

[Airspace Docket No. 64-CE-21]

PART 71—DESIGNATION OF FEDERAL AIRWAYS, CONTROLLED AIRSPACE, AND REPORTING POINTS [NEW]**Revocation of Federal Airway and Reporting Point**

On October 3, 1964, a Notice of Proposed Rule Making was published in the *FEDERAL REGISTER* (29 F.R. 13611) stating that the Federal Aviation Agency was considering amendments to Part 71 [New] of the Federal Aviation Regulations which would revoke Blue Federal airway No. 9 from Duluth, Minn., to the United States-Canada International Border, and which would revoke the Duluth radio beacon as a reporting point associated with Blue 9.

Interested persons were afforded an opportunity to participate in the proposed rule making through submission of comments. All comments received were favorable.

In consideration of the foregoing, Part 71 [New] of the Federal Aviation Regulations is amended, effective 0001 e.s.t., March 4, 1965, as hereinafter set forth.

1. In § 71.109 (29 F.R. 17507), Blue Federal airway No. 9 is revoked.

2. In § 71.203 (29 F.R. 17711), "Duluth, Minn., RBN" is deleted.

These amendments are made under the authority of section 307(a) of the Federal Aviation Act of 1958 (49 U.S.C. 1348).

Issued in Washington, D.C., on December 21, 1964.

H. B. HELSTROM,
*Acting Chief, Airspace Regulations
and Procedures Division.*

[F.R. Doc. 64-13332; Filed, Dec. 28, 1964;
8:46 a.m.]

[Airspace Docket No. 64-SO-18]

PART 71—DESIGNATION OF FEDERAL AIRWAYS, CONTROLLED AIRSPACE, AND REPORTING POINTS [NEW]**Alteration of Controlled Airspace**

On November 20, 1964, Federal Register Document No. 64-11852 was published in the *FEDERAL REGISTER* (29 F.R. 15568) altering the alignment of Victor 18 between Augusta, Ga. and Charleston, S.C., and designating an S alternate, effective January 7, 1965. Section 71.7 provides that unless otherwise designated, the airspace between a segment of a main VOR Federal airway and its associated alternate segments is controlled airspace. It was not intended, however, that the airspace between the realigned segment of Victor 18 and its associated S alternate be designated as controlled airspace, therefore, this action excludes this encompassed airspace.

Since this alteration is relaxatory in nature, it may be made effective immedi-

ately without notice or public procedure thereon, and the original effective date of the rule may be retained.

In consideration of the foregoing, effective immediately, Federal Register Document No. 64-11852 is amended as follows:

In paragraph 1.a. "Allendale." is deleted and "Allendale, excluding the airspace between the main and this alternate airway." is substituted therefor.

This amendment is made under the authority of section 307(a) of the Federal Aviation Act of 1958 (49 U.S.C. 1348).

Issued in Washington, D.C., on December 18, 1964.

DANIEL E. BARROW,
*Chief, Airspace Regulations
and Procedures Division.*

[F.R. Doc. 64-13333; Filed, Dec. 28, 1964;
8:47 a.m.]

[Airspace Docket No. 64-WA-87]

PART 71—DESIGNATION OF FEDERAL AIRWAYS, CONTROLLED AIRSPACE, AND REPORTING POINTS [NEW]**Alteration of Reporting Point**

The purpose of this amendment to Part 71 [New] of the Federal Aviation Regulations is to redesignate the Flint Stone, Md., Intersection as a compulsory low altitude reporting point.

The Flint Stone Intersection is a compulsory low altitude reporting point of VOR Federal airways Nos. 8 and 268 and is presently described as the intersection of the Grantsville, Md. 086° and Martinsburg, W. Va. 297° radials. Redesignation of the Flint Stone Intersection via the Martinsburg VORTAC 297° and St. Thomas, Pa. 239° radials would increase the angular divergence at the intersection, thereby improving holding procedure capabilities.

Since this amendment is procedural in nature and does not alter the geographical location of the intersection, notice and public procedure hereon are unnecessary.

In consideration of the foregoing, Part 71 [New] of the Federal Aviation Regulations is amended, effective 0001 e.s.t., March 4, 1965, as hereinafter set forth.

In § 71.203 (29 F.R. 17711), the Flint Stone INT is amended to read as follows:

Flint Stone INT: INT of St. Thomas, Pa., 239°, Martinsburg, W. Va., 297° radials.

This amendment is made under the authority of section 307(a) of the Federal Aviation Act of 1958 (49 U.S.C. 1348).

Issued in Washington, D.C., on December 18, 1964.

DANIEL E. BARROW,
*Chief, Airspace Regulations
and Procedures Division.*

[F.R. Doc. 64-13334; Filed, Dec. 28, 1964;
8:47 a.m.]

[Docket No. 6396; Amdt. 135-1]

PART 135—AIR TAXI OPERATORS AND COMMERCIAL OPERATORS OF SMALL AIRCRAFT [NEW]**Extension of Compliance Date for Requirement of Alternate Source of Static Pressure**

The purpose of this amendment is to extend for six months the compliance date for § 135.155(e) of Part 135 [New] of the Federal Aviation Regulations. This requirement, effective September 7, 1964, provides that for IFR operations with passengers under this Part an airplane must be equipped with an alternate source of static pressure for the altimeter and the airspeed and vertical speed indicators.

Many small airplanes used in air taxi and commercial operations are not equipped with an alternate static pressure source. This was not required under the regulations that preceded Part 135 [New], but it was included as an emergency equipment requirement in proposed Part 47 of the Civil Air Regulations, the forerunner of Part 135 [New].

After adoption of Part 135 [New], a number of unanticipated problems arose with respect to acceptable methods of complying with § 135.155(e). Principally, these problems were concerned with installation and engineering for various types of aircraft, including the use of kits. At least one aircraft manufacturer is now developing a kit that, if approved and installed, would be an acceptable method of compliance with the alternate static source requirement. Additional time will be required to solve these problems. Therefore, pending their resolution, compliance with § 135.155(e) should not be required.

Since this amendment grants relief by extending the date for compliance with a requirement of the Federal Air Regulations, the Administrator finds that notice and public procedure hereon are not necessary, and this amendment may be made effective immediately.

In consideration of the foregoing, § 135.155(e) of Part 135 [New] of the Federal Aviation Regulations is amended, effective December 25, 1964, to read as follows:

§ 135.155 Equipment requirements: airplanes carrying passengers under IFR.

No person may operate an airplane under IFR, carrying passengers, unless it has—

(e) After March 6, 1965, an alternate source of static pressure for the altimeter and the airspeed and vertical speed indicators;

This amendment is made under the authority of sections 313(a) and 601-610 of the Federal Aviation Act of 1958 (49 U.S.C. 1354, 1421-1430).

Issued in Washington, D.C., on December 21, 1964.

N. E. HALABY,
Administrator.

[F.R. Doc. 64-13335; Filed, Dec. 28, 1964;
8:47 a.m.]

SUBCHAPTER F—AIR TRAFFIC AND GENERAL OPERATING RULES [NEW]

[Reg. Docket No. 6327; Amdt. 405]

PART 97—STANDARD INSTRUMENT APPROACH PROCEDURES [NEW]

Miscellaneous Amendments

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

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

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

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

LFR STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. 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	
Ephrata VOR	EH-LFR	Direct	3500	T-dn% C-dn S-dn-34 A-dn	300-1 800-2 500-1 1000-3	300-1 800-2 500-1 1000-3	200-1½ 800-2 500-1 1000-3

Radar vectoring utilizing Larson RAPCON Radar authorized in accordance with approved patterns.

Procedure turn W side of crs, 157° Outbnd, 337° Inbnd, 3000' within 10 miles. Not authorized beyond 10 miles. (Nonstandard to avoid Larson AFB.)

Minimum altitude over facility on final approach crs, 2200'.

Crs and distance, facility to airport, 337°—3.4 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.4 miles after passing LFR, turn right, climb to 4000' on E crs Ephrata LFR within 20 miles or, when directed by ATC, turn right, return to EH-LFR, hold at 3000' on W crs, right turns, 1-minute holding pattern.

CAUTION: 2455' radio tower 3.0 miles W of airport.

%Takeoffs all runways: Climb direct to EPH VOR, then continue climb on R-060 EPH VOR within 10 miles so as to cross EPH VOR at or above: Southwestbound V-2 and V-448, 2800'; westbound V-2N 2800'; all turns N side R-060.

LFR departures: Climb direct to EH LFR, then continue climb on the S crs EH LFR within 10 miles so as to cross EH LFR at or above: Westbound, 2800'; all turns W side of S crs.

MSA within 25 miles of facility: NE—3500'; SE—3100'; SW—3600'; NW—4000'.

City, Ephrata; State, Wash.; Airport Name, Ephrata Municipal; Elev., 1272'; Fac. Class., BMRLZ; Ident., EH; Procedure No. 1, Amdt. 8; Eff. Date, 26 Dec. 64; Sup. Amdt. No. 7; Dated, 15 Sept. 62

RDM VOR	RM LFR	Direct	6000	T-dn % C-dn S-dn-10 A-dn	300-1 600-1 500-1 800-2	300-1 600-1 500-1 800-2	200-1½ 600-1½ 500-1 800-2
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Procedure turn N side NW crs, 282° Outbnd, 102° Inbnd, 6000' within 10 miles. Not authorized beyond 10 miles terrain.

Minimum altitude over facility on final approach crs, 4000'.

Crs and distance, facility to airport, 102°—3.7 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.7 miles after passing RM LFR, turn right, climb direct to RM LFR, then continue climb to 6000' in a left turn 1-minute holding pattern on the NW crs of RM LFR.

NOTES: 1. Shuttle to 7000' on SE crs RM LFR within 10 miles. 2. Final approach from holding pattern at RM LFR not authorized. Procedure turn is required.

MSA within 25 miles of facility: NE—6800'; SE—7100'; SW—11,100'; NW—6900'.

%Takeoffs all runways: climb on crs 210° magnetic from Redmond Airport to intercept R-142 RDM VOR, then direct RDM VOR climbing to cross VOR at or above 5000'. Aircraft departing via V-283 northwestbound continue climb in a 1-minute right turn holding pattern to 8000' on R-160 RDM VOR.

LFR equipped aircraft: climb on crs 210° magnetic from Redmond Airport to intercept S crs RM LFR, then direct to RM LFR climbing to cross LFR at or above 5000'. Aircraft requiring higher MEA for direction of flight continue climb in a left turn 1-minute holding pattern on NW crs RM LFR to required MEA.

City, Redmond; State, Oreg.; Airport Name, Roberts Field; Elev., 3077'; Fac. Class., SBRAZ; Ident., RM; Procedure No. 1, Amdt. 6; Eff. Date, 26 Dec. 64; Sup. Amdt. No. 5; Dated, 29 Oct. 55

				T-dn C-dn S-dn A-dn	300-1 500-1 NA 800-2	300-1 500-1 NA 800-2	300-1 500-1½ NA 800-2
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Procedure turn S side SW crs, 214° Outbnd, 034° Inbnd, 1500' within 10 miles SW Cape Suckling Int.

Minimum altitude over facility on final approach crs, None.* Minimum altitude over Cape Suckling Int Inbnd on final approach, 1500'.

Crs and distance, facility to airport, 146°—0.3 mile.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 6 miles after passing Cape Suckling Int, turn right, climb to 1500' on the SW crs (214°) to Cape Suckling Int. Hold SW of Cape Suckling, 034° Inbnd, 1-minute right turns.

NOTES: 1. VFR flight required from missed approach point to airport. 2. No maneuvering approved NW through E of airport.

CAUTION: High mountain range N through NE to ESE of airport. Terrain 2253'—3 miles E of airport.

*Initial approach to Yakataga LFR not authorized. Initial approach authorized to Cape Suckling Int at MEA.

MSAs within 25 miles of facility: N—13,000'; E—10,500'; S—2,000'; W—12,300'.

City, Yakataga; State, Alaska; Airport Name, Yakataga; Elev., 12'; Fac. Class., BMRL; Ident., CYT; Procedure No. 1, Amdt. 10; Eff. Date, 26 Dec. 64; Sup. Amdt. No. 9; Dated, 30 Sept. 61

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

ADF STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. 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	
Burton Int.	Kitsap RBN	Direct	3000	T-dn	500-1	500-1	500-1
Lofall Int.	Kitsap RBN	Direct	3000	C-dn	600-1	600-1	600-1½
SEA VOR	Kitsap RBN	Direct	3000	A-dn	800-2	800-2	800-2
SJ LFR	Kitsap RBN	Direct	3000				

Radar vectoring using Seattle-Tacoma Radar authorized in accordance with approved patterns.

Procedure turn W side crs, 187° Outbnd, 007° Inbnd, 1800' within 10 miles.

Facility on airport.

Minimum altitude over facility on final approach crs, 1100'.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.6 mile after passing PWT RBN, make immediate right turn, climb to 2000' on crs 187° from Kitsap RBN within 10 miles.

CAUTION: 1761' terrain 2.5 miles N of airport.

Other changes: Deletes air carrier and weather restrictions.

MSA within 25 miles of facility: 000°-090°-2100'; 090°-180°-2000'; 180°-270°-7700'; 270°-360°-8800'.

City, Bremerton; State, Wash.; Airport Name, Kitsap County; Elev., 482'; Fac. Class., MHW; Ident., PWT; Procedure No. 1, Amdt. 2; Eff. Date, 26 Dec. 64; Sup. Amdt. No. 1; Dated, 23 Feb. 63

CPR VOR	LOM	Direct	8000	T-dn	%300-1	300-1	200-1½
Alcova Int.	LOM	Direct	8000	C-dn	400-1	500-1	500-1½
Glenrock Int.	LOM	Direct	8000	S-dn-7	400-1	400-1	400-1
Henning Int.	LOM	Direct	8000	A-dn	800-2	800-2	800-2
Airport Int.	LOM	Direct	8000				
Lockett Int.	LOM	Direct	8000				
Evansville Int.	LOM	Direct	8000				
Oil Field Int.	LOM	Direct	8000				

Procedure turn N side of crs, 254° Outbnd, 074° Inbnd, 8000' within 10 miles. Beyond 10 miles not authorized.

Minimum altitude over facility on final approach crs, 6500'.

Crs and distance, facility to airport, 074°-3.9 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.9 miles after passing CP LOM, turn left, return to LOM, climb to 8000' within 10 miles or, when directed by ATC, turn left, proceed direct to the CPR VOR, climbing to 7500'.

%Southeastbound (134° through 155°) IFR departures: On V-19 cross Deer Creek Intersection at or above 9,000'; on V-85 cross Mountain Intersection at or above 10,000'.

MSA within 25 miles of facility: 000°-090°-8100'; 090°-180°-10,300'; 180°-270°-9,400'; 270°-360°-8700'.

City, Casper; State, Wyo.; Airport Name, Casper Air Terminal; Elev., 5348'; Fac. Class., LOM; Ident., CP; Procedure No. 1, Amdt. 2; Eff. Date, 26 Dec. 64; Sup. Amdt. No. 1; Dated, 21 Mar. 64

CPR VOR	CPR RBN	Direct	7400	T-dn	%300-1	300-1	200-1½
Alcova Int.	CPR RBN	Direct	8000	C-dn	500-1	500-1	500-1½
CPR ILS/LOM	CPR RBN	Direct	7400	C-n	500-2	800-2	800-2
Windmill Int.	CPR RBN	Direct	7400	S-dn*	400-1	400-1	400-1
Lockett Int.	CPR RBN (final)	Direct	7400	A-dn	800-2	800-2	800-2
Mountain Int.	CPR RBN	Direct	8000				
Glenrock Int.	CPR RBN (final)	Direct	7400				

Procedure turn N side of crs, 075° Outbnd, 255° Inbnd, 7400' within 10 miles.

Minimum altitude over facility on final approach crs, 7400'.

Crs and distance, facility to airport, 255°-6.7 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 6.7 miles after passing RBN, climb to 8000' on 255° Outbnd, within 20 miles of RBN, or when directed by ATC, turn right, proceed direct to CPR VOR at 7500'.

NOTE: 5900' terrain 5 miles S, SE and W of airport.

*Straight-in minimums less than circling minimums authorized only when Sullivan Intersection received.

%Southeastbound (134° through 155°) IFR departures: On V-19 cross Deer Creek Intersection at or above 9000'; on V-85 cross Mountain Intersection at or above 10,000'.

MSA within 25 miles of facility: 000°-090°-8300'; 090°-180°-11,000'; 180°-270°-10,200'; 270°-360°-8700'.

City, Casper; State, Wyo.; Airport Name, Casper Air Terminal; Elev., 5348'; Fac. Class., H-SAB; Ident., CPR; Procedure No. 2, Amdt. 3; Eff. Date, 26 Dec. 64; Sup. Amdt. No. 2; Dated, 17 Oct. 63

SVM VOR	DW LOM	Direct	2700	T-dn	300-1	300-1	200-1½
YIP VOR	DW LOM	Direct	2700	C-dn	500-1	500-1	500-1½
CRL VOR	DW LOM	Direct	2700	S-dn-21R and L	500-1	500-1	500-1
QG VOR	DW LOM	Direct	2700	A-dn	800-2	800-2	800-2
Royal Int.	DW LOM (final)	Direct	2400				

Radar vectoring authorized in accordance with approved patterns.

Procedure turn N side of crs, 032° Outbnd, 212° Inbnd, 2700' within 10 miles.

Minimum altitude over facility on final approach crs, 2400'.

Crs and distance, facility to Runway 21R, 212°-5.2 miles; to Runway 21L, 205°-5.1 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.2 miles after passing DW LOM, make right climb-ing turn to 2400' and proceed direct to YI LOM or, when directed by ATC, (1) climb to 2200', proceed direct to DT LOM; (2) climb to 2300', make left turn, proceed to Rockwood Int via SVM R-143.

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

MSA within 25 miles of facility: 000°-090°-2800'; 090°-180°-2400'; 180°-270°-2300'; 270°-360°-2600'.

City, Detroit; State, Mich.; Airport Name, Detroit Metropolitan Wayne County; Elev., 639'; Fac. Class., LOM; Ident., DW; Procedure No. 2, Amdt. 2; Eff. Date, 26 Dec. 64; Sup. Amdt. No. 1; Dated, 1 Feb. 64

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	
Johnson City Int.	JCY RBN	Direct	3500	T-dn	300-1	300-1	200-1½
Fredericksburg Int.	JCY RBN	Direct	3500	C-dn	500-1	600-1	600-1½
				A-dn	NA	NA	NA

Procedure turn E side of crs, 166° Outbnd, 346° Inbnd, 3000' within 10 miles.

Minimum altitude over facility on final approach crs, 2500'.

Crs and distance, facility to airport, 346°—2.0 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 2.0 miles after passing JCY RBN, turn right, climb to 4000' on 350° crs from JCY RBN. Then proceed to SAT-VOR R-353 via the Austin, Tex. VOR R-260 thence to Johnson City Int via SAT-VOR R-353, maintain 4000', hold N of Johnson City Int, in 1-minute right-hand pattern. Contact ATC for further clearance.

NOTES: 1. Air carrier use not authorized. 2. No weather at airport. 3. Austin altimeter setting will be used for this approach. 4. REIL serves Runway 35.

CAUTION: Procedure not wholly within controlled airspace.

MSAs within 25 miles of facility: 000°-090°-3000'; 090°-180°-2900'; 180°-270°-3300'; 270°-360°-3300'.

City, Johnson City; State, Tex.; Airport Name, Johnson City; Elev., 1512'; Fac. Class., MH; Ident., JCY; Procedure No. 1, Amdt. 4; Eff. Date, 26 Dec. 64; Sup. Amdt. No. 3; Dated, 5 Sept. 64

NUN VOR	LOM	Direct	1500	T-dn	300-1	300-1	200-1½
PNS RBN	LOM	Direct	1500	C-dn	400-1	500-1	500-1½
Gonzales Int.	LOM (final)	Direct	1300	S-dn-16	400-1	400-1	400-1
Harold Int.	LOM	Direct	1700	A-dn	800-2	800-2	800-2
Elberta Int.	LOM	Direct	1600				

Radar vectoring authorized in accordance with approved patterns.

Procedure turn E side of crs, 343° Outbnd, 163° Inbnd, 1400' within 10 miles. Procedure turn nonstandard due ATC.

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

Crs and distance, facility to airport, 163°—3.8 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.8 miles after passing LOM, climb to 2000' on crs of 163° from the LOM within 10 miles or, when directed by ATC, climb to 2000' on crs of 100° from the Pensacola RBN within 15 miles.

CAUTION: Warning area 10 miles S of PNS RBN.

MSA within 25 miles of facility: 000°-090°-1500'; 090°-180°-1500'; 180°-270°-2400'; 270°-360°-2400'.

City, Pensacola; State, Fla.; Airport Name, Pensacola Municipal (Hagler); Elev., 118'; Fac. Class., LOM; Ident., PN; Procedure No. 1, Amdt. 10; Eff. Date, 26 Dec. 64; Sup. Amdt. No. 9; Dated, 20 June 64

Bemis Int.	AL LOM	Direct	2700	T-dn	300-1	300-1	200-1½
ALB VOR	AL LOM	Direct	2700	C-d	600-1	600-1	600-1½
				C-n	600-1	600-2	600-2
				S-dn-28, 33	600-1	600-1	600-1
				A-dn	800-2	800-2	800-2

Radar vectoring by Albany radar authorized in accordance with approved patterns.

Procedure turn N side of crs, 124° Outbnd, 304° Inbnd, 2700' within 10 miles.

Minimum altitude over facility on final approach crs, 2200'.

Crs and distance, facility to airport, 304°—5.4 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.4 miles after passing LOM, make a climbing right turn to 2700' direct to AL LOM. Hold SE of AL LOM, 1-minute right turns, 304° Inbnd.

NOTE: Final approach from a holding pattern not authorized. Procedure turn required.

CAUTION: Terrain rises rapidly to 1000' 3 miles W of airport. 758' tank 3.5 miles SE of airport.

MSA within 25 miles of AL LOM: 000°-090°-3500'; 090°-180°-4000'; 180°-270°-3500'; 270°-360°-3500'.

City, Schenectady; State, N.Y.; Airport Name, Schenectady-County; Elev., 378'; Fac. Class., LOM; Ident., AL; Procedure No. 1, Amdt. 4; Eff. Date, 26 Dec. 64; Sup. Amdt. No. 3; Dated, 31 Aug. 63

Bemis Int.	GVI RBN	Direct	2500	T-dn	300-1	300-1	200-1½
Mariaville Int.	GVI RBN	Direct	3000	C-d	700-1	700-1	700-1½
Albany VOR	GVI RBN	Direct	2500	C-n	700-1	700-2	700-2
				A-dn	800-2	800-2	800-2

Radar vectoring by Albany radar authorized in accordance with approved patterns.

Procedure turn E side of crs, 040° Outbnd, 220° Inbnd, 2500' within 10 miles.

Facility on airport.

Minimum altitude over facility on final approach crs, 1100'.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile of RBN, climb to 1800' on 220° bearing within 8 miles, then right-climbing turn to 2500' direct to GVI RBN. Hold NE of GVI RBN, 220° Inbnd, left turns, 1 minute.

NOTES: 1. This facility must be monitored aurally throughout approach. 2. Final approach from a holding pattern not authorized. Procedure turn required.

CAUTION: 990' antenna 5.5 miles SW of GVI RBN.

MSA within 25 miles of GVI RBN: 000°-090°-3500'; 090°-180°-3000'; 180°-270°-3500'; 270°-360°-3500'.

City, Schenectady; State, N.Y.; Airport Name, Schenectady-County; Elev., 378'; Fac. Class., MH; Ident., GVI; Procedure No. 2, Amdt. 3; Eff. Date, 26 Dec. 64; Sup. Amdt. No. 2; Dated, 31 Aug. 63

Utica VOR	BKG RBN	Direct	3300	T-dn	300-1	300-1	200-1½
Sherill Int.	BKG RBN	Direct	3000	C-dn	400-1	500-1	500-1½
Lakeport Int.	BKG RBN	Direct	3000	S-dn-15	400-1	400-1	400-1
Westlake Int.	BKG RBN (final)	Direct	2700	A-dn	800-2	800-2	800-2

Radar vectoring and transitions by Griffiss Rapcon authorized in accordance with approved patterns.

Procedure turn E side of crs, 329° Outbnd, 149° Inbnd, 3000' within 10 miles.

Minimum altitude over facility on final approach crs 2700'.

Crs and distance, facility to airport, 149°—5.7 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.7 miles after passing BKG RBN, climb straight ahead to 3200' direct to UTI RBN. Hold SE of UTI RBN, 329° Inbnd, 1-minute right turns.

MSA within 25 miles of BKG RBN: 000°-090°-4000'; 090°-180°-3500'; 180°-270°-3500'; 270°-360°-3000'.

City, Utica; State, N.Y.; Airport Name, Onondaga County; Elev., 742'; Fac. Class., MHW; Ident., BKG; Procedure No. 2, Amdt. Orig.; Eff. Date, 26 Dec. 64

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

VOR STANDARD INSTRUMENT APPROACH PROCEDURE

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

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

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
				T-dn%.....	300-1	300-1	200-1/4
				C-dn.....	1000-3	1000-3	1000-3
				A-dn.....	1000-3	1000-3	1000-3
				If aircraft equipped with functional VOR and ADF receivers or DME for simultaneous operations and Bishop Int received, the following minimums are authorized:			
				C-dn.....	400-1	500-1	500-1 1/2
				S-dn.....	400-1	400-1	500-1 1/2

Procedure turn N side of crs, 021° Outbnd, 201° Inbnd, 7400' within 10 miles. Beyond 10 miles not authorized.

Minimum altitude over facility on final approach crs, 7400'.

Crs and distance, facility to airport, 201°—13.2 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 10.0 miles after passing CPR-VOR, climb to 8000' on R-201 CPR-VOR within 20 miles or, when directed by ATC, climb to 8000' on W crs of ILS within 10 miles of LMM.

Other change: Deletes transitions.

MSA within 25 miles of facility: 000°-090°—8300'; 090°-180°—10,300'; 180°-270°—10,000'; 270°-360°—8200'.

%Southeastbound (134° through 155°) IFR departures: On V-19 cross Deer Creek Intersection at or above 9000'; on V-85 cross Mountain Intersection at or above 10,000'.

City, Casper; State, Wyo.; Airport Name, Casper Air Terminal; Elev., 5348'; Fac. Class., BVORTAC; Ident., CPR; Procedure No. 1, Amdt. 5; Eff. Date, 26 Dec. 64; Sup. Amdt. No. 4; Dated, 17 Oct. 63

Bennett Int.....	DEN VOR.....	Direct.....	7000	T-dn%.....	300-1	300-1	200-1/4
Kloma VOR.....	Watkins Int.....	Direct.....	7500	C-dn.....	700-1	700-1	700-1 1/2
Watkins Int.....	DEN VOR.....	Direct.....	7000	C-dn.....	700-2	700-2	700-2
Derby Int.....	DEN VOR.....	Direct.....	7000	A-dn.....	800-2	800-2	800-2
Henderson Int.....	DEN VOR.....	Direct.....	7000	If aircraft is equipped with functioning ADF or DME receivers and Arsenal Int is received, the following minimums are authorized:			
Brighton Int.....	DEN VOR.....	Direct.....	7000	C-dn.....	500-1	500-1	500-1 1/2
Broomfield Int.....	DEN VOR.....	Direct.....	7000				
Englewood RBN (EGW).....	DEN VOR.....	Direct.....	7000				

Radar vectoring authorized in accordance with approved patterns.

Procedure turn N side of crs, 031° Outbnd, 211° Inbnd, 6500' within 10 miles.

Minimum altitude over facility on final approach crs, 6500'.

Crs and distance, facility to airport, 213°—8.1 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 8.1 miles after passing DEN VOR, climb to 8000' on R-160 DEN VOR within 15 miles of DEN VOR or, when directed by ATC, left turn climbing to 7000' direct to DEN VOR.

CAUTION: 5570' tank 0.8 mile SE of DEN MM, 5521' beacon 1.5 miles S of airport.

MSA within 25 miles of facility: 180°-270°—12,100'; 270°-360°—10,700'; 360°-090°—7600'; 090°-180°—9000'.

%Westbound (193° through 320°) IFR departures must comply with published Denver SIDs or with radar vectors. Westbound IFR departures on J-20 proceed via V-4 and V-220 to Intercept J-20; cross Longmont Int at or above 15,600'; or comply with radar vectors.

City, Denver; State, Colo.; Airport Name, Stapleton International; Elev., 5331'; Fac. Class., BVORTAC; Ident., DEN; Procedure No. 1, Amdt. 6; Eff. Date, 26 Dec. 64; Sup. Amdt. No. 5; Dated, 14 Mar. 64

Quincy Int.....	EPH-VOR.....	Direct.....	4000	T-dn%.....	300-1	300-1	200-1/4
				C-dn.....	800-2	800-2	800-2
				S-dn-20.....	400-1	400-1	400-1
				A-dn.....	1000-3	1000-3	1000-3

Radar vectoring utilizing Larson RAPCON Radar authorized in accordance with approved patterns.

Procedure turn N side of crs, 021° Outbnd, 201° Inbnd, 3500' within 10 miles. Not authorized beyond 10 miles.

Minimum altitude over facility on final approach crs, 2800'.

Crs and distance, facility to airport, 201°—4.9 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.9 miles after passing EPH VOR, turn left, climb to 4000' on R-060 within 20 miles or, when directed by ATC, turn left, return to VOR, hold at 3500' on R-021 in a 1-minute right turn holding pattern.

CAUTION: 2455' radio tower 3 miles W of airport.

%Takeoffs all runways: Climb direct to EPH VOR, thence continue climb on R-060 EPH VOR within 10 miles so as to cross EPH VOR at or above: Southwestbound V-2 and V-448, 2800'; Westbound V-2N, 2800'; all turns N side R-060.

LFR departures: Climb direct to EH LFR, thence continue climb on the S crs EH LFR within 10 miles so as to cross EH LFR at or above: Westbound, 2800'; all turns W side of S crs.

MSA within 25 miles of facility: 000°-090°—3500'; 090°-180°—2600'; 180°-270°—4700'; 270°-360°—4100'.

City, Ephrata; State, Wash.; Airport Name, Ephrata Municipal; Elev., 1272'; Fac. Class., H-BVOR; Ident., EPH; Procedure No. 1, Amdt. 7; Eff. Date, 26 Dec. 64; Sup. Amdt. No. 6; Dated, 15 Sept. 62

				T-dn.....	300-1	300-1	200-1/4
				C-dn.....	400-1	500-1	500-1 1/2
				S-dn-13#.....	400-1	400-1	400-1
				A-dn.....	800-2	800-2	800-2

Radar vectoring authorized in accordance with approved patterns.

Procedure turn W side of crs, 322° Outbnd, 142° Inbnd, 2500' within 10 miles.

Minimum altitude over facility on final approach crs, 2500'.

Crs and distance, facility to airport, 142°—6.1 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 6.1 miles after passing IND-VOR, climb to 3000' on R-136 and proceed to Whiteland Int or, when directed by ATC, (1) climb to 3000' on NE crs ILS and proceed to Castleton Int, (2) climb to 3000' on SW crs ILS to R-205 IND-VOR and proceed to Wilbur Int.

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

MSA with 25 miles of facility: 000°-180°—2900'; 180°-360°—2300'.

#400-3/4 authorized, except for turbojet aircraft, with operative high-intensity runway lights.

City, Indianapolis; State, Ind.; Airport Name, Indianapolis Municipal (Weir-Cook); Elev., 797'; Fac. Class., BVORTAC; Ident., IND; Procedure No. 1, Amdt. 13; Eff. Date, 26 Dec. 64; Sup. Amdt. No. 12; Dated, 14 Mar. 64

VOR STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
				T-dn-----	300-1	300-1	200-1½
				C-d-----	500-1	500-1	500-1½
				C-n-----	500-2	500-2	500-2
				S-d-9-----	500-1	500-1	500-1
				S-n-9-----	500-2	500-2	500-2
				A-dn-----	800-2	800-2	800-2
				If aircraft has operating ADF or DME receivers and Lake Int is identified, the following minimums are authorized:			
				C-dn-----	400-1	500-1	500-1½
				S-dn-9-----	400-1	400-1	400-1

Radar vectoring authorized in accordance with approved patterns.

Procedure turn S side of crs, 288° Outbnd, 108° Inbnd, 1800' within 10 miles.

Minimum altitude over facility on final approach crs, 1800'; over Lake Int 700'.

Crs and distance, facility to airport, 108°—6.3 miles; Lake Int to airport, 108°—3.3 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 6.3 miles after passing MOB VOR, turn right, climb to 1800' on MOB VOR R-180 within 20 miles or, when directed by ATC, turn left, climb to 1800' on MOB VOR R-059 within 20 miles.

Note: When authorized by ATC, DME may be used within 20 miles at 1800' to position aircraft for a straight-in approach with the elimination of a procedure turn.

MSA within 25 miles of the facility: 000°-090°—1900'; 090°-180°—1900'; 180°-270°—1500'; 270°-360°—1800'.

City, Mobile; State, Ala.; Airport Name, Bates Field; Elev., 218'; Fac. Class., BVORTAC; Ident., MOB; Procedure No. 1, Amdt. 13; Eff. Date, 26 Dec. 64; Sup. Amdt. No. 12; Dated, 31 Oct. 64

				T-d%-----	1000-1	1000-1	1000-1
				T-n-----	1000-2	1000-2	1000-2
				C-d-----	1900-1	1900-1	1900-1½
				C-n-----	1900-2	1900-2	1900-2
				A-dn-----	2000-2	2000-2	2000-2

Procedure turn W side of crs, 157° Outbnd, 337° Inbnd, 4300' within 10 miles. Beyond 10 miles Not authorized.

Minimum altitude over facility on final approach crs, 3400'.

Crs and distance, facility to airport, 337°—3.0 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.0 miles after passing RBG VOR, climb to 3700' Outbnd on R-336 within 15 miles of RBG VOR, thence reverse crs and return to RBG VOR climbing to 4300'.

CAUTION: High terrain all quadrants.

NOTE: Final approach from holding pattern at RBG VOR not authorized, procedure turn required.

*Weather service 0530-2130 P.s.t. Alternate minimums not authorized when weather service not available.

*Takeoffs all runways: Climb visually over the Roseburg Airport to 1500', thence climb direct to RBG VOR, thence continue climb on R-157 within 10 miles of RBG VOR so as to cross RBG VOR at or above 3400'. All turns W side of R-157 RBG VOR.

MSA within 25 miles of facility: 000°-090°—6300'; 090°-180°—5500'; 180°-270°—5000'; 270°-360°—3500'.

City, Roseburg; State, Oreg.; Airport Name, Roseburg Municipal; Elev., 524'; Fac. Class., L-BVOR; Ident., RBG; Procedure No. 1, Amdt. 2; Eff. Date, 26 Dec. 64; Sup. Amdt. No. 1; Dated, 30 Nov. 63

Lee VHF Int-----	VLD VOR-----	Direct-----	1800	T-dn#-----	300-1	300-1	200-1½
				C-dn#-----	500-1	500-1	500-1½
				S-d-35-----	400-1	400-1	NA
				S-n-35-----	NA	NA	NA
				A-dn#-----	800-2	800-2	800-2

Radar vectoring authorized in accordance with approved patterns.

Procedure turn E side of crs, 186° Outbnd, 006° Inbnd, 1800' within 10 miles.

Minimum altitude over facility on final approach crs, 1200'.

Crs and distance, facility to airport, 006°—5.7 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.7 miles after passing VLD-VOR, turn left, climb to 1800' on R-346 within 20 miles of the VLD-VOR.

CAUTION: Unlighted trees 1000' from approach end of Runway 35. Trees in all approach areas.

*No lights on Runway 12-30. Advance notice required for operation of runway lights after 2200.

*Night landing not authorized on Runways 35 and 9. Night takeoff not authorized on Runways 17 and 27.

MSAs within 25 miles of facility: 000°-090°—1500'; 090°-180°—1500'; 180°-270°—1600'; 270°-360°—1600'.

City, Valdosta; State, Ga.; Airport Name, Valdosta Municipal; Elev., 204'; Fac. Class., BVOR; Ident., VLD; Procedure No. 1, Amdt. 12; Eff. Date, 26 Dec. 64; Sup. Amdt. No. 11; Dated, 29 Feb. 64

Gleed Int-----	YKM VOR-----	Direct-----	4400	T-dn%#-----	500-1	500-1	500-1
				C-dn#-----	800-2	800-2	800-2
				A-dn-----	900-2	900-2	900-2

Procedure turn S side of crs, 108° Outbnd, 288° Inbnd, 4400' within 10 miles. Nonstandard due to terrain.

Final approach from holding pattern at YKM VOR not authorized, procedure turn required.

Minimum altitude over facility on final approach crs, 3000'.

Crs and distance, facility to airport, 244°—3.6 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.6 miles after passing YKM VOR, make a right climbing turn and return to VOR, climbing to 4400' on R-108 within 15 miles. All turns S side R-108.

CAUTION: High terrain extends from NE to NW of YKM VOR.

*Takeoffs all runways: Climb on R-283 YKM VOR within 6 miles of YKM VOR to cross YKM VOR at or above, eastbound V-4 2000'; westbound V-4/4S 4500'; southbound V-25/26E 2000'; northbound V-25 4500'; northeastbound V-44S 3000'. All turns S side R-283 YKM VOR.

*Circling S of the airport not authorized 110° clockwise through 205° from airport location point.

Terrain and obstructions within this area and within 1.7 miles to 2185'.

MSA within 25 miles of facility: 000°-090°—6300'; 090°-180°—4100'; 180°-270°—6800'; 270°-360°—6200'.

City, Yakima; State, Wash.; Airport Name, Yakima Municipal; Elev., 1082'; Fac. Class., H-BVOR; Ident., YKM; Procedure No. 1, Amdt. 5; Eff. Date, 26 Dec. 64; Sup. Amdt. No. 4; Dated, 30 Mar. 63

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

TERMINAL VOR STANDARD INSTRUMENT APPROACH PROCEDURE

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

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

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
				T-dn-----	300-1	300-1	200-1/2
				C-dn-----	700-1	700-1	700-1/2
				S-dn-13-----	600-1	600-1	600-1
				A-dn-----	800-2	800-2	800-2

Procedure turn W side of crs, 320° Outbnd, 140° Inbnd, 1500' within 10 miles.
Facility on airport. Bearing and distance, breakoff point to Runway 13, 130°—0.4 mile.

Minimum altitude over facility on final approach crs, 600'.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile of VOR, turn left, climb to 1500' on R-320 within 20 miles.

CAUTION: 404' tower 1.1 miles SSW of airport. Night operation authorized on Runways 17-35 and 13-31 only.

MSA within 25 miles of facility: 000°-090°—2500'; 090°-180°—1400'; 180°-270°—1300'; 270°-360°—2500'.

City, Gulfport; State, Miss.; Airport Name, Gulfport Municipal; Elev., 28'; Fac. Class., BVOR; Ident., GPT; Procedure No. TerVOR-13, Amdt. 5; Eff. Date, 26 Dec. 64; Sup. Amdt. No. 4; Dated, 1 June 63

SNS VOR-----	Santa Rita INT/DME Fix/FM-----	Direct-----	2500	T-dn-----	300-1	300-1	200-1/2
				C-dn-----	500-1	500-1	500-1/2
				S-dn-13-----	500-1	500-1	500-1
				A-dn-----	800-2	800-2	800-2

Procedure turn W side of crs, 302° Outbnd, 122° Inbnd, 2000' within 10 miles Santa Rita INT/DME Fix.

Minimum altitude over Santa Rita INT/DME Fix/FM on final approach crs, 1200'; over facility, 600'.

Crs and distance, Santa Rita INT/DME Fix/FM to airport 122°—5.5 miles; breakoff point to runway, 131°—0.4 mile. Facility on airport.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile after passing SNS VOR, turn right, climb to 2000' on SNS VOR R-293 within 18 miles (Moss Landing INT/DME Fix).

Note: When authorized by ATC, DME may be used within 20 to 15 miles at 4000' between SNS R-264 clockwise to SNS R-355 to position aircraft for straight-in approach with the elimination of procedure turn.

MSA within 25 miles of facility: 000°-090°—5000'; 090°-180°—6100'; 180°-270°—5900'; 270°-360°—5100'.

City, Salinas; State, Calif.; Airport Name, Salinas Municipal; Elev., 84'; Fac. Class., BVORTAC; Ident., SNS; Procedure No. VOR-13, Amdt. 4; Eff. Date, 26 Dec. 64; Sup. Amdt. No. 3; Dated, 17 Oct. 64

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

VOR/DME STANDARD INSTRUMENT APPROACH PROCEDURE

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

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

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
				T-dn-----	300-1	300-1	200-1/2
				C-dn-----	400-1	500-1	500-1/2
				S-dn-42°-----	400-1	400-1	400-1
				A-dn-----	800-2	800-2	800-2

Procedure turn S side of crs, 215° Outbnd, 035° Inbnd, 1400' within 10 miles. Beyond 10 miles not authorized.

Minimum altitude over facility on final approach crs 1200'.

Crs and distance, facility to airport 035°—4.2 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.2 miles after passing MLU VOR, turn right, climb to 2000' on R-066 within 20 miles.

CAUTION: 2049' TV antenna located 20 miles S of airport; 850' TV antenna located 3.7 miles WNW of airport.

Note: 7-mile DME are 1600' authorized radially 066° clockwise through 291° from the Monroe VOR to intercept final approach crs eliminating procedure turn.

*400-1/2 authorized, except for turbojet aircraft, with operative ALS and high-intensity runway lights.

*400-3/4 authorized, except for turbojet aircraft, with operative high-intensity runway lights.

MSA within 25 miles of facility: 050°-140°—1900'; 140°-230°—3100'; 230°-320°—1900'; 320°-050°—1900'.

City, Monroe; State, La.; Airport Name, Selman Field; Elev., 79'; Fac. Class., BVORTAC; Ident., MLU; Procedure No. 1, Amdt. Orig.; Eff. Date, 26 Dec. 64

MLU VOR-----	5-mile DME fix-----	035°-5 miles-----	1900	T-dn-----	300-1	300-1	200-1/2
				C-dn-----	400-1	500-1	500-1/2
				S-dn-22°-----	400-1	400-1	400-1
				A-dn-----	800-2	800-2	800-2

Procedure turn W side of crs, 035° Outbnd, 215° Inbnd, 1700' within 10 miles of 5-mile DME fix.

Minimum altitude over 9-mile DME fix on final approach crs, 1100'.

Crs and distance, 9-mile DME fix to airport 215°—4 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished upon reaching 5-mile DME fix, proceed direct to the Monroe VOR, climb to 1400'.

CAUTION: 2049' TV antenna located 20 miles S of airport; 850' TV antenna located 3.7 miles WNW of airport.

Note: 15-mile DME are 1700' authorized radially 261° clockwise through 133° from the Monroe VOR to intercept final approach crs eliminating procedure turn.

*400-3/4 authorized, except for turbojet aircraft, with operative high-intensity runway lights.

MSA within 25 miles of facility: 050°-140°—1900'; 140°-230°—3100'; 230°-320°—1900'; 320°-050°—1900'.

City, Monroe; State, La.; Airport Name, Selman Field; Elev., 79'; Fac. Class., BVORTAC; Ident., MLU; Procedure No. 2, Amdt. Orig.; Eff. Date, 26 Dec. 64

VOR/DME 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	
HLG VOR	IRL VOR	Direct	3000	T-dn	300-1	300-1	200-1½
AGC VOR	IRL VOR	Direct	3000	C-dn	700-1	700-1	700-1½
				S-dn-10L	700-1	700-1	700-1
				A-dn	800-2	800-2	800-2
The following minimums apply if Raccoon Int received*:							
				C-dn	500-1	500-1	500-1½
				S-dn-10L	400-1	400-1	400-1

Radial vectoring authorized in accordance with approved patterns.
 Procedure turn S side of final approach crs, 297° Outbnd, 117° Inbnd, 3000' within 10 miles.
 Minimum altitude over facility on final approach crs, #1900'.
 Crs and distance, breakoff point to approach end of Runway 10L, 097°—0.7 mile.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile of VOR, climb to 3000' on 097° crs to GP.
 LOM, Hold E, right turns, 1-minute, 277° Inbnd.
 *Do not descend below 1900' until after passing Raccoon Int.
 Radar fix may be substituted for Raccoon Int.
 MSA's within 25 miles of facility: 000°—270°—3100'; 270°—350°—2600'.

City, Pittsburgh; State, Pa.; Airport Name, Greater Pittsburgh; Elev., 1203'; Fac. Class., BVORTAC; Ident., IRL; Procedure No. VOR/DME No. 1, Amdt. 2; Eff. Date, 26 Dec. 64; Sup. Amdt. No. 1; Dated, 16 Mar. 63

SNS R-293 29-mile DME fix	SNS R-293 18-mile DME fix	Direct	4000	T-dn	300-1	300-1	200-1½
SNS R-293 18-mile DME fix	SNS R-293 12-mile DME fix	Direct	2000	C-dn	500-1	500-1	500-1½
SNS R-293 12-mile DME fix	SNS R-293 6-mile DME fix	Direct	1500	A-dn	800-2	800-2	800-2
SNS R-293 6-mile DME fix	SNS VOR	Direct	600				

Procedure turn not authorized. Final approach crs, 113° Inbnd.
 Minimum altitude over 6-mile DME fix on final approach crs, 1500'; over facility, 600'.
 Crs and distance, 6-mile DME fix to airport, 113°—6.0 mile.
 Facility on airport.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile after passing SNS VOR, right turn climb to 2000' on R-293 SNS VOR to 18-mile DME fix (Moss Landing Int).
 MSA within 25 miles of facility: 360°—090°—5000'; 090°—180°—6100'; 180°—270°—5900'; 270°—360°—5100'.

City, Salinas; State, Calif.; Airport Name, Salinas Municipal; Elev., 84'; Fac. Class., BVORTAC; Ident., SNS; Procedure No. VOR/DME No. 2, Amdt. 2; Eff. Date, 26 Dec. 64; Sup. Amdt. No. 1; Dated, 17 Oct. 64

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

ILS STANDARD INSTRUMENT APPROACH PROCEDURE

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

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
CPR VOR	LOM	Direct	8000	T-dn	300-1	300-1	200-1½
Henning Int.	LOM	Direct	8000	C-dn	400-1	500-1	500-1½
Aleova Int.	LOM	Direct	8000	S-dn-7	200-1½	200-1½	200-1½
Glenrock Int.	Evansville Int.	Direct	8000	A-dn	600-2	600-2	600-2
Evansville Int.	LOM	Direct	8000				
Airport Int.	LOM	Direct	8000				
Oil Field Int.	LOM	Direct	8000				
Lockett Int.	LOM	Direct	8000				

*Procedure turn N side of W crs, 254° Outbnd, 074° Inbnd, 8000' within 10 miles.
 Minimum altitude at glide slope interception Inbnd, 6700'.
 Altitude of glide slope and distance to approach end of runway at OM, 6680'—3.9 miles; at MM, 5648'—0.6 mile.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, climb to 7500' on E crs of ILS within 20 miles of LMM or, when directed by ATC, turn left, proceed direct to CPR VOR, climbing to 7500'.
 NOTE: Glide slope unusable beyond 1 mile W of LOM and above 7000' due to moderate-to-severe roughness.
 *Final approach from holding pattern not authorized. Procedure turn required.
 %Southeastbound (134° through 155°) IFR departures: On V-19 cross Deer Creek Intersection at or above 9000'; on V-85 cross Mountain Intersection at or above 10,000'.
 City, Casper; State, Wyo.; Airport Name, Casper Air Terminal; Elev., 5348'; Fac. Class., ILS; Ident., I-CPR; Procedure No. ILS-7, Amdt. 10; Eff. Date, 26 Dec. 64; Sup. Amdt. No. 9; Dated, 21 Mar. 64

CPR VOR	Henning Int.	Direct	7400	T-dn	300-1	300-1	200-1½
Airport Int.	Henning Int.	Direct	7400	C-dn	400-1	500-1	500-1½
Glenrock Int.	Lockett Int.	Direct	7400	S-dn-25#	400-1	400-1	400-1
Windmill Int.	Henning Int.	Direct	7400	A-dn	800-2	800-2	800-2
Deer Creek Int.	Lockett Int.	Direct	8000				
Lockett Int.	Henning Int (final)	Direct	7400				

Procedure turn N side E crs, 074° Outbnd, 254° Inbnd, 7400' within 10 miles of Henning Int.
 Minimum altitude over Henning Int on final approach crs, 7400'.
 Crs and distance, Henning Int to airport, 254°—6.7 miles.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 6.7 miles after passing Henning Int, climb to 8000' on W crs of ILS within 10 miles of LMM, or when directed by ATC, turn right, proceed direct to CPR VOR climbing to 7500'.
 Other changes: Deletes transition from Cole Creek Int.
 #400-1/4 authorized with operative high-intensity runway lights, except for turbojet aircraft.
 %Southeastbound (134° through 155°) IFR departures: On V-19 cross Deer Creek Intersection at or above 9000'; on V-85 cross Mountain Intersection at or above 10,000'.
 City, Casper; State, Wyo.; Airport Name, Casper Air Terminal; Elev., 5348'; Fac. Class., ILS; Ident., I-CPR; Procedure No. ILS-25 (back 106), Amdt. 7; Eff. Date, 26 Dec. 64; Dated, 21 Mar. 64

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	
CO LOM	Brown Int.	Direct	2500	T-dn	300-1	300-1	200-1/2
Advance Int.	Brown Int (final)	Via IND R-311 and NW crs ILS.	2500	C-dn	400-1	500-1	500-1 1/2
				S-dn-13#	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Radar vectoring authorized in accordance with approved patterns.
 Procedure turn W side of crs, 313° Outbnd, 133° Inbnd, 2500' within 10 miles of Brown Int.
 Minimum altitude over Brown Int on final approach crs, 2500'.
 Crs and distance, Brown Int to airport, 133°—6.0 miles.
 No glide slope, outer marker, middle marker or approach lights.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 6.0 miles after passing Brown Int climb to 2400' and proceed direct to the CO LOM or when directed by ATC, make right climbing turn to 2500' and proceed direct to the IND VOR.
 NOTES: 1. Aircraft executing missed approach may be radar controlled after radar identification. 2. This ILS procedure not authorized when radar is inoperative unless aircraft is equipped to receive VOR and ILS simultaneously.
 #400-1/2 authorized, except for turbojet aircraft, with operative high-intensity runway lights.

City, Indianapolis; State, Ind.; Airport Name, Indianapolis Municipal (Weir-Cook); Elev., 797'; Fac. Class., ILS; Ident., I-COA; Procedure No. ILS-13 (back crs), Amdt. 1 Eff. Date, 26 Dec. 64; Sup. Amdt. No. Orig.; Dated, 28 Mar. 64

Castleton Int.	River Int (final)	Direct	2500	T-dn	300-1	300-1	200-1/2
IND VOR	River Int.	Direct	2800	C-dn	400-1	500-1	500-1 1/2
IND RBN	River Int.	Direct	2800	S-dn-22#	400-1	400-1	400-1
Quincy Int.	River Int.	Direct	2800	A-dn	800-2	800-2	800-2
Int NE crs ILS and R-005 SHB VOR	Castleton Int.	Direct	2800				

Radar vectoring authorized in accordance with approved patterns.
 Procedure turn N side of NE crs, 044° Outbnd, 224° Inbnd, 2800' within 10 miles of River Int.
 Minimum altitude over River Int Inbnd, 2500'.
 Crs and distance, River Int to airport, 224°—5.6 miles.
 No glide slope, outer marker, middle marker or approach lights.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.6 miles after passing River Int, climb to 3000' on the SW crs ILS and proceed to Banta Int via the SW crs ILS and IND VOR R-169 or, when directed by ATC, climb to 3000' on SW crs ILS and proceed direct to Quincy Int, make right climbing turn to 2500' and proceed direct to IND VOR.
 NOTES: 1. Aircraft executing missed approach may be radar controlled after radar identification. 2. This ILS procedure not authorized when radar is inoperative unless aircraft is equipped to receive VOR and ILS simultaneously.
 #400-1/2 authorized, except for turbojet aircraft, with operative high-intensity runway lights.

City, Indianapolis; State, Ind.; Airport Name, Indianapolis Municipal (Weir-Cook); Elev., 797'; Fac. Class., ILS; Ident., I-IND; Procedure No. ILS-22 (back crs), Amdt. 6; Eff. Date, 26 Dec. 64; Sup. Amdt. No. 5; Dated, 14 Mar. 64

NUN VOR	LOM	Direct	1500	T-dn	300-1	300-1	200-1/2
Pensacola RBN	LOM	Direct	1500	C-dn	400-1	500-1	500-1 1/2
Gonzales Int.	LOM (final)	Direct	1300	S-dn-16*	200-1/2	200-1/2	200-1/2
Harold Int.	LOM	Direct	1700	A-dn	600-2	600-2	600-2
Elberta Int.	LOM	Direct	1600				

Radar vectoring authorized in accordance with approved patterns.
 Procedure turn E side of crs, 343° Outbnd, 163° Inbnd, 1400' within 10 miles. Procedure turn nonstandard due ATC.
 Minimum altitude at glide slope interception Inbnd, 1300'.
 Altitude of glide slope and distance to approach end of runway at OM 1254'—3.8 miles; at MM 314'—0.5 mile.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, climb to 2000' on SE crs of ILS within 10 miles or, when directed by ATC, climb to 2000' on R-100 of the NUN VOR within 15 miles.
 CAUTION: Warning Area 10 miles S of PNS RBN.
 *400-1/2 required when glide slope not utilized.

City, Pensacola; State, Fla.; Airport Name, Pensacola Municipal (Hagler); Elev., 118'; Fac. Class., ILS; Ident., I-PNS; Procedure No. ILS-16, Amdt. 9; Eff. Date, 26 Dec. 64; Sup. Amdt. No. 8; Dated, 20 June 64

Utica VOR	BKG RBN	Direct	3300	T-dn	300-1	300-1	200-1/2
Sherrill Int.	BKG RBN	Direct	3000	C-dn	400-1	500-1	500-1 1/2
Lakeport Int.	BKG RBN	Direct	3000	S-dn-15	300-1	300-1	300-1
Westlake Int.	BKG RBN (final)	Direct	2700	A-dn	800-2	800-2	800-2

Radar vectoring and transitions by Griffiss Rapcon authorized in accordance with approved patterns.
 Procedure turn E side of crs, 329° Outbnd, 149° Inbnd, 3000' within 10 miles.
 Minimum altitude over facility on final approach crs, 2700'.
 Crs and distance, facility to airport, 149°—5.7 miles.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.7 miles after passing BKG RBN, climb straight ahead to 3200' direct to UTI RBN. Hold SE of UTI RBN, 329° Inbnd, 1-minute right turns.

City, Utica; State, N.Y.; Airport Name, Oneida County; Elev., 742'; Fac. Class., ILS; Ident., I-UCA; Procedure No. ILS-15 (back crs), Amdt. Orig.; Eff. Date, 26 Dec. 6

Wheeling VOR	LOM	Direct	3000	T-dn	300-1	300-1	200-1/2
Finley Int.	LOM	Direct	3000	C-dn	600-1	700-1	700-1 1/2
Bellaire VOR	LOM	Direct	3000	S-dn-3*	300-1/2	300-1/2	300-1/2
Bellaire VOR#	Maynard Int (final)	Direct	3000	A-dn	600-2	700-2	700-2
Maynard Int.	LOM (final)	Direct	2500				

Procedure turn E side of crs, 210° Outbnd, 030° Inbnd, 3000' within 10 miles of LOM.
 Minimum altitude at glide slope interception Inbnd, 2500'.
 Altitude of glide slope and distance to approach end of runway at OM, 2470'—4.0 miles; at MM, 1398'—0.6 mile.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, climb to 3000' on the ILLG VOR/R-222 to HLG VOR. Hold SW on the R-222 at 3000', 1-minute right turns, 042° Inbnd, or when directed by ATC, make climbing left turn to 3000' returning to HL LOM. Hold SW, 1-minute right turns, 030° Inbnd.
 AIR CARRIER NOTE: Night operations on Runway 9-27 and takeoffs on Runway 9 not authorized for aircraft over 12,500 lbs gross weight.
 CAUTION: Approach lights nonstandard (1500 ft.) length.
 NOTE: High-intensity runway lights on 8-21.
 *500-1/2 required with glide slope inoperative.
 #Bellaire VOR-Maynard Int transition restricted to aircraft capable of receiving Wheeling ILS and Bellaire VOR or DME simultaneously.

City, Wheeling; State, W. Va.; Airport Name, Wheeling-Ohio County; Elev., 1195'; Fac. Class., ILS; Ident., I-HLG; Procedure No. ILS-3, Amdt. 6; Eff. Date, 26 Dec. 64; Sup. Amdt. No. 5; Dated, 6 Apr. 63

ILS STANDARD INSTRUMENT APPROACH PROCEDURE

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	
YKM VOR.....	YK LOM.....	Direct.....	4400	T-dn#%.....	300-1	300-1	300- $\frac{3}{4}$
Gleed Int.....	YK LOM.....	Direct.....	4400	C-dn*.....	800-2	800-2	800-2
				S-dn-27.....	300- $\frac{3}{4}$	300- $\frac{3}{4}$	300- $\frac{3}{4}$
				A-dn.....	900-2	900-2	900-2

Procedure turn S side of crs, 089° Outbnd, 269° Inbnd, 4400' within 10 miles. (Final approach from holding pattern at YK LOM not authorized, procedure turn required.)
 Minimum altitude at glide slope Int Inbnd, 4000'.
 Altitude of glide slope and distance to approach end of runway at OM, 3334'—6.9 miles; at MM, 1315'—0.6 mile.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, make right climbing turn and climb to 4400' on E crs ILS within 10 miles of LOM.

Note: All components of the ILS and related airborne equipment must be operational and used when executing this approach, except that either the ALS or the condenser discharge flashers or combination thereof must be operational for the entire length of the ALS system.

CAUTION: High terrain extends from NE to NW of YKM VOR.

#Takeoff minimums Runways 4/22 and 16/34: 500-1 day, 800-2 night.

%Takeoffs all runways: Climb on R-283 YKM VOR within 6 miles of YKM VOR to cross YKM VOR at or above, eastbound V-4 2000'; westbound V4/4S 4500'; southbound V-25/26E 2000'; northbound V-25 4500'; northeastbound V-44S 3000'. All turns S side R-283 YKM VOR.

*Circling S of the airport not authorized 110° clockwise through 265° from airport location point. Terrain and obstructions within this area and within 1.7 miles to 2185'.

City, Yakima; State, Wash; Airport Name, Yakima Municipal; Elev., 1082'; Fac. Class., ILS; Ident., I-YKM; Procedure No. ILS-27, Amdt. 11; Eff. Date, 26 Dec. 64; Sup. Amdt. No. 10; Dated, 17 Oct. 64

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

RADAR STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet, MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibility 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	
030°	190°	Within:	2100	Surveillance approach			
190°	030°	25 miles	2500	T-dn.....	300-1	300-1	#200-1½
				C-dn.....	400-1	500-1	500-1½
				S-dn-30L*	400-1	400-1	400-1
				S-dn-12R**	400-1	400-1	400-1
				A-dn.....	800-2	800-2	800-2

Radar control must provide 3-mile horizontal or 1000' vertical separation from the following obstructions:

Obstruction	MSL	Location
Tower.....	1680'	23 miles WNW
Tower.....	2049'	9 miles NW

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, climb to 3000' on NW crs ILS (305°) within 20 miles or, when directed by ATC, turn right, climb to 2200', proceed direct to VOR.

All aircraft are restricted to 300-1 minimums for takeoff on Runways 3-21, 16L-34R, and 12L-30R.

*400- $\frac{3}{4}$ authorized, except for turbojet aircraft, with operative ALS and high-intensity runway lights.

**400- $\frac{3}{4}$ authorized, except for turbojet aircraft, with operative high-intensity runway lights.

City, Austin; State, Tex.; Airport Name, Robert Mueller Municipal; Elev., 631'; Fac. Class. and Ident., Austin radar; Procedure No. 1, Amdt. 4; Eff. Date, 26 Dec. 64; Sup. Amdt. No. 3; Dated, 29 Aug. 64

Transition		Ceiling and visibility minimums					
From—	To—	Course and distance	Minimum altitude (feet)	2-engine or less		More than 2-engine, more than 65 knots	
				65 knots or less	More than 65 knots		
000°-----	360°-----	Within 30 miles---	3000	Surveillance approach			
				T-dn-----	300-1	300-1	200-1½
				C/S-dn-all-----	400-1	500-1	500-1½
				A-dn-----	800-2	800-2	800-2

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished Runway 9: make left climbing turn to 3000' on STG-VOR R-360, intercept and proceed Outbnd on CXR-VOR R-285 to Crib Int. Hold E 1-minute, right turns. All other runways, make climbing turn to 3000', direct to CLE VOR. Hold W 1-minute left turns, 098° Inbnd.

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

Other change: Deletes RVR authorization. Deletes PAR minimums.

City, Cleveland; State, Ohio; Airport Name, Cleveland-Hopkins; Elev., 792'; Fac. Class. and Ident., Cleveland radar; Procedure No. 1, Amdt. 12; Eff. Date, 26 Dec. 64; Sup. Amdt. No. 11; Dated, 29 Feb. 64

RULES AND REGULATIONS

RADAR 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	
100° 200°	200° 100°	Within 3 miles 11.5 miles	2000 2000	Surveillance approach			
				T-dn	300-1	300-1	200-1½
				C-dn	500-1	500-1	500-1½
				S-dn-11/20	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2
				Precision approach			
				S-dn-20 and 11	300-¾	300-¾	300-¾

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished: Runway 29: Turn right, climb to 2000' on SNS VOR R-293 to Moss Landing Int. Hold SE in a 1-minute holding pattern, 113° Outbnd, 293° Inbnd, right turn or, when directed by ATC, climb to 2000' on crs 290° to intercept the 015° bearing from Monterey LOM, thence direct to the Monterey LOM. Runway 11: Turn left, climb to 2000' on SNS VOR R-293 to Moss Landing Int. Hold SE in a 1-minute holding pattern, 113° Outbnd, 293° Inbnd, right turn or, when directed by ATC, climb to 2000' on crs 290° to intercept the 015° bearing from Monterey LOM, thence direct to the Monterey LOM.

NOTE: Authorized for military use only except by prior arrangement.

City, Fort Ord; State, Calif.; Airport Name, Fritzsche AAF; Elev., 134'; Fac. Class and Ident., Fort Ord Radar; Procedure No. 1, Amdt. 3; Eff. Date, 26 Dec. 64; Sup. Amdt. No. 2; Dated, 26 Sept. 64

All directions		Within 20 miles	#2500	Surveillance approach			
				T-dn%	300-1	300-1	200-1½
				C-dn	400-1	500-1	500-1½
				S-dn-All	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2
				Precision approach			
				T-dn%	200-1	300-1	200-1½
				C-dn	400-1	500-1	500-1½
				S-dn-4**	200-1½	200-1½	200-1½
				A-dn	800-2	800-2	800-2

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished All Runways: Climb to 3000' and proceed via R-285 to Shelbyville to Shelbyville VOR or, when directed by ATC, (1) Climb to 3000' on NE crs ILS and proceed to Castleton Int; (2) Climb to 2500' and proceed direct to IND-VOR.

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

#2800' within 3 miles of two 1849' towers NE of airport; 2900' within 3 miles of 1852' tower E and NE of airport; 3100' within 3 miles of 2100' tower 20.5 miles SSE.

*400-¾ authorized, except for turbojet aircraft, with operative high-intensity runway lights. 400-½ authorized for Runway 4, except for turbojet aircraft, with operative ALS and high-intensity runway lights.

**Runway visual range 2000' also authorized for landing on Runway 4; provided that all components of the PAR, high-intensity runway lights, approach lights, condenser-discharge flashers, outer compass locator and all related airborne equipment are operating satisfactorily. Descent below the authorized landing minimum altitude of 997' shall not be made unless visual contact with the approach lights has been established or the aircraft is clear of clouds.

%Runway visual range 2000' also authorized for takeoff on Runway 4 in lieu of 200-½ when 200-½ is authorized, provided high-intensity runway lights are operational.

City, Indianapolis; State, Ind.; Airport Name, Indianapolis Municipal (Weir-Cook); Elev. 797'; Fac. Class. and Ident., Weir Cook Radar; Procedure No. 1, Amdt. 13; Eff. Date, 26 Dec. 64; Sup. Amdt. No. 12; Dated, 12 Mar. 64

These procedures shall become effective on the dates specified therein.

(Secs. 307(c), 313(a), and 601 of the Federal Aviation Act of 1958; 49 U.S.C. 1348(c), 1354(a), 1421; 72 Stat. 749, 752, 775)

Issued in Washington, D.C., on November 19, 1964.

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

[F.R. Doc. 64-13369; Filed, Dec. 28, 1964; 8:50 a.m.]

[Reg. Docket 6365; Amdt, 406]

PART 97—STANDARD INSTRUMENT APPROACH PROCEDURES [NEW]

Miscellaneous Amendments

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

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

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

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

ADF STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. 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	
Forest Hill Int via V157/166	Craigtown Int.	Direct	2000	T-dn	300-1	300-1	200-1½
Forest Hill Int	APG RBN	Direct	2000	C-dn	500-1	500-1	500-1½
Jarrettsville Int	APG RBN	Direct	2000	S-dn	NA	NA	NA
				A-dn	800-2	800-2	800-2

Procedure turn W side of crs, 037° Outbnd, 217° Inbnd, 2000' within 10 miles.
Minimum altitude over facility on final approach crs, 1100'.

Crs and distance, facility to airport 217°—1.8 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 1.8 miles after passing APG RBN, make right turn, climb to 1000' on crs 355°, proceed direct to APG RBN climbing to 2000'. Hold NE 217° bearing Inbnd APG-RBN, 1-minute right turns 2000'.

Note: Procedure turn not required if Craigtown Int received.

Authorized for military use only, except by prior arrangement.

CAUTION: Magnetic disturbance of as much as 8 degrees exists at sea level in maneuvering areas S of APG RBN.

MSA within 25 miles of facility: 090°-180°-1300'; 180°-090°-2100'.

City, Aberdeen; State, Md.; Airport Name, Phillips AAF; Elev., 57'; Fac. Class., MH; Ident., APG; Procedure No. 1, Amdt. Orig.; Eff. Date, 2 Jan. 65

Atlanta RBN	AT LOM	Direct	2500	T-dn	300-1	300-1	200-1½
Atlanta VOR	AT LOM	Direct	2500	C-dn	500-1	500-1	500-1½
Harrison Int	AT LOM	Direct	3000	S-dn-9L	500-1	500-1	500-1
Chattahoochee Int	AT LOM (final)	Direct	2400	A-dn	800-2	800-2	800-2
Raymond Int	AT LOM	Direct	2500				

Radar transitions and vectoring authorized in accordance with approved patterns.

Procedure turn S side of crs, 269° Outbnd, 089° Inbnd, 2500' within 10 miles.

Minimum altitude over facility on final approach crs, 2400'.

Crs and distance, LOM to airport, 089°—4.1 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.1 miles after passing AT LOM, climb to 3000' and proceed to Tucker Int via ATL R-033.

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

Other change: Deletes caution note.

MSA within 25 miles of facility: 000°-090°-4000'; 090°-180°-2200'; 180°-270°-3700'; 270°-360°-3800'.

City, Atlanta; State, Ga.; Airport Name, Atlanta; Elev., 1024'; Fac. Class., LOM; Ident., AT; Procedure No. 1, Amdt. 24; Eff. Date, 2 Jan. 65; Sup. Amdt. No. 23; Dated, 24 Aug. 63

AT LOM	ATL RBN	Direct	2500	T-dn	300-1	300-1	200-1½
AZ LOM	ATL RBN	Direct	2500	C-dn	400-1	500-1	500-1½
REG-VOR	ATL RBN (final)	Direct	2000	S-dn-27R&L	400-1	400-1	400-1
ATL VOR	ATL RBN	Direct	2500	A-dn	800-2	800-2	800-2
AL LOM	AT RBN	Direct	2500				
MDU VOR	ATL RBN	Direct	2500				

Radar transitions and vectoring authorized in accordance with approved patterns.

Procedure turn S side of crs, 089° Outbnd, 269° Inbnd, 2500' within 10 miles.

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

Crs and distance, facility to Runway 27R, 269°—5.1 miles, to Runway 27L, 261°—5.3 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished: Runway 27R: within 5.1 miles after passing ATL RBN, climb to 3000' on 260° bearing within 20 miles. Runway 27L: within 5.3 miles after passing ATL RBN, turn left, climb to 3000' and proceed direct to ATL VOR.

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

Other change: Deletes caution note.

MSA within 25 miles of facility: 000°-090°-3700'; 090°-180°-2200'; 180°-270°-3700'; 270°-360°-4000'.

City, Atlanta; State, Ga.; Airport Name, Atlanta; Elev., 1024'; Fac. Class., H-SAB; Ident., ATL; Procedure No. 3, Amdt. 1; Eff. Date, 2 Jan. 65; Sup. Amdt. No. Orig.; Dated, 22 Jan. 63

Atlanta RBN	AL LOM	Direct	2500	T-dn	300-1	300-1	200-1½
Atlanta VOR	AL LOM	Direct	2500	C-dn	500-1	500-1	500-1½
Harrison Int	AL LOM	Direct	3000	S-dn-9R	500-1	500-1	500-1
Chattahoochee Int	AL LOM (final)	Direct	2400	A-dn	800-2	800-2	800-2
Raymond Int	AL LOM	Direct	2500				

Radar transitions and vectoring authorized in accordance with approved patterns.

Procedure turn S side of crs, 269° Outbnd, 089° Inbnd, 2500' within 10 miles.

Minimum altitude over facility on final approach crs, 2400'.

Crs and distance, facility to airport, 089°—5.0 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.0 miles after passing AL LOM, climb to 3000', turn right and proceed direct to MDU VOR.

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

MSA within 25 miles of facility: 000°-090°-4,000'; 090°-180°-2200'; 180°-270°-3700'; 270°-360°-3800'.

City, Atlanta; State, Ga.; Airport Name, Atlanta; Elev., 1024'; Fac. Class., LOM; Ident., AL; Procedure No. 4, Amdt. Orig.; Eff. Date, 2 Jan. 65

RULES AND REGULATIONS

ADF STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
				T-dn.....	300-1	300-1	200-1½
				C-dn.....	700-1	700-1	700-1½
				A-dn.....	800-2	800-2	800-2
				If Terry fan marker received, minimums become:			
				C-dn.....	600-1	600-1	600-1½

Radar transitions and vectoring authorized in accordance with approved patterns.

No procedure turn. Radar control will not descend aircraft below 3000' until passing Margaret Int Inbnd.

Minimum altitude over Terry fan marker on final approach crs, 1500'.

Crs and distance, Margaret Int to RBN, 095°—5.7 miles; Terry FM to airport, 095°—1.5 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile after passing FTY RBN, make left turn, climb to 3000' and return to Margaret Int via 275° bearing from FTY RBN or follow radar vector after being reidentified.

NOTE: ATL approach control radar must be in operation for vector to final approach crs. Night air carrier operations not authorized.

CAUTION: Water tank 1218'—1.8 miles WNW and tower 1375'—2.7 miles NW of airport.

MSA within 25 miles of facility: 000°—180°—4000'; 180°—270°—3700'; 270°—360°—8800'.

City, Atlanta; State, Ga.; Airport Name, Fulton County; Elev., 834'; Fac. Class., MH; Ident., FTY; Procedure No. 1, Amdt. Orig.; Eff. Date, 2 Jan. 65

LFD VOR.....	OWM RBN.....	Direct.....	2500	T-dn.....	300-1	300-1	200-1½
BTL VOR.....	OWM RBN.....	Direct.....	2500	C-dn.....	700-1	700-1	700-1½
Brighton Int.....	OWM RBN.....	Direct.....	2500	S-dn-3.....	700-1	700-1	700-1
Sherwood Int.....	OWM RBN.....	Direct.....	2500	A-dn.....	NA	NA	NA

Procedure turn N side final approach crs, 210° Outbnd, 030° Inbnd, 2100' within 10 miles.

Minimum over facility on final approach crs, 1600'.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile of CWM RBN, make left-climbing turn and climb to 2100' on 210° crs from H then return to MH.

NOTES: 1. Approaches controlled by Battle Creek approach control. Close flight plan with Battle Creek Radio by radio or long distance phone immediately upon landing.

2. No weather available.

MSA within 25 miles of facility: 000°—090°—2300'; 090°—180°—2600'; 180°—270°—2400'; 270°—360°—2200'.

City, Coldwater; State, Mich.; Airport Name, Branch County Memorial; Elev., 956'; Fac. Class., MHW; Ident., CWM; Procedure No. 1, Amdt. Orig.; Eff. Date, 2 Jan. 65

McClure Int.....	LOM.....	Direct.....	2100	T-dn.....	300-1	300-1	200-1½
Waterville VOR.....	LOM.....	Direct.....	2100	C-dn.....	500-1	500-1	500-1½
Harbor View Int.....	LOM.....	Direct.....	2100	S-dn-7.....	500-1	500-1	500-1
Gerald Int.....	LOM.....	Direct.....	2100	A-dn.....	800-2	800-2	800-2

Radar vectoring authorized in accordance with approved patterns.

Procedure turn S side of crs, 249° Outbnd, 069° Inbnd, 2100' within 10 miles.

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

Crs and distance, facility to airport, 069°—4.7 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.7 miles after passing LOM, make right-climbing turn to 2200', proceed to Waterville VOR. Hold SE Waterville VOR on R-140, right turns, 1 minute, 320° Inbnd.

Alternate No. 1 missed approach: Within 4.7 miles after passing LOM, make climbing left turn to 2100', proceed to Toledo LOM. Hold SW Toledo LOM, right turns, 1 minute, 069° Inbnd.

CAUTION: Tower 865'—134 miles S of LMM.

MSA within 25 miles of facility: 000°—090°—2600'; 090°—180°—2000'; 180°—270°—2100'; 270°—360°—2500'.

City, Toledo; State, Ohio; Airport Name, Toledo Express; Elev., 684'; Fac. Class., LOM; Ident., TO; Procedure No. 1, Amdt. 8; Eff. Date, 2 Jan. 65; Sup. Amdt. No. 7; Dated 9 May 64

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

VOR STANDARD INSTRUMENT APPROACH PROCEDURE

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

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

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Chattahoochee Int.....	ATL VOR.....	Direct.....	2500	T-dn.....	300-1	300-1	200-1½
Atlanta RBN.....	ATL VOR.....	Direct.....	2500	C-d.....	500-1	500-1	500-1½
				C-n.....	500-2	500-2	500-2
				S-d-3.....	500-1	500-1	500-1
				S-n-3.....	500-2	500-2	500-2
				A-dn.....	800-2	800-2	800-2
				If Riverdale Int received, minimums become:			
				C-dn.....	500-1	500-1	500-1½
				S-dn-3.....	400-1	400-1	400-1

Radar vectoring authorized in accordance with approved patterns.

Procedure turn E side of crs, 196° Outbnd, 016° Inbnd, 2500' within 10 miles.

Minimum altitude over facility on final approach crs, 2500'.

Minimum altitude over Riverdale Int on final approach crs, 1500'.

Crs and distance, facility to airport, 016°—8.1 miles. Riverdale Int to airport, 016°—3.1 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 8.1 miles after passing ATL VOR, or 3.1 miles after passing Riverdale Int, turn right, climb to 2500' and proceed direct to REG-VOR.

NOTES: (1) When authorized by ATC, DME may be used from R-090 CW to R-300 within 15 miles at 2500' to position aircraft for straight-in approach with the elimination of a procedure turn. (2) Aircraft executing missed approach may, after being reidentified, be radar controlled.

MSA within 25 miles of the facility: 000°—090°—4000'; 090°—180°—2200'; 180°—270°—3300'; 270°—360°—3800'.

City, Atlanta; State, Ga.; Airport Name, Atlanta; Elev., 1024'; Fac. Class., BVORTAC; Ident., ATL; Procedure No. 1, Amdt. 8; Eff. Date, 2 Jan. 65; Sup. Amdt. No. 7; Dated, 5 Sept. 64

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	
Lisbon Int.	Ely Int (final)	Via crs 200°—1.9 miles to CID VOR R-087°.	2500	T-dn C-dn S-dn-26# 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
Solon Int.	Ely Int (final)	Via crs 340°—1.8 to CID VOR R-087°.	2500				
CID VOR	Ely Int	Direct	2500				
IOW VOR	Ely Int	Direct					

Radar vectoring to final approach crs authorized in accordance with approved patterns.
Procedure turn N side of crs, 087° Outbnd, 267° Inbnd, 2500' within 10 miles of Ely Intersection.

Minimum altitude over facility on final approach crs 2500'.

Crs and distance, Ely Int to airport 267°—5.3 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.3 miles after passing Ely Int, proceed to CID VOR via R-087, climbing to 2000' or, when directed by ATC, make right turn climbing to 2500' and return to Ely Int.

NOTE: Aircraft executing missed approach may be radar controlled after radar identification. Operating dual VOR equipment required to execute this procedure.

Minimum radar altitudes from Ely Intersection: 0 to 25 miles CW 060° to 290°—2500'; 0 to 15 miles CW 290° to 310°—2500'; 0 to 10 miles CW 310° to 060°—2900'.

#000-34 authorized, except for turbo-jet aircraft, with operative high-intensity runway lights.

MSA within 25 miles of facility: 000°-090°—2900'; 090°-180°—2100'; 180°-270°—2200'; 270°-360°—3400'.

City, Cedar Rapids; State, Iowa; Airport Name, Cedar Rapids Municipal; Elev., 863'; Fac. Class., BVORTAC; Ident., CID; Procedure No. 2; Amdt. 3; Eff. Date, 2 Jan. 65; Sup. Amdt. No. 2; Dated, 5 Dec. 64

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

TERMINAL VOR STANDARD INSTRUMENT APPROACH PROCEDURE

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

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

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Leslie Int.	JXN VOR	Direct	2300	T-dn	300-1	300-1	200-1½
Brooklyn Int.	JXN VOR	Direct	2300	C-dn	500-1	500-1	500-1½
LFD VOR	JXN VOR	Direct	2700	S-dn-13	500-1	500-1	500-1
Springport Int.	Cloverleaf Int (final)	Direct	2100	A-dn	800-2	800-2	800-2
				If aircraft dual omni equipped and Cloverleaf Int received, the following minimums apply:			
				C-dn	400-1	500-1	500-1½
				S-dn-13	400-1	400-1	400-1

Procedure turn W side of crs, 308° Outbnd, 128° Inbnd, 2300' within 10 miles.

Facility on airport.

Minimum altitude over JXN VOR on final approach crs, 1500'.

Crs and distance, Cloverleaf Int to airport, 128°—4.4 miles; Cloverleaf Int to VOR, 128°—4.7 miles.

Crs and distance, breakoff point to Runway 13, 135°—0.30 mile.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished over JXN VOR, climb to 2300' on R-128 within 10 miles.

Reverse crs, proceed to JXN VOR.

CAUTION: Tower 11.3 miles NW, 1946'; tower 2.2 miles SE, 1330'; tower 3.0 miles NE, 1310'.

#Use of Springport to Cloverleaf Int (final) transition to eliminate procedure turn requires dual omni equipment.

MSA within 25 miles of facility: 000°-090°—2400'; 090°-180°—2500'; 180°-270°—2600'; 270°-360°—3000'.

City, Jackson; State, Mich.; Airport Name, Reynolds Municipal; Elev., 1000'; Fac. Class., BVOR; Ident., JXN; Procedure No. TerVOR-13, Amdt. 2; Eff. Date, 2 Jan. 65; Sup. Amdt. No. 1; Dated, 30 Nov. 63

Leslie Int.	JXN VOR	Direct	2300	T-dn	300-1	300-1	200-1½
Brooklyn Int.	JXN VOR	Direct	2300	C-dn	700-1	700-1	700-1½
Litchfield VOR	JXN VOR	Direct	2700	S-dn-31	700-1	700-1	700-1
Brooklyn Int.	Town Int (final)#	Direct	1800	A-dn	800-2	800-2	800-2
				If aircraft dual omni equipped and Town Int received, the following minimums apply:			
				C-dn	500-1	500-1	500-1½
				S-dn-31	500-1	500-1	500-1

Procedure turn E side of crs, 143° Outbnd, 323° Inbnd, 2300' within 10 miles.

Facility on airport.

Minimum altitude over JXN VOR on final approach crs, 1700'.

Crs and distance, Town Int to VOR, 323°—2.1 miles.

Crs and distance, breakoff point to Runway 31, 318°—0.27 mile.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished over JXN VOR, climb to 2300' on R-308 within 10 miles.

Reverse crs, proceed to JXN VOR.

CAUTION: Tower 2.2 miles SE, 1330'; tower 11.3 miles NW, 1946'; tower 3.0 miles NE, 1310'.

#Use of the Brooklyn to Town Int (final) transition to eliminate procedure turn requires dual omni equipment.

MSA within 25 miles of facility: 000°-090°—2400'; 090°-

180°—2500'; 180°-270°—2600'; 270°-360°—3000'.

City, Jackson; State, Mich.; Airport Name, Reynolds Municipal; Elev., 1000'; Fac. Class., BVOR; Ident., JXN; Procedure No. TerVOR-31, Amdt. 3; Eff. Date, 2 Jan. 65; Sup. Amdt. No. 2; Dated, 30 Nov. 63

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

VOR/DME STANDARD INSTRUMENT APPROACH PROCEDURE

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

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

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
24.0-mile DME Fix LAX R-081 (Spike Int.)	15.0-mile DME Fix LAX R-081 (Norwalk Int.)	Direct	2500	T-dn	300-1	300-1	300-1
LGB VOR	15.0-mile DME Fix LAX R-081 (Norwalk Int.)	Direct	2000	C-dn	600-1	600-1	600-1½
15.0-mile DME Fix LAX R-081	10.8-mile DME Fix LAX R-081 (Bell Int) (final)	Direct	2000	S-dn-25 A-dn	500-1 800-2	500-1 800-2	500-1 800-2

Radar vectoring utilizing Los Angeles Radar authorized in accordance with approved patterns.

Procedure turn not authorized.

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

Crs and distance, Bell Int to airport, 261°—5.5 miles; breakoff point to runway, 252°—0.3 mile.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished at 5.3-miles DME Fix LAX R-081, climb to VOR, then climb via LAX R-170 to 2000' within 10 miles or, when directed by ATC, climb via 225° bearing from LAX LOM to intercept and climb via LAX R-170 to 2000' within 10 miles.

Note: When authorized by ATC, DME may be used at 16 miles at 4500' from LAX R-342 cw R-046 and at 2500' between LAX R-046 and R-170 to position aircraft for a straight-in approach with the elimination of the procedure turn.

MSA within 25 miles of facility: 000°-090°—7200'; 090°-180°—2500'; 180°-270°—2400'; 270°-360°—5200'.

City, Hawthorne; State, Calif.; Airport Name, Hawthorne Municipal; Elev., 64'; Fac. Class., H-BVORTAC; Ident., LAX; Procedure No. 1, Amdt. 1; Eff. Date, 2 Jan. 65; Sup. Amdt. No. Orig.; Dated, 28 Nov. 64

15-mile DME Fix R-163	10-mile DME Fix R-163	Direct	3000	T-dn%	300-1	300-1	200-½
10-mile DME Fix R-163	5-mile DME Fix R-163	Direct	1100	C-dn	700-1	700-1	700-1½
5-mile DME Fix R-163	0-mile DME Fix R-163	Direct	900	A-dn*	900-2	900-2	900-2
15-mile DME Fix R-344	10-mile DME Fix R-344	Direct	3000				
10-mile DME Fix R-344	5-mile DME Fix R-344	Direct	2200				
5-mile DME Fix R-344	0-mile DME Fix R-344	Direct	900				
10-mile DME Fix R-023	0-mile DME Fix R-023	Direct	3000				

Procedure turn W side of crs, 163° Outbnd, 343° Inbnd, 2700' within 10 miles.

Minimum altitude over 5-mile DME Fix on final approach crs, 1100'; over facility 900'. Facility on airport.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile after passing ONP VOR, climb to 2700' on R-344 ONP VOR. All maneuvering W of crs.

*No public weather service. Alternate minimums authorized only for those with approved weather reporting on the airport.

%Takeoffs all runways: Climb on R-344 ONP VOR within 10 miles to cross ONP VOR southbound on V-27 at or above 1500'. All turns W of R-344.

MSA within 25 miles of facility: 000°-090°—5100'; 090°-180°—4700'; 180°-270°—1600'; 270°-360°—3700'.

City, Newport; State, Oreg.; Airport Name, Newport Municipal; Elev., 160'; Fac. Class., H-BVORTAC; Ident., ONP; Procedure No. VOR/DME 1, Amdt. Oreg.; Eff. Date, 2 Jan. 65

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

ILS STANDARD INSTRUMENT APPROACH PROCEDURE

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

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

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Atlanta RBN	AL LOM	Direct	2500	T-dn	300-1	300-1	200-½
Atlanta VOR	AL LOM	Direct	2500	C-dn	500-1	500-1	500-1½
Harrison Int.	AL LOM	Direct	3000	S-dn-9R*	200-½	200-½	200-½
Chattahoochee Int.	AL LOM (final)	Direct	2400	A-dn	600-2	600-2	600-2
Raymond Int.	AL LOM	Direct	2500				

Radar transitions and vectoring authorized in accordance with approved patterns.

Procedure turn S side of crs, 269° Outbnd, 089° Inbnd, 2500' within 10 miles.

Minimum altitude at glide slope interception Inbnd, 2400'.

Altitude of glide slope and distance to approach end of runway at OM 2380'—5.0 miles; at MM 1207'—0.6 mile.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, climb to 3000', turn right and proceed direct to MDU VOR.

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

*500% required when glide slope not utilized.

City, Atlanta; State, Ga.; Airport Name, Atlanta; Elev., 1024'; Fac. Class., ILS; Ident., I-ALB; Procedure No. ILS-9R, Amdt. Orig.; Eff. Date, 2 Jan. 65

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	
Atlanta RBN	AT LOM	Direct	2500	T-dn**	300-1	300-1	200-1½
Atlanta VOR	AT LOM	Direct	2500	C-dn	400-1	500-1	500-1½
Harrison Int.	AT LOM	Direct	3000	S-dn-9L#	200-½	200-½	200-½
Chattahoochee Int.	AT LOM (final)	Direct	2400	A-dn	600-2	600-2	600-2
Raymond Int.	AT LOM	Direct	2500				

Radar transitions and vectoring authorized in accordance with approved patterns.

Procedure turn S side W crs, 269° Outbnd, 089° Inbnd, 2500' within 10 miles.

Minimum altitude at glide slope Int Inbnd, 2400'.

Altitude of glide slope and distance to approach end of runway at OM, 2324'—4.1 miles; at MM, 1236'—0.5 mile.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, climb to 3000'. Proceed to Tucker Int via ATL R-033.

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

Other change: Deletes caution note.

*400-¾ required when glide slope not utilized.

#Runway visual range 2600' authorized for landing on Runway 9L; provided, that all components of the ILS, high-intensity runway lights, approach lights, condenser discharge flashers, outer compass locator and all related airborne equipment are in satisfactory operating condition. Descent below 1224' shall not be made unless visual contact with the approach lights has been established or the aircraft is clear of clouds.

**Runway visual range 2600' authorized for takeoff on Runway 9L in lieu of 200-½ when 200-½ authorized, providing high-intensity runway lights are operational.

City, Atlanta; State, Ga.; Airport Name, Atlanta; Elev., 1024'; Fac. Class., ILS; Ident., I-ATL; Procedure No. ILS-9L, Amdt. 25; Eff. Date, 2 Jan. 65; Sup. Amdt. No. ILS-, Amdt. 24; Dated, 2 Mar. 63

DEN VOR	Standley DME Fix	256°—17 miles (direct)	8400	T-dn%	300-1	300-1	200-½
Standley DME Fix	Edgewater DME Fix*	Via 17 miles DME CCW orbit.	8400	C-dn#	400-1	500-1	500-1½
Edgewater DME Fix*	Capitol Int (final)	Direct	6200	S-dn-SR@	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Radar vectoring authorized in accordance with approved patterns.

Procedure turn not authorized.

Minimum altitude over Capital Intersection on final approach crs, 6200'. Crs and distance, Capitol Int to airport, 076°—4 miles.

No glide slope, no outer marker, no middle marker or approach lights.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4 miles after passing Capitol Intersection, climb to 7000' direct to DE OM or, when directed by ATC climb and intercept R-200 DEN VOR, proceed to DEN VOR at 7000'.

NOTES: (1) Procedure not authorized if DME inoperative. (2) DME and VOR equipment required for execution of this procedure.

CAUTION: Terrain 8000' and rising sharply 25 miles W of DEN VOR.

*On W crs DEN LOC.

#500-1 required for circling S of airport due to 5570' tank 0.8 mile SE and 5521' tower 1.5 miles S of airport.

@400-¾ authorized with operative high-intensity runway lights except for turbojet aircraft.

%Westbound (193° through 320°) IFR departures must comply with published Denver SIDs or with radar vectors. Westbound IFR departures on J-20 proceed via V-4 and V-220 to intercept J-20, cross Longmont Int at or above 15,600'; or comply with radar vectors.

City, Denver; State, Colo.; Airport Name, Stapleton International; Elev., 5331'; Fac. Class., ILS; Ident., I-DEN; Procedure No. ILS-8R (back crs), Amdt. 2; Eff. Date, 2 Jan. 65; Sup. Amdt. No. 1; Dated, 25 Nov. 61.

Superior Int.	Broomfield Int.	Direct	10,000	T-dn#	300-1	300-1	200-½
Broomfield Int.	Derby Int.	Direct	6,900	C-dn	%400-1	500-1	500-1½
Denver VOR	Derby Int.	Direct	6,600	S-dn-17*	400-1	400-1	400-1
EGW RBN	Derby Int.	Direct	7,000	A-dn	800-2	800-2	800-2
Brighton Int.	Henderson Int.	Direct	6,600				
Henderson Int.	Derby Int (final)	Direct	6,200				

Radar vectoring authorized in accordance with approved patterns.

Procedure turn W side of crs, 349° Outbnd, 169° Inbnd, 6600' within 10 miles of Derby Int.

No glide slope—descent to airport minimums after passing Derby Int.

Minimum altitude over Derby Int 6200'.

Crs and distance, Derby Int to airport, 169°—4.7 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.7 miles after passing Derby Int, climb straight ahead to 8200' on S crs of SPO ILS to EGW RBN@ or, when directed by ATC, make left-climbing turn and proceed direct to DEN VOR at 7000'.

%500-1 required for circling S of airport due to 5570' MSL tank 0.8 mile SE of airport; 5521' tower 1.5 miles S of airport.

@400-¾ authorized except for turbojet aircraft, with operative high-intensity runway lights.

#Westbound (193° through 320°) IFR departures must comply with published Denver SIDs or with radar vectors.

%Westbound IFR departures on J-20 proceed via V-4 and V-220 to intercept J-20, cross Longmont Int at or above 15,600'; or comply with radar vectors.

City, Denver; State, Colo.; Airport Name, Stapleton International; Elev., 5331'; Fac. Class., ILS; Ident., I-SPO; Procedure No. ILS-17 (back crs), Amdt. 2; Eff. Date, 2 Jan. 65; Sup. Amdt. No. 1; Dated, 6 Apr. 63

Allen Int.	LOM (final)	Direct	1900	T-dn	300-1	300-1	200-½
MKG VOR	LOM	Direct	2300	C-dn	400-1	500-1	500-1½
Bullfrog Int.	LOM	Direct	2300	S-dn-32#	200-½	200-½	200-½
				A-dn	600-2	600-2	600-2

Procedure turn E side of SE crs, 137° Outbnd, 317° Inbnd, 1900' within 10 miles.

Minimum altitude at glide slope Int Inbnd, 1900'.

Altitude of glide slope and distance to approach end of runway at OM, 1843'—3.8 miles; at MM, 811'—0.55 mile.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, make climbing right turn to 030° heading to intercept MKG R-328 and proceed to Whitehall Int at 2400' or, when directed by ATC, make right turn and climb to 2300' and proceed direct to MKG VOR.

#400-¾ required if glide slope not utilized.

City, Muskegon; State, Mich.; Airport Name, Muskegon County; Elev., 628'; Fac. Class., ILS; Ident., I-MKG; Procedure No. ILS-32, Amdt. 4; Eff. Date, 2 Jan. 65; Sup. Amdt. No. 3; Dated, 28 Nov. 64

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	
Wheeling VOR	Hookstown Int.	Direct	3000	T-dn**	300-1	300-1	200-1½
Hookstown Int.	OM (final)	Direct	2700	C-dn	500-1	500-1	500-1½
Ellwood City VOR	Hookstown Int.	Direct	3000	S-dn-10L*%	300-¾	300-¾	300-¾
Allegheny VOR	Hookstown Int.	Direct	3000	A-dn	600-2	600-2	600-2

Radar vectoring authorized in accordance with approved patterns.

Procedure turn not authorized.

Minimum altitude at glide slope interception Inbnd, 2700'.

Altitude of glide slope and distance to approach end of runway at OM 2665'—4.3 miles; at MM 1442'—0.5 mile.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, climb to 3000' on 102° crs to GP LOM, hold E, 1-minute right turns, 270° Inbnd.

Major change: Deletes "Radar vectoring required" after "Procedure turn not authorized."

*400-¾ required with glide slope inoperative.

@Transitions from EWC and PIT require holding pattern entry for nonradar operation.

**Takeoff: Runway visual range 2600' authorized for takeoff on runway 10L in lieu of 200-¾ when 200-¾ is authorized provided high-intensity runway lights are operational.

%Landing: RVR not authorized due incomplete facilities.

City, Pittsburgh; State, Pa.; Airport Name, Greater Pittsburgh; Elev., 1203'; Fac. Class., ILS; Ident., I-LXB; Procedure No. ILS-10L, Amdt. 4; Eff. Date, 2 Jan. 65; Sup. Amdt. No. 3; Dated, 28 Nov. 64

McClure Int.	LOM	Direct	2100	T-dn	300-1	300-1	200-1½
Waterville VOR	LOM	Direct	2100	C-dn	500-1	500-1	500-1½
Harbor View Int.	LOM	Direct	2100	S-dn-7*	200-1½	200-1½	200-1½
Gerald Int.	LOM	Direct	2100	A-dn	600-2	600-2	600-2

Radar vectoring authorized in accordance with approved patterns.

Procedure turn 8 side of crs, 249° Outbnd, 069° Inbnd, 2100' within 10 miles.

Minimum altitude at glide slope interception Inbnd, 2000'.

Altitude of glide slope and distance to approach end of runway at OM, 1983'—4.7 miles; at MM, 892'—0.6 mile.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, make climbing right turn to 2200', proceed to Waterville VOR. Hold SE Waterville VOR on R-140, right turns, 1 minute, 320° Inbnd.

Alternate No. 1 missed approach: Climb to 2600' on NE localizer crs to Harbor View Int. Hold NE Harbor View Int, left turns, 1 minute, 249° Inbnd.

CAUTION: Tower 865' 1¼-miles S of LMM.

*400-¾ required with glide slope inoperative.

City, Toledo; State, Ohio; Airport Name, Toledo Express; Elev., 684'; Fac. Class., ILS; Ident., I-TOL; Procedure No. ILS-7, Amdt. 9; Eff. Date, 2 Jan. 65; Sup. Amdt. No. 8; Dated, 9 May 64

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

RADAR STANDARD INSTRUMENT APPROACH PROCEDURE

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

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

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
070°	290°	Within:	2500	Precision approach			
290°	070°	15 miles	3000	S-dn-##9L	200-1½	200-1½	200-1½
000°	360°	15-25 miles	3000	A-dn-9L	600-2	600-2	600-2
				Surveillance approach			
				T-dn#	300-1	300-1	200-1½
				C-dn*	400-1	500-1	500-1½
				C-dn-15, 9L, 9R	500-1	500-1	500-1½
				S-dn*	400-1	400-1	400-1
				S-dn-15, 9L, 9R	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished 9L and 3: Climb to 3000' and proceed to Tucker Int. via ATL VOR R-033. 9R and 15: Climb to 3000' and proceed direct to MDU VOR. 27R and 33: Climb to 3000' and proceed to Chattanooga Int. via REG VOR R-269. 27L: Climb to 3000' and proceed direct to ATL VOR.

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

*Runways 27L, 27R, 33, 3.

**Runway visual range 2600' also authorized for landing on Runway 9L, provided all components of the PAR, high-intensity runway lights, approach lights, condenser discharge flashers, outer compass locator and all related airborne equipment are operating satisfactorily. Descent below 1224' MSL shall not be made unless visual contact with the approach lights has been established or the aircraft is clear of clouds.

#Runway visual range 2600' also authorized for takeoff on Runway 9L, in lieu of 200-¾ when 200-¾ is authorized, provided high-intensity runway lights are operational.

City, Atlanta; State, Ga.; Airport Name, Atlanta; Elev., 1024'; Fac. Class. and Ident., Atlanta Radar; Procedure No. 1, Amdt. 9; Eff. Date, 2 Jan. 65; Sup. Amdt. No. 8; Dated, 7 Sept. 63

RADAR STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Radar terminal area maneuvering sectors and altitudes														Ceiling and visibility minimums			
From	To	Dist.	Alt.	Dist.	Alt.	Dist.	Alt.	Dist.	Alt.	Dist.	Alt.	Dist.	Alt.	Condition	2-engine or less		More than 2-engine, more than 65 knots
															65 knots or less	More than 65 knots	
330°	060°					20 miles	2200								Surveillance approach		
060°	120°			15 miles	2200	20 miles	3100							T-dn	300-1	300-1	200-½
120°	330°			15 miles	3300	20 miles	4000							C-dn-5, 23, 31	400-1	500-1	500-1½
120°	300°	10 miles	*2600											C-dn-13	500-1	500-1	500-1½
300°	330°	10 miles	2200											S-dn-54, 31, 23	400-1	400-1	400-1
														S-dn-13	500-1	500-1	500-1
														A-dn	800-2	800-2	800-2

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished Runways 5-31, make climbing right turn to 2500' or Runways 13-23, make climbing left turn to 2500', proceed direct to BUF-VOR. Hold E BUF-VOR 1-minute right turns, 287° Inbnd.

Other change: Deletes runways 18-36 from ceiling and visibility minimums.

*Radar control will provide 1000' vertical clearance within a 3-mile radius of tower 1349' 6 miles W of airport. All bearings are from the radar site with sector azimuths progressing clockwise.

#400-34 authorized for runways 5-23 (except for turbojet aircraft) with operative high-intensity runway lights.

City, Buffalo; State, N.Y.; Airport Name, Greater Buffalo International; Elev., 719'; Fac. Class, and Ident., Buffalo Radar; Procedure No. 1, Amdt. 2; Eff. Date, 2 Jan. 65; Sup. Amdt. No. 1; Dated, 26 Oct. 63

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
000°	160°	Within:	9,000	Surveillance approach			
160°	360°	40 miles	16,500	T-dn %	300-1	300-1	200-1½
160°	360°	40 miles	16,500	C-dn-35, 17, 26L	*500-1	500-1	500-1½
160°	360°	20 miles	11,000	C-dn-SR	600-1	600-1	600-1½
				S-dn-35, 17#*, 26L	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2

Radar vectoring authorized in accordance with approved patterns.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished Runway 17: Climb straight ahead to 8200' to EGW RBn, or when directed by ATC, make left climbing turn, proceed direct to DEN VOR at 7000'. Runway 35: Climb to 7000' on the N rs of SPO ILS to Derby Int, hold N, right turns, or when directed by ATC, make right climbing turn to 7000', proceed direct to DEN VOR at 7000'. Runway 8R: Climb straight ahead to 7000' direct to DE LOM or, when directed by ATC, left climbing turn to 7000' direct to DEN VOR. Runway 26L: Turn right, climb to 7000' on 345° bearing from DE LOM within 10 miles or, when directed by ATC, turn right, climb to 7000' direct to DEN VOR.

CAUTION: 5570' tank 0.8 mile ESE of airport; 5521' beacon 1.5 miles S of airport.

*400-1 for Runway 17. 500-1 required for circling S of airport due to 5570' tank and 5521' beacon.

#400-34 S-dn authorized, except for turbojet aircraft, with operative high-intensity runway lights.

% Westbound (193° through 320°) IFR departures must comply with published Denver SIDs or with radar vectors.

Westbound IFR departures on J-20 proceed via V-4 and V-220 to intercept J-20, cross Longmont Int at or above 15,600'; or comply with radar vectors.

City, Denver; State, Colo.; Airport Name, Stapleton International; Elev., 5331'; Fac. Class and Ident., Denver Radar; Procedure No. 1, Amdt. 4; Eff. Date, 2 Jan. 65; Sup. Amdt. No. 3; Dated, 11 Jan. 64

These procedures shall become effective on the dates specified therein.

(Secs. 307(c), 313(a), and 601 of the Federal Aviation Act of 1958; 49 U.S.C. 1348(c), 1354(a), 1421; 72 Stat. 749, 752, 775)

Issued in Washington, D.C., on November 30, 1964.

C. W. WALKER,
Acting Director, Flight Standards Service.

[F.R. Doc. 64-11658; Filed, Dec. 28, 1964; 8:50 a.m.]

Title 21—FOOD AND DRUGS

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

SUBCHAPTER A—GENERAL

PART 8—COLOR ADDITIVES

Color Additive Mixtures Exempt From Certification; Further Postponement of Effective Date With Respect to Color Additive Mixtures for Cosmetic Use

By order published in the FEDERAL REGISTER of July 16, 1964 (29 F.R. 9608),

the effective date of § 8.30 (21 CFR 8.30) of the interpretative and procedural regulations with respect only to diluents for use in cosmetic color additive mixtures was postponed to January 1, 1965. The circumstances which led to this postponement still continue.

Therefore, pursuant to sections 701 and 706 of the Federal Food, Drug, and Cosmetic Act, and under the authority delegated to the Commissioner of Food and Drugs by the Secretary of Health, Education, and Welfare (21 CFR 2.90; 29 F.R. 471): It is ordered, That the effective date of § 8.30 with respect only

to diluents for use in color additive mixtures be further postponed until a regulation is promulgated and becomes effective listing safe diluents for cosmetic use, including cosmetics which directly color the human body.

(Secs. 701, 706, 52 Stat. 1055 as amended; 74 Stat. 399; 21 U.S.C. 371, 376)

Dated: December 21, 1964.

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

[F.R. Doc. 64-13353; Filed, Dec. 28, 1964; 8:50 a.m.]

or exemptions from the requirement of tolerances in accordance with section 409 of the Federal Food, Drug, and Cosmetic Act. Therefore, pursuant to the authority above cited, which has been delegated to the Commissioner by the Secretary of Health, Education, and Welfare (21 CFR 2.90; 29 F.R. 471), §§ 121.90 and 121.91 of the food additive regulations are amended as follows:

§ 121.90 [Amended]

1. Section 121.90 *Further extensions of effective date of statute for certain food additives as direct additives to food* is amended as follows:

- By changing the word "defined" in paragraph (a) to read "listed".
- By inserting a centerhead "Miscellaneous" preceding the list in paragraph (a).
- By inserting in the list in paragraph (a) in alphabetical order, the following item:

Product	Specified uses or restrictions
1,1-Bis(p-chlorophenyl)-2,2,2-trichloroethanol	From use on fresh mint leaves for control of mites; limit 100 p.p.m. as residue in mint oil.

d. By inserting the following new subheading and items at the end of the list in paragraph (a):

FLAVORING SUBSTANCES AND NATURAL SUBSTANCES USED IN CONJUNCTION WITH FLAVORS

Aloe and aloe extract; *Aloe pernyi* Baker, *A. barbadensis* Mill., *A. ferox* Mill., and hybrids of this species with *A. africana* Mill., and *A. spicata* Baker.

Aloe, cape; *Aloe ferox* Mill., and its hybrids with *A. africana* Mill., and *A. spicata* Baker.

Aloin; *Aloe pernyi* Baker, *A. barbadensis* Mill., *A. ferox* Mill., and hybrids of this species with *A. africana* Mill., and *A. spicata* Baker.

Angola weed; *Rocella tuciformis* Ach.

Boldus (boldo leaves); *Peumus boldus* Mol.

Bryonia (bryony); *Bryonia alba* L.

Calamus (sweetflag) and calamus oil; *Acorus calamus* L.

Cassia fistula (golden shower senna); *Cassia fistula* L.

Cocillana bark; *Guarea rusbyi* (Britt.) Rusby.

Forgetmenot; *Myosotis* spp.

Hart's-tongue; *Phyllitis scolopendrium* (L.) Newm.

Lungmoos (lungwort); *Stictia pulmonaria* Ach.

Meadowsweet, European (*Spiraea ulmaria*); *Filipendula ulmaria* (L.) Maxim.

Mellilot herb (yellow mellilot); *Meililotus officinalis* (L.) Lam.

Quillaja extract (soapbark extract, China bark extract), *Quillaja saponaria* Molina.

SUBCHAPTER B—FOOD AND FOOD PRODUCTS

PART 121—FOOD ADDITIVES

Subpart A—Definitions and Procedural and Interpretative Regulations

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

Having evaluated data supplied following enactment of Public Law 88-625 (78 Stat. 1002; 21 U.S.C. 342, note), and having concluded that such data meet the provisions of that statute and the policy prescribed by § 121.84, the Commissioner of Food and Drugs has concluded that no undue risk to the public health is involved in the interim use of some additional food additives until June 30, 1965, or until regulations shall have been issued establishing or denying tolerances item:

Red saunders (red sandalwood); <i>Pterocarpus santalinus</i> , L. f.	In alcoholic beverages only.
Stargrass (starwort); <i>Aletris farinosa</i> L.	Do.
Tansy flowers and oil; <i>Tanacetum vulgare</i> L.	Thujone free. In alcoholic beverages only.
Tansy flowers extract and extract, solid; <i>Tanacetum vulgare</i> L.	Do.
Walnut hull, extract; walnut leaves, extract; walnut husks; and walnuts, green; <i>Juglans</i> spp.	In alcoholic beverages only.

§ 121.91 [Amended]

2. Section 121.91 *Further extensions of effective date of statute for certain food additives as indirect additives to food* is amended by inserting in alphabetical order under the list of products the following items:

Product	Specified uses or restrictions
Asbestos fiber	Components of phenolic molding compound for use in processing, holding, packaging, or transporting food.
Allethrin	Component of insecticide for control of infestation in food-storage and food-processing areas; limit 2 p.p.m. on food.
Anhydroformaldehyde aniline resin	Component of phenolic molding compound for use in processing, holding, packaging, or transporting food.
Barium hydroxide	Do.
Hexamethylenetetramine	Do.
Mineral oil meeting the following specifications: Virgin distillate from petroleum; no cracked products present; distillation end-point at 760 mm. not to exceed 700° F. with residue not to exceed 2% as determined by ASTM Method D 86-IP-123.	Component of burlap bags for packaging dry food.
N-Octylbicycloheptene dicarboximide	Component of insecticide for control of infestation in food-storage and food-processing areas; limit 20 p.p.m. in food.
Oxalic acid	Component of phenolic molding compound for use in processing, holding, packaging, or transporting food.
Paraldehyde	Do.
p-Phenyliethyl phenol	Do.
Piperonyl butoxide	Component of insecticide for control of infestation in food-storage and food-processing areas; limit 20 p.p.m. in food.
Fyrethrin	Component of insecticide for control of infestation in food-storage and food-processing areas; limit 3 p.p.m. in food.

(Sec. 6(c), Public Law 85-929, as amended, sec. 2, Public Law 87-19; Public Law 88-625; 72 Stat. 1788, as amended 75 Stat. 42; 21 U.S.C., note under sec. 342)

Dated: December 22, 1964.

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

Effective date. This order shall be effective on the date of signature.
[P.R. Doc. 64-13384, Filed, Dec. 28, 1964; 8:49 a.m.]

PART 121—FOOD ADDITIVES

Subpart F—Food Additives Resulting From Contact With Containers or Equipment and Food Additives Otherwise Affecting Food

PRESSURE-SENSITIVE ADHESIVES

The Commissioner of Food and Drugs, having evaluated the data submitted in a petition (FAP 4B1366) filed by Minnesota Mining and Manufacturing Co., 2501 Hudson Road, St. Paul, Minn., 55119, and other relevant material, has concluded that the food additive regulations should be amended as hereinafter provided to clearly indicate that any limitations prescribed in § 121.1059 are not applicable to substances used in pressure-sensitive adhesives in accordance with a prior sanction or approval. Therefore, pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (sec. 409 (c) (1), 72 Stat. 1786; 21 U.S.C. 348 (c) (1)), and under the authority delegated to the Commissioner by the Secretary of Health, Education, and Welfare (21 CFR 2.90; 29 F.R. 471), § 121.2577 (a) (4) is amended to read as follows:

§ 121.2577 Pressure-sensitive adhesives.

(a) * * *

(4) Substances identified in § 121.1059 other than substances used in accordance with paragraph (a) (2) of this section.

Any person who will be adversely affected by the foregoing order may at any time within 30 days from the date of its publication in the FEDERAL REGISTER file with the Hearing Clerk, Department of Health, Education, and Welfare, Room 5440, 330 Independence Avenue SW., Washington, D.C., 20201, written objections thereto, preferably in quintuplicate. Objections shall show wherein the person filing will be adversely affected by the order and specify with particularity the provisions of the order deemed objectionable and the grounds for the objections. If a hearing is requested, the objections must state the issues for the hearing. A hearing will be granted if the objections are supported by grounds legally sufficient to justify the relief sought. Objections may be accompanied by a memorandum or brief in support thereof.

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

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

Dated: December 21, 1964.

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

[F.R. Doc. 64-13354; Filed, Dec. 28, 1964;
8:50 a.m.]

PART 121—FOOD ADDITIVES

Subpart F—Food Additives Resulting From Contact With Containers or Equipment and Food Additives Otherwise Affecting Food

ADHESIVES; COMPONENTS OF PAPER AND PAPERBOARD IN CONTACT WITH DRY FOOD

The Commissioner of Food and Drugs, having evaluated the data submitted in petitions filed by Mr. Donald Simpson, 1000 Connecticut Avenue, Washington 6, D.C. (FAP 5B1578), and Stein, Hall & Co., Inc., 605 Third Avenue, New York, N.Y., 10016 (FAP 5B1587), and other relevant material, has concluded that the food additive regulations (21 CFR 121.2520, 121.2571) should be amended to provide for the use of additional substances in the formulation of food-packaging adhesives and additional substances as components of paper and paperboard in contact with dry food, as hereinafter set forth. Therefore, pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (sec. 409(c) (1), 72 Stat. 1786; 21 U.S.C. 348(c) (1)), and under the authority delegated to the Commissioner by the Secretary of Health, Education, and Welfare (21 CFR 2.90; 29 F.R. 471), Part 121 is amended as follows:

1. Section 121.2520(c) (5) is amended by inserting alphabetically in the list "Components of Adhesives" new items, as follows:

§ 121.2520 Adhesives.

(c) * * *

(5) * * *

Sodium *n*-dodecylpolyethoxy (50 moles) sulfate.

Sodium isododecylphenoxypolyethoxy (40 moles) sulfate.

2. Section 121.2571(b) is amended by inserting alphabetically in the list of substances new items, as follows:

§ 121.2571 Components of paper and paperboard in contact with dry food.

(b) * * *

List of substances

Limitations

N-Cyclohexyl-*p*-toluene sulfonamide

Sodium *n*-dodecylpolyethoxy (50 moles) sulfate

Sodium isododecylphenoxypolyethoxy (40 moles) sulfate

Any person who will be adversely affected by the foregoing order may at any time within 30 days from the date of its publication in the FEDERAL REGISTER file with the Hearing Clerk, Department of Health, Education, and Welfare, Room 5440, 330 Independence Avenue SW., Washington, D.C., 20201, written objec-

tions thereto, preferably in quintuplicate. Objections shall show wherein the person filing will be adversely affected by the order and specify with particularity the provisions of the order deemed objectionable and the grounds for the objections. If a hearing is requested, the objections must state the issues for the hearing. A hearing will be granted if the objections are supported by grounds legally sufficient to justify the relief sought. Objections may be accompanied by a memorandum or brief in support thereof.

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

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

Dated: December 21, 1964.

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

[F.R. Doc. 64-13355; Filed, Dec. 28, 1964;
8:50 a.m.]

PART 121—FOOD ADDITIVES

Subpart D—Food Additives Permitted in Food for Human Consumption

ION-EXCHANGE RESINS

No comments were received in response to the notice published in the FEDERAL REGISTER of November 5, 1964 (29 F.R. 14990), proposing that § 121.1148, which prescribes the conditions of safe use of ion-exchange resins in treatment of food, be amended to exempt certain resins from the acetic acid-solvent extraction requirement; to expand the ion-exchange resin use; and to add new items to the list of desirable replacement ions. Therefore, pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (sec. 409, 72 Stat. 1785 et seq.; 21 U.S.C. 348) and under the authority delegated to the Commissioner of Food and Drugs by the Secretary of Health, Education, and Welfare (21 CFR 2.90; 29 F.R. 471), § 121.1148 is amended as proposed by changing paragraph (b) and by adding a new paragraph (d). The affected portions read as follows:

§ 121.1148 Ion-exchange resins.

(b) Ion-exchange resins are used in the purification of foods, including potable water, to remove undesirable ions or to replace less desirable ions with one or more of the following: Bicarbonate, calcium, carbonate, chloride, hydrogen, hydroxyl, magnesium, potassium, sodium, and sulfate.

(d) The ion-exchange resins identified in paragraph (a) (1), (2), and (11) of this section are exempted from the acetic-acid extraction requirement of paragraph (c) (4) of this section.