this amendment to § 600.6006 of the regulations of the Administrator is to modify the segment of VOR Federal airway No. 6 between Sel-

insgrove, Pa., and Allentown, Pa., and also the segment between Solberg, N.J., and the intersection of the Solberg VOR 106° radial and the direct radial between the Idlewild, N.Y., VORTAC and the Coyle, N.J., VOR.

VOR Federal airway No. 6 presently extends from Oakland, Calif., to New York, N.Y. The modification of this airway segment between Selinsgrove and Allentown via the intersection of the Selinsgrove VOR 083° and the Tower City, Pa., VOR 040° radials will provide lateral separation with VOR Federal airway No. 232 and permit simultaneous use at the same altitudes. The realignment of the segment of Victor 6 between the Solberg VOR and the Idlewild VORTAC will serve as an inbound route to the Newark, N.J., radio range holding pattern for aircraft enroute to La Guardia Airport. In addition, the holding pattern will not overlap the New Brunswick intersection holding pattern thereby permitting simultaneous use at the same altitudes. This action will result in the segment of Victor 6 between Selinsgrove and Allentown being designated from the Selinsgrove VOR via the intersection of the Selinsgrove VOR 083° and the Tower City VOR 040° radials to the Allentown VOR. The segment of Victor 6 between the Solberg VOR and the Idlewild VORTAC will be designated direct station to station. The control areas associated with Victor 6 are so designated that they will automatically conform to the modified airway. Accordingly, no amendment relating to such control areas is necessary.

This action has been coordinated with the Army, the Navy, the Air Force, and interested civil aviation organizations. Accordingly, compliance with the Notice, and public procedures provisions of Section 4 of the Administrative Procedure Act have, in effect, been complied with. However, since it is necessary that sufficient time be allowed to permit appropriate changes to be made on aeronautical charts, these amendments will become effective more than 30 days after publication.

In consideration of the foregoing, and pursuant to the authority delegated to me by the Administrator (24 F.R. 4530) § 600.6006 (14 CFR 1958 Supp., 600.6006, 23 F.R. 10337; 24 F.R. 1281, 2227) is amended as follows:

In the text of § 600.6006 *VOR Federal airway No. 6 (Oakland, Calif., to New York, N.Y.)*, delete "point of intersection of the Selinsgrove omnirange 077° True and the Williamsport, Pa., omnirange 146° True radials; Allentown, Pa., VOR; Solberg, N.J., VOR; to the point of INT of the Solberg VOR 106° radial with the Idlewild, N.Y., VOR direct radial to the Coyle, N.J., VOR." and substitute therefor "INT of the Selinsgrove VOR 083° and the Tower City, Pa., VOR 040° radials; Allentown, Pa., VOR; Solberg, N.J., VOR; to the Idlewild, N.Y., VORTAC."

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

These amendments shall become effective 0001 e.s.t., March 10, 1960.

Issued in Washington, D.C., on January 18, 1960.

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

[P.R. Doc. 60-683; Filed, Jan. 22, 1960;
8:46 a.m.]

[Airspace Docket No. 59-FW-12]

[Amdt. 196]

PART 600—DESIGNATION OF FEDERAL AIRWAYS

[Amdt. 216]

PART 601—DESIGNATION OF THE CONTINENTAL CONTROL AREA, CONTROL AREAS, CONTROL ZONES, REPORTING POINTS, AND POSITIVE CONTROL ROUTE SEG- MENTS

Revocation of Segments of Federal Airway, Associated Control Areas and Reporting Points

On October 21, 1959, a Notice of Proposed Rule-Making was published in the *FEDERAL REGISTER* (24 F.R. 8504) stating that the Federal Aviation Agency was proposing to revoke the segments of Amber Federal airway No. 6 from Jacksonville, Fla., to Alma, Ga., and from Akron, Ohio, to Parkman, Ohio, and their associated reporting points.

No adverse comments were received regarding the proposed amendments. Interested persons have been afforded an opportunity to participate in the making of the rules herein adopted, and due consideration has been given to all relevant matter presented.

Pursuant to the authority delegated to me by the Administrator (24 F.R. 4530) and for the reasons set forth in the notice, the proposed amendments are hereby adopted without change and set forth below:

1. Section 600.106 *Amber Federal airway No. 6 (Jacksonville, Fla., to United States-Canadian Border)*.

(a) In the caption, delete "(Jacksonville, Fla., to United States-Canadian Border)" and substitute therefor "(Nashville, Tenn., to Columbus, Ohio, and Parkman, Ohio, to United States-Canadian Border)".

(b) In the text, delete "From the Jacksonville, Fla., RR to the Alma, Ga., RR."

(c) In the text, delete "From the Akron, Ohio, RR via the intersection of the north course of the Akron RR and the east course of the Cleveland, Ohio, RR; Perry, Ohio, RBN" and substitute therefor "From the INT of the E course of the Cleveland, Ohio, RR and a line bearing 204° from the Perry, Ohio, RBN via the Perry RBN".

2. In the caption of § 601.106 *Amber Federal airway No. 6 control areas (Jacksonville, Fla., to United States-Canadian Border)*, delete "(Jacksonville, Fla., to United States-Canadian Border)" and substitute therefor "(Nashville, Tenn., to

Columbus, Ohio, and Parkman, Ohio, to United States-Canadian Border)."

3. Section 601.4106 *Amber Federal airway No. 6 (Jacksonville, Fla., to United States-Canadian Border)*.

(a) In the caption, delete "(Jacksonville, Fla., to United States-Canadian Border)" and substitute therefor "(Nashville, Tenn., to Columbus, Ohio, and Parkman, Ohio, to United States-Canadian Border)".

(b) In the text, delete "Jacksonville, Fla., radio range station; Alma, Ga., radio range station;"

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

These amendments shall become effective 0001 e.s.t. March 10, 1960.

Issued in Washington, D.C., on January 18, 1960.

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

[P.R. Doc. 60-680; Filed, Jan. 22, 1960;
8:46 a.m.]

[Airspace Docket No. 59-WA-110]

[Amdt. 108]

PART 600—DESIGNATION OF FEDERAL AIRWAYS

[Amdt. 130]

PART 601—DESIGNATION OF THE CONTINENTAL CONTROL AREA, CONTROL AREAS, CONTROL ZONES, REPORTING POINTS, AND POSITIVE CONTROL ROUTE SEG- MENTS

Modification

On August 25, 1959, a Notice of Proposed Rule-Making was published in the *FEDERAL REGISTER* (24 F.R. 6876) stating that the Federal Aviation Agency was considering an amendment to §§ 600.6443 and 601.6443 of the regulations of the Administrator by designating an east alternate to VOR Federal airway No. 443 between Tiverton, Ohio, and Cleveland, Ohio.

As stated in the Notice, Victor 443 presently extends from Glen Dale, W. Va., to Cleveland, Ohio. The Federal Aviation Agency is modifying the Tiverton to Cleveland segment of Victor 443 by designating an east alternate via the intersection of the Tiverton VOR 017° and the Cleveland VOR 138° radials. This modification will establish an additional route for aircraft departing the Cleveland terminal area destined for southern terminals.

No adverse comment was received regarding the proposed amendments.

Interested persons have been afforded an opportunity to participate in the making of the rules herein adopted, and due consideration has been given to all relevant matter presented.

In consideration of the foregoing, and pursuant to the authority delegated to me by the Administrator (24 F.R. 4530)

§ 600.6443 (24 F.R. 1285) and § 601.6443 (24 F.R. 1287) are amended as follows:

1. Section 600.6443 is amended to read:

§ 600.6443 VOR Federal airway No. 443 (Glen Dale, W. Va., to Cleveland, Ohio).

From the point of INT of the Pittsburgh, Pa., VOR 244° and the Zanesville, Ohio, VOR 088° radials via the Newcomerstown, Ohio, VOR; Tiverton, Ohio, VOR; to the Cleveland, Ohio, VOR, including an E alternate via the INT of the Tiverton VOR 017° with the Cleveland VOR 138° radials.

2. Section 601.6443 is amended to read:

§ 601.6443 VOR Federal airway No. 443 control areas (Glen Dale, W. Va., to Cleveland, Ohio).

All of VOR Federal airway No. 443 including an E alternate.

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

These amendments shall become effective 0001 e.s.t., March 10, 1960.

Issued in Washington, D.C., on January 18, 1960.

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

[P.R. Doc. 60-681; Filed, Jan. 22, 1960;
8:46 a.m.]

[Airspace Docket No. 59-WA-124]

[Amdt. 99]

PART 600—DESIGNATION OF FEDERAL AIRWAYS

[Amdt. 113]

PART 601—DESIGNATION OF THE CONTINENTAL CONTROL AREA, CONTROL AREAS, CONTROL ZONES, REPORTING POINTS, AND POSITIVE CONTROL ROUTE SEG- MENTS

Modification of Federal Airway and Redesignation of Reporting Point

The purpose of these amendments to §§ 600.6035 and 601.7001 of the regulations of the Administrator is to modify the segment of VOR Federal airway No. 35 between Tri-City, Tenn., and Charleston, W. Va., and to redesignate the Paynesville, W. Va., intersection reporting point.

The segment of Victor 35 from Tri-City to Charleston is presently designated from Tri-City, via the point of intersection of the Pulaski, Va., VOR 285° and the Tri-City VOR 012° radials, to the Charleston VOR. The Federal Aviation Agency is modifying this segment of Victor 35 via an intermediate VOR to be commissioned on or about December 15, 1959, in the vicinity of Blackford, Va., at latitude 36°49'31" N., longitude 82°04'45" W., to provide more precise navigational guidance. The above coordinates correct those shown in Airspace Docket

No. 59-WA-125, published as a Notice of Proposed Rule-Making in the *FEDERAL REGISTER* of August 29, 1959 (24 F.R. 7042). Such action will result in this segment of Victor 35 being designated from the Tri-City VOR via the Blackford VOR to the Charleston VORTAC. The control areas associated with Victor 35 are so designated that they will automatically conform to the modified airway. Accordingly, no amendment relating to such control areas is necessary. Concurrently, to conform with this modification of Victor 35, the Paynesville intersection is being redesignated as the intersection of the Bluefield, W. Va., VOR 264° and the Blackford VOR 009° radials.

This action has been coordinated with the Army, the Navy, the Air Force, and interested civil aviation organizations. Accordingly, compliance with the Notice, and public procedures provisions of section 4 of the Administrative Procedure Act have, in effect, been complied with. However, since it is necessary that sufficient time be allowed to permit appropriate changes to be made on aeronautical charts, these amendments will become effective more than 30 days after publication.

In consideration of the foregoing, and pursuant to the authority delegated to me by the Administrator (24 F.R. 4530) § 600.6035 (14 CFR, 1958 Supp., 600.6035, 23 F.R. 10338, 24 F.R. 702, 1285) and § 601.7001 (14 CFR 1958 Supp., 601.7001) are amended as follows:

1. In the text of § 600.6035 *VOR Federal airway No. 35 (Key West, Fla., to Syracuse, N.Y.)*, delete "point of INT of the Pulaski VOR 285° and the Tri-City VOR 012° radials; Charleston, W. Va., VOR;" and substitute therefor "Blackford, Va., VOR; Charleston, W. Va., VORTAC;"

2. In § 601.7001 *Domestic VOR reporting points*, Paynesville intersection is amended to read: "Paynesville intersection: The INT of the Bluefield, W. Va., VOR 264° and the Blackford, Va., VOR 009° radials".

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

These amendments shall become effective 0001 e.s.t. March 10, 1960.

Issued in Washington, D.C., on January 18, 1960.

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

[F.R. Doc. 60-682; Filed, Jan. 22, 1960; 8:46 a.m.]

[Airspace Docket No. 59-LA-75; Amdt. 204]

PART 601—DESIGNATION OF THE CONTINENTAL CONTROL AREA, CONTROL AREAS, CONTROL ZONES, REPORTING POINTS, AND POSITIVE CONTROL ROUTE SEGMENTS

Revocation of Reporting Points

The purpose of this amendment to § 601.7001 of the regulations of the Ad-

ministrator is to revoke the Butte, Montana, the Drummond, Montana, and the Sumatra, Montana, reporting points.

The Federal Aviation Agency no longer has a requirement for these reporting points for air traffic management.

Since this amendment reduces a burden on the public, compliance with the Notice, public procedure, and effective date requirements of Section 4 of the Administrative Procedure Act is unnecessary.

In consideration of the foregoing, and pursuant to the authority delegated to me by the Administrator (24 F.R. 4530) § 601.7001 (14 CFR 1958 Supp., 601.7001) is amended as follows:

In the text of § 601.7001 *Domestic VOR reporting points*, delete "Butte, Mont., omnirange station."; "Drummond, Mont., omnirange station."; "Sumatra Intersection: The intersection of the Miles City, Mont., omnirange 286° True and the Billings, Mont., omnirange 036° True radials."

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

This amendment shall become effective 0001 e.s.t. March 10, 1960.

Issued in Washington, D.C., on January 18, 1960.

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

[F.R. Doc. 60-679; Filed, Jan. 22, 1960; 8:46 a.m.]

[Airspace Docket No. 59-FW-61; Amdt. 28]

PART 602—ESTABLISHMENT OF CODED JET ROUTES AND NAVIGATIONAL AIDS IN THE CONTINENTAL CONTROL AREA

Modification of Coded Jet Routes

The purpose of these amendments to §§ 602.102, 602.117, 602.121, 602.123 and 602.125 of the regulations of the Administrator is to reflect the conversion of the San Antonio, Texas, radio range station to a nondirectional radio beacon.

L/MF coded jet route Nos. 2, 17, 21, 23 and 25 are presently designated in part via the San Antonio radio range station. The Federal Aviation Agency is converting this radio range station to a nondirectional radio beacon on or about March 10, 1960. Therefore, it is necessary to delete the San Antonio radio range station and substitute the San Antonio nondirectional radio beacon in the descriptions of these airways. The alignment of the coded jet routes based on the San Antonio radio range station will not be affected by this change.

Since these amendments impose no additional burden on the public, compliance with the Notice, and public procedures provisions of section 4 of the Administrative Procedure Act is unnecessary. However, since it is necessary that sufficient time be allowed to permit appropriate changes to be made on aeronautical charts, these amendments will

become effective more than 30 days after publication.

In consideration of the foregoing, and pursuant to the authority delegated to me by the Administrator (24 F.R. 4530) §§ 602.102, 602.117, 602.121, 602.123, and 602.125 (14 CFR 1958 Supp., 602.102; 602.117; 602.121; 602.123, 24 F.R. 3875; 602.125) are amended as follows:

1. In the text of § 602.102 *L/MF jet route No. 2 (San Diego, Calif., to Jacksonville, Fla.)*, delete "San Antonio, Tex., RR;" and substitute therefor "San Antonio, Tex., RBN;"

2. In the text of § 602.117 *L/MF jet route No. 17 (San Antonio, Tex., to Rapid City, S. Dak.)*, delete "From the San Antonio, Tex., RR;" and substitute therefor "From the San Antonio, Tex., RBN;"

3. In the text of § 602.121 *L/MF jet route No. 21 (Laredo, Tex., to Duluth, Minn.)*, delete "via the San Antonio, Tex., RR;" and substitute therefor "via the San Antonio, Tex., RBN;"

4. In the text of § 602.123 *L/MF jet route No. 23 (Brownsville, Tex., to North Platte, Nebr.)*, delete "San Antonio, Tex., RR;" and substitute therefor "San Antonio, Tex., RBN;"

5. In the text of § 602.125 *L/MF jet route No. 25 (San Antonio, Tex., to Tulsa, Okla.)*, delete "From the San Antonio, Tex., RR;" and substitute therefor "From the San Antonio, Tex., RBN;"

These amendments shall become effective 0001 e.s.t. March 10, 1960.

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

Issued in Washington, D.C., on January 18, 1960.

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

[F.R. Doc. 60-678; Filed, Jan. 22, 1960; 8:46 a.m.]

[Reg. Docket No. 247; Amdt. 151]

PART 609—STANDARD INSTRUMENT APPROACH PROCEDURES

Miscellaneous Alterations

The new and revised standard instrument approach procedures appearing hereinafter are adopted to become effective and/or canceled 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. Pursuant to authority delegated to me by the Administrator (24 F.R. 5662), I find that a situation exists requiring immediate action in the interest of safety, that notice and public procedure hereon are impracticable, and that good cause exists for making this amendment effective on less than thirty days' notice.

Part 609 (14 CFR 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	
Cordova VOR.....	MLI-LFR.....	Direct.....	2300	T-dn..... C-dn..... S-dn..... A-dn.....	300-1 400-1 400-1 800-2	300-1 500-1 500-1 800-2	200-1½ 500-1½ 500-1½ 800-2

Procedure turn S side W crs, 265° Outbnd, 085° Inbnd, 2000' within 10 mi.

Minimum altitude over facility on final approach crs, 1300'.

Crs and distance, facility to airport, 040-2.3.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 2.3 mi, make left climbing turn and return to the MLI-LFR holding at 2200' within 20 mi on the W crs.

City, Davenport; State, Iowa; Airport Name, Municipal; Elev., 753'; Fac. Class., SBMRMZ; Ident., MLI; Procedure No. 1, Amdt. 4; Eff. Date, 6 Feb. 60; Sup. Amdt. No. 3; Dated, 16 June 56

Indianapolis VOR.....	IND-LFR.....	Direct.....	2000	T-dn..... C-dn..... S-dn-9..... A-dn.....	300-1 400-1 400-1 800-2	300-1 500-1 400-1 800-2	200-1½ 500-1½ 400-1 800-2
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Procedure turn S side of W crs, 250° Outbnd, 070° Inbnd, 2000' within 10 mi.

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

Crs and distance, facility to airport, 072-2.9.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 2.9 mi, climb to 2000' on E crs IND-LFR and proceed to Greenfield Int, or as directed by ATC as follows:

1. Climb to 2200' on S crs of IND-LFR within 20 mi.

2. Climb on SW crs ILS to 2000'. Proceed to LOM.

Major Change: Deletes transition from Clayton FM. Clayton FM decommissioned 23 Oct. 59.

City, Indianapolis; State, Ind.; Airport Name, Weir Cook Municipal; Elev., 796'; Fac. Class., SBMRMZ; Ident., IND.; Procedure No. 1, Amdt. 10; Eff. Date, 6 Feb. 60; Sup. Amdt. No. 9; Dated, 17 Oct. 59

Cordova VOR.....	MLI-LFR.....	Direct.....	2300	T-dn..... C-dn..... A-dn.....	300-1 1000-2 1000-2	300-1 1000-2 1000-2	200-1½ 1000-2 1000-2
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Procedure turn S side of W crs, 265° Outbnd, 085° Inbnd, 2000' within 10 miles.

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

Crs and distance, facility to airport, 140-9.3.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 miles of MLI-LFR, climb to 2000' on E crs within 20 miles.

CAUTION: Radio Tower 1068 MSL 6 miles NW of airport. Radio tower 1067 MSL 5 miles NE of airport. Radio tower 1310 MSL 7 miles NNE of airport.

City, Moline; State, Ill.; Airport Name, Quad City; Elev., 590'; Fac. Class., SBMRMZ; Ident., MLI; Procedure No. 1, Amdt. 6; Eff. Date, 6 Feb. 60; Sup. Amdt. No. 5; Dated, 15 Apr. 54

Deep Creek FM.....	ORF-LFR (Final).....	045-8.2.....	1000	T-dn..... C-dn..... S-dn-4..... A-dn.....	300-1 500-1 400-1 800-2	300-1 500-1 400-1 800-2	200-1½ 500-1½ 400-1 800-2
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Procedure turn S side SW crs, 225° Outbnd, 045° Inbnd, 1500' within 10 miles.

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

Crs and distance, facility to airport, 045-2.9.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 2.9 miles, make climbing right turn to 1500' on SW crs within 10 miles.

CAUTION: Straight-in landing minimums do not provide standard clearance over 380' tower 1.7 mi SE of LFR.

City, Norfolk; State, Va.; Airport Name, Norfolk; Elev., 26'; Fac. Class., SBMRMZ; Ident., ORF; Procedure No. 1, Amdt. 5; Eff. Date, 6 Feb. 60; Sup. Amdt. No. 4; Dated, 11 June 54

South Bend VOR.....	SBN-LFR.....	211-5.5.....	2000	T-dn..... C-dn..... S-dn-9 or 6..... A-dn.....	300-1 500-1 500-1 800-2	300-1 500-1 500-1 800-2	200-1½ 500-1½ 500-1 800-2
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Procedure turn N side W crs, 276° Outbnd, 096° Inbnd, 2000' within 10 miles.

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

Crs and distance, facility to airport, 075-2.9.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 2.9 miles, climb to 2000' on E crs SBN-LFR within 20 miles, or if directed by ATC, make left climbing turn, climb to 2000' on N crs SBN-LFR within 20 miles.

Major Change: Deletes transition from New Carlisle FM. New Carlisle FM decommissioned 10/23/59.

City, South Bend; State, Ind.; Airport Name, St. Joseph County; Elev., 778'; Fac. Class., SBMRMZ; Ident., SBN; Procedure No. 1, Amdt. 6; Eff. Date, 6 Feb. 60; Sup. Amdt. No. 5; Dated, 24 Dec. 59

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

ADF STANDARD INSTRUMENT APPROACH PROCEDURE

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

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

From—	Transition	To—	Course and distance	Minimum altitude (feet)	Condition	Ceiling and visibility minimums		
						2-engine or less	More than 2-engine, more than 65 knots	
						65 knots or less	More than 65 knots	
CDR VOR.....	CDR "H".....		017°—18.9.....	5600	T-dn..... C-dn..... A-dn.....	300-1 *700-1 800-2	300-1 700-1 800-2	200-1½ 700-1½ 800-2

Procedure turn W side of final approach crs—357° Outbnd, 177° Inbnd, 4600' within 10 miles.

Facility on airport. Minimum altitude over facility 4000'.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.6 mile turn right climb to 4600' on course 357° within 20 miles.

City, Chadron; State, Nebr.; Airport Name, Chadron; Elev., 3312'; Fac. Class., HW (Non Federal Facility); Ident., CDR; Procedure No. 1, Amdt. 3; Eff. Date, 6 Feb. 60; Sup. Amdt. No. 2; Dated, 2 Jan. 60

API VOR.....	LOM.....	Direct.....	2300	T-dn.....	300-1	300-1	200-1½
Elgin Int.....	LOM.....	Direct.....	2500	C-d.....	*500-1	500-1	500-1½
Lake Shore Int.....	LOM.....	Direct.....	2500	C-n.....	*500-1½	500-1½	500-1½
MDW LFR.....	LOM.....	Direct.....	2300	S-dn-13 R and	500-1	500-1	500-1
CGT VOR.....	LOM.....	Direct.....	2300	L.....			
Surf Int.....	LOM.....	Direct.....	2500	A-dn.....	800-2	800-2	800-2
Gary Int.....	LOM.....	Direct.....	2300				
Big Run Int.....	LOM.....	Direct.....	2300				
Downers Grove Int.....	LOM.....	Direct.....	2300				
EDZ RBN.....	LOM.....	Direct.....	2300				
Hobart Int.....	EDZ RBN.....	Via R-108 API to Gary Int.	2000				

Radar transition to final approach course authorized. Aircraft will be released for final approach without procedure turn on inbound approach course at least 3.0 miles from MDW LOM. Information for radar terminal area transition altitudes on Midway Radar Procedure.

Procedure turn West side of crs, 312° Outbnd, 132° Inbnd, 2500' within 10 miles.

Minimum altitude over facility on final approach crs, 1800'.

Crs and distance, facility to airport, 132°—5.1 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.1 miles of LOM, climb to 2000' and proceed via SE crs MDW LFR to Lansing Int** or, when directed by ATC, climb to 2100' and proceed to Joliet LFR on crs 235°.

*400' minimums authorized provided descent below 1100' msl not made until past ADF bearing 020/200 MDW LFR.

**Lansing Int: SE crs Chicago LFR and E crs Joliet LFR.

City, Chicago; State, Ill.; Airport Name, Midway; Elev., 618'; Fac. Class., LOM; Ident., MD; Procedure No. 1, Amdt. 17; Eff. Date, 6 Feb. 60; Sup. Amdt. No. 16; Dated, 4 Apr. 59

Joliet VOR.....	EDZ-RBN.....	Direct.....	2000	T-dn.....	300-1	300-1	200-1½
Big Run Int.....	EDZ-RBN.....	Direct.....	2000	C-d.....	400-1	500-1	500-1½
API VOR.....	EDZ-RBN.....	Direct.....	2300	C-n.....	400-1½	500-1½	500-1½
Downers Grove Int.....	EDZ-RBN.....	Direct.....	2300	S-dn-31L, R.....	400-1	400-1	400-1
MDW LFR.....	EDZ-RBN.....	Direct.....	2000	A-dn.....	800-2	800-2	800-2
Lake Shore Int (LF).....	EDZ-RBN.....	Direct.....	2500				
CGT VOR.....	EDZ-RBN.....	Direct.....	2000				
CGT VOR.....	EDZ-RBN (Final).....	Direct.....	1500				

Radar transition to final approach course authorized. Aircraft will be released for final approach without procedure turn on inbound approach course at least 3.0 miles from EDZ-LOM. Information for radar terminal area transition altitudes on Midway Radar Procedure.

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

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

Crs and distance, facility to airport, 313—3.3.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.3 miles, make immediate left turn and climb to 2100', proceed to Joliet LFR on crs 235° or, as directed by ATC, make immediate left turn, climbing to 2300', proceed to Peotone VOR inbound on R-355.

Major Change: Deletes transition from Crib Int.

City, Chicago; State, Ill.; Airport Name, Midway; Elev., 618'; Fac. Class., LOM; Ident., EDZ; Procedure No. 2, Amdt. 11; Eff. Date, 6 Feb. 60; Sup. Amdt. No. 10; Dated, 21 Feb. 59

Detroit LFR.....	LOM.....	Direct.....	2300	T-dn.....	300-1	300-1	200-1½
Salem VOR.....	LOM.....	Direct.....	2300	C-dn.....	400-1	500-1	500-1½
Milan Int.....	LOM.....	Direct.....	2300	S-dn-5R and L.....	400-1	400-1	400-1
Bridgewater VHF Int.....	LOM.....	Direct.....	2300	A-dn.....	800-2	800-2	800-2
Express Int*.....	LOM.....	Direct.....	2300				

Radar transitions to final approach crs authorized. Aircraft will be released without procedure turn when inbound on final approach crs at least 3 miles before reaching LOM.

Procedure turn West side of crs, 230° Outbnd, 050° Inbnd, 2300' within 10 mi.

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

Crs and distance, facility to airport, 050°—5.0 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.0 miles of LOM, make left turn climb to 2500' to Salem VOR on R-170 or, when directed by ATC, (1) Climb to 2700' on back course ILS to Midcraft Int or, (2) Make right turn and climb to 2300', proceed direct to RML LFR.

Major Change Deletes transition from Bridgewater LF Int.

*Int of V133 and V90 (QG VOR R-264 and SVM VOR R-143).

City, Detroit; State, Mich.; Airport Name, Willow Run; Elev., 716'; Fac. Class., LOM; Ident., YI; Procedure No. 1, Amdt. 11; Eff. Date, 6 Feb. 60; Sup. Amdt. No. 10; Dated, 7 Mar. 59

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	
IND-VOR	LOM	Direct	2000	T-dn	300-1	300-1	200-1½
IND-LFR	LOM	Direct	2000	C-dn	400-1	600-1	600-1½
				S-dn-4	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn S side of crs, 224° Outbnd, 044° Inbnd, 2000' within 10 miles of LOM.
Minimum altitude over facility on final approach crs, 1500'.
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, climb to 2900' on E crs IND-LFR to Greenfield Int, or as directed by ATC:
1. Climb to 2200' on S crs IND-LFR within 20 miles.
2. Make left turn, climb to 2000' and proceed to LOM.
Major Change: Deletes transition from Clayton FM. Clayton FM decommissioned 10/23/59.
City, Indianapolis; State, Ind.; Airport Name, Weir Cook; Elev., 796'; Fac. Class., LOM; Ident., IN; Procedure No. 1, Amdt. 3; Eff. Date, 6 Feb. 60; Sup. Amdt. No. 2; Dated, 17 Oct. 59

Malibu Int	Trout Int* (Final)	Direct	1500	T-dn	300-1	300-1	200-1½
				C-dn	500-1	600-1	600-1½
				S-dn-7R/L	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2

Procedure turn South side of crs, 248° Outbnd, 068° Inbnd, 2000' within 5.0 mi of Trout Int.
Minimum altitude over Trout Int* on final approach crs, **1500'.
Crs and distance, Trout Int* to Runway 7R-L, 068°—5.0 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.0 miles after crossing Trout Int*, climb to 2000' on crs of 068° no farther east than Downey FM/RBn.
*Trout Int: R-337 SXC-VOR and 068° brng to LAX LMM (Trout Int. may be determined by surveillance radar).
**Descend to airport minimums after passing Trout Int*.
City, Los Angeles; State, Calif.; Airport Name, Los Angeles International; Elev., 126'; Fac. Class., LMM; Ident., AX; Procedure No. 2, Amdt. Orig.; Eff. Date, 6 Feb. 60

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	
Moline LFR	Cordova VOR	Direct	2100	T-dn	300-1	300-1	200-1½
Rockford LFR	Cordova VOR	Direct	2500	C-dn	500-1	500-1½	500-1½
				C-n	500-2	500-2	500-2
				S-d-32	500-1	500-1	500-1
				S-n-32	500-2	500-2	500-2
				A-dn	800-2	800-2	800-2

Procedure turn E side of crs, 154° Outbnd, 334° Inbnd, 1900' within 10 mi.
Minimum altitude over facility on final approach crs, 1400'.
Crs and distance, facility to airport, 334°—6.3.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 6.3 mi, make left climbing turn and return to the CVA-VOR at 1900'.
City, Clinton; State, Iowa; Airport Name, Municipal; Elev., 701'; Fac. Class., BVOR; Ident., CVA; Procedure No. 1, Amdt. 2; Eff. Date, 6 Feb. 60; Sup. Amdt. No. 1; Dated, 16 June 56

Ft. Riley Int*	FRI TVOR	Direct	2800	T-dn	300-1	300-1	200-1½
				C-dn	700-1	700-1	700-1½
				S-dn-4	700-1	700-1	700-1
				A-dn	1600-3	1600-3	1600-3

Procedure turn South side of crs, 213° Outbnd, 033° Inbnd, 2800' within 10 miles.
Minimum altitude over facility on final approach crs, 2000'.
Crs and distance, facility to Runway 4, 033°—6.3 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 6.3 miles after passing TVOR, climb to 2800' on R-045 within 15 miles.
NOTE: Prior approval must be obtained from the Commanding Officer for use of this facility.
CAUTION: Restricted area R-197 adjacent to airport Northwest. Small arms firing range 2.4 miles North.
*Ft. Riley Int: Int V-4 and R-320 EMP-VOR.
**All circling approaches will be made to the East of the airport. See caution note.
City, Ft. Riley; State, Kans.; Airport Name, Marshall AAF; Elev., 1062'; Fac. Class., TVOR; Ident., FRI; Procedure No. 1, Amdt. Orig.; Eff. Date, 6 Feb. 60

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	
Oklahoma City LFR	OKC-VOR	Direct	2500	T-dn	300-1	300-1	200-1/2
*Radar terminal area transition altitudes:		Within:		C-dn	600-1	600-1	600-1 1/2
000	090	25 mi.	2400	S-dn-12	600-1	600-1	600-1
090	180	25 mi.	2500	A-dn	800-2	800-2	800-2
180	230	25 mi.	2700				
230	295	25 mi.	2500				
295	360	25 mi.	#2700				

Procedure turn S side crs, 277° Outbnd, 097° Inbnd, 2500' within 10 mi.

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

Crs and distance, facility to airport, 097—8.1.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 6.0 mi, climb to 2700' on R-097 within 20 miles.

NOTE: Distance from point of visual contact to airport, 2.1 miles.

*Azimuths and distances are from antenna site progressing clockwise.

#Radar control must provide 3 mi and 1000' vertical separation; or 3 to 5 miles and 500' vertical separation from towers 2127' MSL and 2726' MSL 9 miles NW antenna site.

City, Oklahoma; State, Okla.; Airport Name, Will Rogers; Elev., 1284'; Fac. Class., BVOR; Ident., OKC; Procedure No. 1, Amdt. 4; Eff. Date, 6 Feb. 60; Sup. Amdt. No. 3; Dated, 1 Nov. 58

Goshen LFR	SBN-VOR	Direct	2500	T-dn	300-1	300-1	200-1/2
South Bend LFR	SBN-VOR	Direct	2000	C-dn	500-1	500-1	500-1 1/2
N Liberty Int	SBN-VOR	Direct	2000	A-dn	800-2	900-2	800-2
Int W crs SBN LFR and 233 R SBN VOR	SBN-VOR	Direct	2000				
Int N crs SBN LFR and 350 R SBN VOR	SBN-VOR	Direct	1900				

Procedure turn W side of crs, 360° Outbnd, 180° Inbnd, 2100' within 10 miles.

Minimum altitude over facility on final approach crs, 1400'.

Crs and distance, facility to airport, 180—3.5.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.5 miles, make right turn, climbing to 2000' and return to SBN VOR or when directed by ATC: (1) climb to 2000' on R-180 within 20 miles.

Major Change: Deletes transition from Union Int.

City, South Bend; State, Ind.; Airport Name, St. Joseph County; Elev., 778'; Fac. Class., BVOR; Ident., SBN; Procedure No. 1, Amdt. 6; Eff. Date, 6 Feb. 60; Sup. Amdt. No. 5; Dated, 24 May 58

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	
Norfolk LFR	ORF-VOR	Direct	1500	T-dn	300-1	300-1	200-1/2
Deep Creek FM	ORF-VOR	Direct	1500	C-dn*	500-1	500-1	500-1 1/2
				S-dn*	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2

Procedure turn South side of crs, 228° Outbnd, 048° Inbnd, 1500' within 5 mi of LOM.

Minimum altitude over facility on final approach crs, 526'. Maintain at least 900' until passing ORF LFR

Crs and distance, breakoff point to approach end of runway, 044°—0.9 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.6 mile of ORF VOR, turn right and climb to 1500' on R-228 of ORF VOR within 10 miles.

*If ORF LFR not received, minimums of 900-1 apply.

City, Norfolk; State, Va.; Airport Name, Norfolk; Elev., 26'; Fac. Class., BVOR; Ident., ORF; Procedure No. Ter VOR-4, Amdt. 1; Eff. Date, 6 Feb. 60; Sup. Amdt. No. Orig.; Dated 8 Aug. 59

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

ILS STANDARD INSTRUMENT APPROACH PROCEDURE

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

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach 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	
Merton Int.	Indian Int*	Via Radar vector..	2000	T-dn.....	300-1	300-1	200-1½
				C-dn.....	400-1	500-1	500-1½
				S-dn-32R.....	400-1	400-1	400-1
				A-dn.....	800-2	800-2	800-2

Procedure turn Not Authorized. All maneuvering to ILS final approach crs of 318° I-OHA must be under ORD ASR control.

No Glide Slope, markers or compass locators.

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

Crs and distance, Indian Int* to Runway, 318°—4.2 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.2 mi after passing Indian Int*, make immediate right turn, climb to 2500' and proceed to OBK-VOR via OBK R-170 or, when directed by ATC, (1) climb to 3500', proceed to Spring Lake Int via ORD R-300; (2) climb to 2500', proceed to OHA LOM.

Notes: Arrival radar at O'Hare and departure radar at Midway must be operative.

Radar transition to final approach crs authorized. Aircraft will be released for final approach without procedure turn on inbound approach crs, inbound to Indian Int. Refer to O'Hare radar procedure if detailed information on sector altitudes is desired.

*Indian Int: Int R-051 API-VOR and SE crs ILS—I-OHA.

City, Chicago; State, Ill.; Airport Name, O'Hare International; Elev., 666'; Fac. Class., ILS; Ident., I-OHA; Procedure No. ILS-32R, Amdt. Orig.; Eff. Date, 6 Feb. 60

Detroit LFR	LOM	Direct	2300	T-dn.....	300-1	300-1	200-1½
Salem VOR	LOM	Direct	2300	C-dn.....	400-1	500-1	500-1½
Milan Int	LOM (Final)	Direct	2300	S-dn-5R.....	200-1½	200-1½	200-1½
Bridgewater VOR Int	LOM	Direct	2300	S-dn-5L.....	400-1	400-1	400-1
Express Int**	LOM	Direct	2300	A-dn.....	600-2	600-2	600-2

Radar transitions to final approach crs authorized. Aircraft will be released without procedure turn when inbound on final approach crs at least 3 mi before reaching LOM.

Procedure turn W side of crs, 230° Outbnd, 050° Inbnd, 2300' within 10 miles.

Minimum altitude of G.S. Int Inbnd, 2300'.

Altitude of G.S. and distance to approach end of rwy at OM, 2251'—5.0 mi; at MM, 932'—0.5 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished make left turn climb to 2500' to Salem VOR on R-170 or, when directed by ATC, (1) Climb to 2700' on back course ILS to Midcraft Int, or (2) Make right turn and climb to 2300', proceed direct to RML LFR.

Major Change: Deletes transition from Bridgewater LF Int.

*Runway visual range 2000' also authorized for takeoff and landing on Runway 5R: 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 916' MSL shall not be made unless visual contact with the approach lights has been established or the aircraft is clear of clouds.

**Int V133 and V90 (QG VOR R-264 and SVM VOR R-143).

City, Detroit; State, Mich.; Airport Name, Willow Run; Elev., 716'; Fac. Class., ILS; Ident., I-YIP; Procedure No. ILS-5R and L, Amdt. 11; Eff. Date, 8 Feb. 60; Sup. Amdt. No. 10; Dated, 7 Mar. 59

IND VOR	LOM	Direct	2000	T-dn.....	300-1	300-1	200-1½
IND-LFR via crs 194 ILS	SW crs ILS	Direct	2000	C-dn.....	400-1	500-1	500-1½
Int E crs IND-LFR and NE crs ILS	LOM	Direct	2000	S-dn-4°.....	200-1½	200-1½	200-1½
Int S crs IND-LFR and SW crs ILS	LOM	Direct	2000	A-dn.....	600-2	600-2	600-2
Int IND R-205 and SW crs ILS	LOM (Final)	Direct	2000				
Radar terminal area transition altitudes—distances are from radar site and azimuths progress clockwise:							
120.....	200	20 mi.....	2000				
260.....	120	20 mi.....	#2300				

Procedure turn S side SW crs, 224° Outbnd, 044° Inbnd, 2000' within 10 mi of LOM.

Minimum altitude at G.S. Int Inbnd, 1900'.

Altitude of G.S. and distance to appr end of rwy at OM 1900—3.9, at MM 980—0.5.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished climb to 2900' on E crs of IND-LFR to Greenfield Int or, when directed by ATC, (1) Climb to 2300' on S crs IND-LFR within 20 miles, (2) Make left turn, climb to 2000' and proceed to LOM.

Major Change: Deletes transition from Clayton FM. Clayton FM decommissioned 23 Oct 59.

*200-34 required when approach lights inoperative.

#Except 2800' within 3 mi of 1849' tower, 2800' within 3 mi of 1813' tower, and 2900' within 3 mi of 1852' TV tower NE and E of airport.

City, Indianapolis; State, Ind.; Airport Name, Weir Cook; Elev., 796'; Fac. Class., ILS; Ident., IND; Procedure No. ILS-4, Amdt. 3; Eff. Date, 6 Feb. 60; Sup. Amdt. No. 2; Dated, 17 Oct. 59

LAX RBN	LOM	Direct	2000	T-dn.....	300-1	300-1	200-1½
La Brea Int	Downy FM-RBN	Direct	3000	C-dn.....	500-1	600-1	600-1½
LGB LFR	Downy FM-RBN	Direct	3000	S-dn-25R.....	300-¾	300-¾	300-¾
LGB VOR	Downy RM-RBN	Direct	3000	A-dn.....	600-2	600-2	600-2
LGB LFR	LOM	Direct	2000				
LGB VOR	LOM	Direct	2000				
Hollywood Hills FM	LOM	Direct	3000				
LAX VOR	LOM	Direct	2000				

Radar vectoring to final approach crs authorized.

Procedure turn S side E crs, 068° Outbnd, 248° Inbnd, 2000' within 7.8 mi. of OM (E of Downy FM-RBN NA).

Minimum altitude at glide slope Int Inbnd, 2000' (Aircraft will maintain 3000' until intercepting glide slope unless otherwise advised by ATC).

Altitude of glide slope and distance to approach end of runway at OM, 1830'—5.2 mi; at MM, 335'—0.5 mi. (OM and MM located 750' to left of runway centerline).

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished climb to 2000' on W crs LAX ILS within 20 mi.

Note: Narrow localizer course 4 degrees.

*Crs and distance, OM to Rwy 26R, 249°—5.2 mi.

City, Los Angeles; State, Calif.; Airport Name, International; Elev., 126'; Fac. Class., ILS; Ident., LAX; Procedure No. ILS-25R, Amdt. 20; Eff. Date, 6 Feb. 60; Sup. Amdt. No. 19; Dated, 22 Oct. 59

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	
Cordova VOR	Green River Int*	Direct	2100	T-dn	300-1	300-1	200-1/2
Int R-202 CVA-VOR and E crs ILS	Green River Int*	Direct	2100	C-dn	600-1	600-1	600-1 1/4
Moline LFR	Green River Int*	Direct	2300	S-dn-27	500-1	500-1	500-1
Polo VOR	Annawan Int**	Direct	2100	A-dn	800-2	800-2	800-2
Annawan Int	Green River Int* (Final)	Direct	2100				

Procedure turn N side of crs, 086° Outbnd, 266° Inbnd, 2100' within 10 mi of Green River Int*.

No glide slope or markers. Alt. over Green River Int* on final, 1600'; brng and distance to Rwy 27, 266°—4.6 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.6 mi after passing Green River Int*, climb to 2000' and proceed to MLI-LOM.

*Green River Int: Int R-195 CVA-VOR and E crs ILS.

City, Moline; State, Ill.; Airport Name, Quad City; Elev., 500'; Fac. Class., ILS; Ident., MLI; Procedure No. ILS-27, Amdt. 1; Eff. Date, 6 Feb. 60; Sup. Amdt. No. Orig.; Dated, 10 Mar. 56

LaGuardia LFR	RWC MHW	Direct	1500	T-dn	300-1	300-1	200-1/2
Port Chester FM	RWC MHW (Final)	Direct	1500	C-dn	500-1	600-1	600-1 1/4
Glen Cove MHW	RWC MHW	Direct	1500	S-dn-22	400-1	400-1	400-1
				A-dn	600-2	600-2	600-2

Radar vectors may be substituted for the above transitions.

Procedure turn W side NE crs, 044° Outbnd, 224° Inbnd, 1900' within 10 mi of New Rochelle MHW.

No glide slope or markers. Final approach altitudes and distances to Runway 22 from RWC MHW 1500', 7.7 mi; from LGA LFR 1000', 2.8 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 2.8 mi after passing LGA LFR, climb to 1500' on SW crs LGA ILS or LFR or (when directed by ATC) (2) climb to a higher altitude or (3) make a climbing left turn to 1500' return to RWC MHW, or (4) if unable to proceed from RWC MHW with 3 mi visibility and clear of all clouds make a climbing right turn to 1500' and return to RWC MHW holding pattern.

CAUTION: Standard clearance not provided over obstructions in circling area of airport.

Major Change: Deletes transition from Meadowbrook Int.

City, New York; State, N.Y.; Airport Name, La Guardia; Elev., 20'; Fac. Class., ILS; Ident., LGA; Procedure No. ILS-22, Amdt. 8; Eff. Date, 6 Feb. 60; Sup. Amdt. No. 7; Dated, 26 Dec. 59

Norfolk LFR	LOM	Direct	1500	T-dn	300-1	300-1	200-1/2
Int SW crs ILS and S crs Langley LFR	LOM	Direct	1500	C-dn	400-1	500-1	500-1 1/4
Int SW crs Norfolk LFR and S crs Langley LFR	LOM (Final)	Direct	1000	S-dn-4	200-1/2	200-1/2	200-1/2
				A-dn	600-2	600-2	600-2

Procedure turn S side SW crs, 225° Outbnd, 045° Inbnd, 1500' within 5 mi of LOM.

Minimum altitude at G.S. Int inbnd, 1500'.

Altitude of G.S. and distance to approach end of rwy at OM 1050—3.6, at MM 220—0.5.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, climb to 1000' on crs of 045°, then right climbing turn to 1500' return to OM.

Major Change: ADF portion cancelled.

City, Norfolk; State, Va.; Airport Name, Norfolk; Elev., 26'; Fac. Class., ILS; Ident., ORK; Procedure No. ILS-4, Amdt. 5; Eff. Date, 6 Feb. 60; Sup. Amdt. No. 4; Dated, 8 Feb. 54

Lakeville Int*	LOM	Direct	2500	T-dn	300-1	300-1	200-1/2
South Bend LFR	LOM	Direct	2000	C-dn	500-1	500-1	500-1 1/4
South Bend VOR	LOM	Direct	2000	S-dn 27;			
Goshen LFR via crs 311 (ILS only)	E crs ILS (ILS final)	Direct	2200	ILS	200-1/2	200-1/2	200-1/2
Goshen LFR (ADF transition)	LOM	Direct	2500	ADF	500-1	500-1	500-1
Goshen VOR via R-333 (ILS only)	E crs ILS (ILS Final)	Direct	2500	A-dn:			
Goshen VOR (ADF transition)	LOM	Direct	2500	ILS	600-2	600-2	600-2
				ADF	800-2	800-2	800-2

Procedure turn N side of crs, 088° Outbnd, 268° Inbnd, 2000' within 10 mi.

Minimum altitude at glide slope int inbnd, 2000' ILS. Min. alt. inbnd final, 1500' ADF.

Altitude of glide slope and distance to approach end of runway at OM, 1900—3.8; at MM, 975—0.6.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.8 mi after passing LOM, climb to 2100' on W crs SBN LFR or when directed by ATC:

(1) Make right climbing turn to 2100' on N crs SBN LFR.

(2) Make right turn, climb to 2000' on R-003 SBN.

Major Changes: Deletes transitions from New Carlisle FM, Union LFR Int and Union VOR Int. New Carlisle FM decommissioned 10/23/59.

*Lakeville Int—Int R-170 SBN and R-270 GSH.

City, South Bend; State, Ind.; Airport Name, St. Joseph County; Elev., 778'; Fac. Class., ILS-SBN; Ident., LOM-SB; Procedure No. ILS-27, Comb ILS-ADF, Amdt. 8; Eff. Date, 6 Feb. 60; Sup. Amdt. No. 8; Dated, 24 May 58

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	
Radar terminal area transition altitudes:*				Surveillance Approach			
000.....	090.....	Within: 25 mi.....	2400	T-dn.....	300-1	300-1	200-1½
090.....	180.....	25 mi.....	2500	C-dn.....	400-1	500-1	500-1½
180.....	230.....	25 mi.....	2700	S-dn-17, 35.....	400-1	400-1	400-1
230.....	295.....	25 mi.....	2500	A-dn.....	800-2	800-2	800-2
295#.....	360.....	25 mi.....	#2700				

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

Runway 17—climb to 2500' on 170° crs from Tulakes RBN or S crs ILS within 20 mi.

Runway 35—climb to 3100' on crs of 350° from LOM or N crs ILS within 20 mi or, when directed by ATC.

Runway 17, 35—proceed to VOR climbing to 2500' or climb to 2700' on E crs LFR within 20 mi.

*Radar terminal area transition altitudes—all bearings are from the radar site with sector azimuths progressing clockwise.

*Radar control must provide 3 miles and 1000' vertical separation; or 3 to 5 miles and 500' vertical separation from towers 2127' MSL and 2720' MSL 9 miles NW antenna site.

City, Oklahoma City; State, Okla.; Airport Name, Will Rogers Field; Elev., 1284'; Fac. Class., Oklahoma City; Ident., Radar; Procedure No. 1, Amdt. 2; Eff. Date, 6 Feb. 60; Sup. Amdt. No. 1; Dated, 13 Sept. 58

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

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

Issued in Washington, D.C., on January 19, 1960.

B. PUTNAM,

Acting Director, Bureau of Flight Standards.

[F.R. Doc. 60-732; Filed, Jan. 22, 1960; 10:04 a.m.]

Title 16—COMMERCIAL PRACTICES

Chapter I—Federal Trade Commission

[Docket 7546 c.o.]

PART 13—PROHIBITED TRADE PRACTICES

National Business Service

Subpart—Advertising falsely or misleadingly: § 13.15 *Business status, advantages, or connections*; 13.15-70 *Financing activities*; § 13.185 *Refunds, repairs, and replacements*; § 13.190 *Results*; § 13.205 *Scientific or other relevant facts*; § 13.225 *Services*.

(Sec. 6, 38 Stat. 722; 15 U.S.C. 46. Interpret or apply sec. 5, 38 Stat. 719, as amended 15 U.S.C. 45) [Cease and desist order, Tom Vint trading as National Business Service, Sioux City, Iowa, Docket 7546, December 2, 1959]

In the Matter of Tom Vint, an Individual Trading and Doing Business as National Business Service

This proceeding was heard by a hearing examiner on the complaint of the Commission charging an individual in Sioux City, Iowa, with using deception to sell real estate advertising, including such false claims as that he had available prospective buyers for properties listed or advertised by him; that he would finance the sale of the listed property; that the property was underpriced and the asking price should be increased; that his services would result in sale of

the properties he listed or advertised; and that the advance fee would be refunded if the property was not sold.

After acceptance of an agreement providing for entry of a consent order, the hearing examiner made his initial decision and order to cease and desist which became on December 2, the decision of the Commission.

The order to cease and desist is as follows:

It is ordered, That respondent Tom Vint, an individual trading and doing business as National Business Service, or under any other name or names, and respondent's agents, representatives and employees, directly or through any corporate or other device, in connection with the offering for sale, or sale of advertising in newspapers or other advertising media, or of other services or facilities in connection with the offering or listing for sale, selling, buying or exchanging of business or any other kind of property, in commerce, as "commerce" is defined in the Federal Trade Commission Act, do forthwith cease and desist from representing, directly or by implication, that:

1. Respondent has available prospective buyers who are interested in the purchase of, and are financially able to purchase, the properties sought to be listed or advertised by him.

2. Respondent is able to and will finance the sale of said properties.

3. The property is underpriced by the owner or that the asking price should be increased.

4. Respondent has been successful in effecting the sale of the property of

others, except in rare instances, or that his services, except in rare instances, will result in the sale of the properties which he lists or advertises.

5. Respondent will refund all or part of the service fee if the property is not sold, unless such is the fact.

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

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

Issued: December 2, 1959.

By the Commission.

[SEAL]

ROBERT M. PARRISH,
Secretary.

[F.R. Doc. 60-685; Filed, Jan. 22, 1960; 8:47 a.m.]

[Docket 7549 c.o.]

PART 13—PROHIBITED TRADE PRACTICES

Midwest Communications School

Subpart—Advertising falsely or misleadingly: § 13.5 *Business status, advantages, or connections*; 13.15-30 *Connections or arrangements with others*; § 13.60 *Earnings and profits*; § 13.115 *Jobs and employment service*; § 13.143