

§ 1446.1650 Setoff.

If the sheller is indebted to CCC or any other agency of the United States, the amount of such indebtedness may be set off against any amount due the sheller under this subpart in accordance with the CCC Setoff and Withholding Regulations, 30 F.R. 8094, and any amendments thereto.

§ 1446.1651 Assignment.

No assignment shall be made by the sheller of any contract entered into pursuant to this subpart or any rights thereunder, except that the sheller may assign the proceeds of such contract to any bank, trust company, Federal lending agency, or other financial institution and, subject to the approval of CCC, assignment may be made to any other person: *Provided*, That such assignment shall be recognized only if and when the assignee files with CCC written notice of the assignment, together with a signed copy of the instrument of the assignment, in accordance with the instructions on Form CCC-251, "Notice of Assignment," which form must be used in giving notice of assignment to CCC: *Provided further*, That such assignment shall cover all amounts payable and not already paid under such contract, shall not be made to more than one person and shall not be subject to further assignment, except that such assignment may be made to one person as agent or trustee for two or more persons. The "Instrument of Assignment" may be executed on Form CCC-252, or the assignee may use his own form of assignment. Forms may be obtained from the Producer Associations Division, ASCS.

§ 1446.1652 Buy American.

The sheller warrants he will deliver to CCC only peanuts which have been produced in the United States.

§ 1446.1653 Convict labor.

The sheller, in the performance of any contract entered into pursuant to this subpart, agrees not to employ any person undergoing sentence of imprisonment at hard labor.

§ 1446.1654 Disputes.

(a) *Questions of fact.* Except as may otherwise be provided in this subpart, any dispute concerning a question of fact arising out of any sales contract entered into pursuant to this subpart, which is not disposed of by agreement shall be decided by the Director or Acting Director, Producer Associations Division, ASCS, who shall reduce his decision to writing and mail or otherwise furnish a copy thereof to the sheller. Such decision shall be final and conclusive unless within 30 days from the date of receipt of such copy, the sheller mails or otherwise furnishes a written appeal addressed to the Contracts Dispute Board, CCC. Such Board shall be final and conclusive unless determined by a court of competent jurisdiction to have been fraudulent, or capricious, or arbitrary, or so grossly erroneous as necessarily to imply bad faith, or not supported by substantial evidence. In connection with any appeal proceeding under this section, the

sheller shall be afforded an opportunity to be heard and to offer evidence in support of its appeal. Pending final decision of a dispute hereunder, if performance under any such sales contract has not been completed by the sheller or terminated by CCC, the sheller shall proceed diligently with the performance of the contract and in accordance with the decision of the Director or Acting Director, Producer Associations Division, ASCS.

(b) *Questions of law.* This "disputes" section does not preclude consideration of questions of law in connection with decisions provided for in paragraph (a) of this section: *Provided*, That nothing herein shall be construed as making final the decision of any administrative official, representative, or board on a question of law.

§ 1446.1655 Officials not to benefit.

No member of or delegate to the Congress of the United States, or Resident Commissioner, shall be admitted to any share or part of any sales contract entered into pursuant to this subpart or to any benefit that may arise therefrom, but this provision shall not be construed to extend to such contract if made with a corporation for its general benefit, and shall not extend to any benefits that may accrue from such contract to a member of or delegate to Congress or a Resident Commissioner in his capacity as a farmer.

§ 1446.1656 Equal employment opportunity.

During the period between the date the sheller files his notice of participation pursuant to § 1446.1639 and December 31, 1967, or, if later, the date on which he completes delivery of the final lot of peanuts sold to CCC pursuant to this subpart, the sheller agrees as follows:

(a) *Nondiscrimination.* The sheller will not discriminate against any employee or applicant for employment because of race, creed, color, or national origin. The sheller will take affirmative action to insure that applicants are employed and that employees are treated during employment without regard to their race, creed, color, or national origin. Such action shall include, but not be limited to, the following: Employment upgrading, demotion or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The sheller agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the Association setting forth the provisions of this nondiscrimination clause.

(b) *Advertisements.* The sheller, will, in all solicitations or advertisements for employees placed by or on behalf of the sheller, state that all qualified applicants will receive consideration for employment without regard to race, creed, color, or national origin.

(c) *Notice to labor union.* The sheller will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice, to be provided by the agency con-

tracting officer advising the said labor union or workers' representative of the sheller's commitments under this section and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

(d) *Executive Order No. 11246.* The sheller will comply with all provisions of Executive Order No. 11246 of September 24, 1965, and of the rules, regulations, and relevant orders of the Secretary of Labor.

(e) *Information and reports.* The sheller will furnish all information and reports required by Executive Order No. 10925 of March 6, 1961, as amended, and by the rules, regulations, and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records, and accounts by the contracting agency and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations, and order.

(f) *Noncompliance.* In the event of the sheller's noncompliance with the nondiscrimination clauses of this contract or with any of the said rules, regulations, or orders, this contract may be canceled, terminated or suspended in whole or in part and the sheller may be declared ineligible for further government contracts in accordance with procedures authorized in Executive Order No. 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in the said Executive order or by rule, regulations, or order of the Secretary of Labor, or as otherwise provided by law.

(g) *Subcontracts.* The sheller will include the provisions of paragraphs (a) through (g) of this section in every subcontract or purchase order, unless exempted by rules, regulations, or orders of the Secretary of Labor issued pursuant to section 204 of Executive Order No. 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The sheller will take such action with respect to any subcontract or purchase order as the contracting agency may direct as a means of enforcing such provisions, including sanctions for noncompliance: *Provided, however*, That in the event the sheller becomes involved in, or is threatened with, litigation with a subcontractor or vendor as a result of such direction by the contracting agency, the sheller may request the United States to enter into such litigation to protect the interests of the United States.

The reporting and recordkeeping requirements contained in this subpart have been approved by, and subsequent reporting requirements will be subject to approval of the Bureau of the Budget in accordance with the Federal Reports Act of 1942.

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

Signed at Washington, D.C., on July 25, 1966.

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

[F.R. Doc. 66-8283; Filed, July 28, 1966, 8:46 a.m.]

Title 9—ANIMALS AND ANIMAL PRODUCTS

Chapter III—Consumer and Marketing Service (Meat Inspection), Department of Agriculture

SUBCHAPTER A—MEAT INSPECTION REGULATIONS

PART 307—FACILITIES FOR INSPECTION

PART 340—SPECIAL SERVICES RELATING TO MEAT AND OTHER PRODUCT

PART 355—CERTIFIED PRODUCTS FOR DOGS, CATS, AND OTHER CARNIVORA; INSPECTION, CERTIFICATION, AND IDENTIFICATION AS TO CLASS, QUALITY, QUANTITY, AND CONDITION

Miscellaneous Amendments

Pursuant to the statutory authorities cited below the fees relating to inspection are hereby amended due to increased cost resulting from the Federal Salary and Fringe Benefits Act of 1966 (P.L. 89-504).

1. Section 307.4 is amended to read as follows:

§ 306.4 Assignment of inspectors where members of family employed; soliciting employment.

The management of an official establishment, an importer, or an exporter desiring to work under conditions which will require the services of an employee of the Division on any Saturday, Sunday, or holiday, or for more than 8 hours on any other day, shall, sufficiently in advance of the period of overtime, request the inspector in charge or his assistant to furnish inspection service during such overtime period, and shall pay the Administrator therefor \$6.60 per hour to reimburse the Service for the cost of the inspection services so furnished. It will be administratively determined from time to time which days constitute holidays.

(34 Stat. 1264, sec. 306, 46 Stat. 689; 19 U.S.C. 1306, 21 U.S.C. 89)

2. Section 340.7(c) is amended to read as follows:

§ 340.7 Fees and charges.

(c) The fees to be charged and collected for service under the regulations in this part shall be at the rate of \$6.28 per hour for base time, \$6.60 per hour for overtime including Saturdays, Sundays, and holidays, and \$7.20 per hour for laboratory service, to cover the costs of the service and shall be charged for the time required to render such service, including but not limited to the time required for the travel of the inspector or in-

spectors in connection therewith during the regularly scheduled administrative workweek.

(Sec. 205, 60 Stat. 1090, as amended; 7 U.S.C. 1624)

3. Section 355.12 is amended to read as follows:

§ 355.12 Charge for service.

The fees to be charged and collected by the Administrator shall be \$6.28 per hour for base time, \$6.60 per hour for overtime including Saturdays, Sundays, and holidays, and \$7.20 per hour for laboratory service to reimburse the Service for the cost of the inspection services so furnished.

(Sec. 205, 60 Stat. 1090, as amended; 7 U.S.C. 1624)

It has been determined that in order to cover these increased costs of the service, the hourly fee charges in connection with the performance of the services must be increased as soon as practicable as provided for herein. The need for the increase and the amount thereof are dependent upon facts within the knowledge of the Consumer and Marketing Service. Therefore, under section 4 of the Administrative Procedure Act (5 U.S.C. 1003), it is found that notices and other public procedure with respect to this amendment are impracticable and unnecessary and good cause is found for making the amendment effective less than 30 days after its publication in the FEDERAL REGISTER.

This amendment shall become effective July 31, 1966, with respect to all Federal meat inspection services rendered on and after that date.

Done at Washington, D.C., this 27th day of July 1966.

R. K. SOMERS,
Deputy Administrator, Consumer Protection, Consumer and Marketing Service.

[F.R. Doc. 66-8364; Filed, July 28, 1966; 8:49 a.m.]

Title 14—AERONAUTICS AND SPACE

Chapter I—Federal Aviation Agency

SUBCHAPTER C—AIRCRAFT

[Docket No. 7518; Amdt. 39-267]

PART 39—AIRWORTHINESS DIRECTIVES

Air Cruisers Emergency Evacuation Slides

There have been instances in which certain Air Cruisers emergency evacuation slides installed on Boeing Model 727 Series airplanes have hung-up during operation. Since this condition is likely to exist or develop in other products of the same manufacture, an airworthiness directive is being issued to require modification of certain Air Cruisers emer-

gency evacuation slides on Boeing Model 727 Series airplanes.

Since a situation exists that requires immediate adoption of this regulation, it is found that notice and public procedure hereon are impracticable and good cause exists for making this amendment effective in less than 30 days.

In consideration of the foregoing, and pursuant to the authority delegated to me by the Administrator (25 F.R. 6489), § 39.13 of Part 39 of the Federal Aviation Regulations is amended by adding the following new airworthiness directive:

AIR CRUISERS. Applies to Emergency Evacuation Slides, P/Ns 15D22129 and 15D22129-1, manufactured before April 17, 1966, and installed on Boeing Model 727 Series airplanes.

Compliance required within the next 300 hours' time in service after the effective date of this AD, unless already accomplished.

To prevent hang-up during operation, modify Air Cruisers emergency evacuation slides, P/Ns 15D22129 and 15D22129-1, manufactured before April 17, 1966, and installed on Boeing Model 727 Series airplanes, in accordance with Procedures 1 and 2 of Air Cruisers Service Bulletin SB-114-66-2, dated April 18, 1966, or later FAA-approved revision, or an equivalent approved by an FAA maintenance inspector, subject to prior approval of the Chief, Engineering and Manufacturing Branch, FAA Eastern Region.

This amendment becomes effective July 29, 1966.

(Secs. 313(a), 601, 603, Federal Aviation Act of 1958 (49 U.S.C. 1354(a), 1421, 1423))

Issued in Washington, D.C., on July 22, 1966.

JAMES F. RUDOLPH,
Acting Director,
Flight Standards Service.

[F.R. Doc. 66-8269; Filed, July 28, 1966; 8:45 a.m.]

SUBCHAPTER E—AIRSPACE

[Airspace Docket No. 65-SW-40]

PART 71—DESIGNATION OF FEDERAL AIRWAYS, CONTROLLED AIRSPACE, AND REPORTING POINTS

Alteration of Federal Airways

On April 13, 1966, a notice of proposed rule making was published in the FEDERAL REGISTER (31 F.R. 5709) stating that the Federal Aviation Agency was considering an amendment to Part 71 of the Federal Aviation Regulations that would alter VOR Federal airway No. 20N and establish a south alternate segment to V-20.

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

Subsequent to the publication of the notice, it has been determined that utilization of the Houston, Tex., 256° True radial in lieu of the Houston 255° True radial for the alignment of V-20N between Palacios, Tex., and Houston would permit the intersection of this north alternate segment to junction at the centerline of VOR Federal airway No. 180. Accordingly, action is taken herein to

reflect this minor realignment in this north alternate segment.

In consideration of the foregoing, Part 71 of the Federal Aviation Regulations is amended, effective 0001, e.s.t., September 15, 1966, as hereinafter set forth.

In § 71.123 (31 F.R. 2009, 5055, 6984, 7352, 7507) V-20 is amended by deleting

"including a 12 AGL N alternate via INT Palacios 016° and Houston 255° radials;" and substituting "including a 12 AGL N alternate via INT Palacios 031° and Houston 256° radials, and a 12 AGL S alternate via INT Palacios 064° and Houston 201° radials;" therefor.

(Sec. 307(a), Federal Aviation Act of 1958 (49 U.S.C. 1348))

Issued in Washington, D.C., on July 22, 1966.

T. McCORMACK,
Acting Chief, Airspace and
Air Traffic Rules Division.

[F.R. Doc. 66-8270; Filed, July 28, 1966; 8:45 a.m.]

SUBCHAPTER F—AIR TRAFFIC AND GENERAL OPERATING RULES

[Reg. Docket No. 7495; Amdt. 494]

PART 97—STANDARD INSTRUMENT APPROACH PROCEDURES

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 (14 CFR Part 97) 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	
Briggs VOR	LOM (final)	Direct	2400	T-dn	300-1	300-1	200-1½
Akron VOR	LOM	Direct	2800	C-dn	400-1	500-1	500-1½
				S-dn-1	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Radar available.
Procedure turn E side of crs, 186° Outbnd, 006° Inbnd, 2500' within 10 miles.
Minimum altitude over facility on final approach crs, 2400'.
Crs and distance, facility to airport, 006°—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 CA LOM, climb to 3000' on heading of 006°, proceed direct to ACO VOR. Hold E, 1-minute right turns, 276° Inbnd.
MSA within 25 miles of facility: 000°—360°—2600'.

City, Akron; State, Ohio; Airport name, Akron-Canton; Elev., 1228'; Fac. Class., LOM; Ident., CA; Procedure No. 1, Amdt. 16; Eff. date, 20 Aug. 66; Sup. Amdt. No. 15; Dated, 7 Nov. 64

Ashville VOR	Broad River RBn	Direct	5500	T-dn*	800-1	800-1	800-1
Spartanburg VOR	Tuxedo Int	Direct	5000	C-d**	1500-2	1500-2	1500-2
Tuxedo Int	Broad River RBn (final)	Direct	5000	C-n	NA	NA	NA
Owen Int	Broad River RBn	Direct	5000	S-dn-34#	1200-2	1200-2	1200-2
				A-d	1500-2	1500-2	1500-2
				A-n	NA	NA	NA
If OM or R 256°, AVL VOR received, on final, minimums become:							
				S-dn-34#	800-1	800-1	800-1

Procedure turn E side of crs, 161° Outbnd, 341° Inbnd, 5000' within 10 miles of Broad River RBn.
Minimum altitude over Broad River RBn on final approach crs, 5000'; over OM, 3400'.
Crs and distance, Broad River RBn to airport, 341°—9.7 miles; OM to airport, 341°—4.7 miles; LMM to airport, 341°—0.6 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 9.7 miles after passing BRA RBn, climb on crs of 340° to ABN RBn and continue climb, if necessary, in holding pattern S of ABN RBn (right turns, 1 minute) to 5000' or higher as directed by ATC before returning to Broad River RBn or continuing climb on crs, or when directed by ATC, climb on crs of 341° from BRA RBn to 5000' within 20 miles.
*IFR departure procedures: Takeoffs to the N will comply with missed approach procedure when climbing to altitude. Takeoffs to the S will climb on crs of 161° over the OM and continue on crs of 161° to Broad River RBn. Upon reaching 5000' or higher as directed by ATC, continue climb on crs.
**CAUTION: Terrain rises rapidly 2 miles W of airport. All maneuvering for circling approach must be accomplished E of airport.
#No reduction authorized.
MSA within 25 miles of facility: 000°—090°—8700'; 090°—180°—5500'; 180°—270°—6000'; 270°—360°—8400'.

City, Asheville; State, N.C.; Airport name, Asheville Municipal; Elev., 2161'; Fac. Class., HW; Ident., BRA; Procedure No. 1, Amdt. 4; Eff. date, 20 Aug. 66; Sup. Amdt. No. 3; Dated, 22 Jan. 66

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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	
Weaverville Int.	ABN RBN	Direct	6000	T-dn*	800-1	800-1	800-1
Asheville VOR	ABN RBN	Direct	6000	C-d**	1500-2	1500-2	1500-2
Broad River RBN	ABN RBN	Direct	6000	C-n	NA	NA	NA
Owen Int.	ABN RBN	Direct	6000	S-dn-16#	1200-1	1200-1	1200-1
				A-d	1500-2	1500-2	1500-2
				A-n	NA	NA	NA

Procedure turn E side of crs, 340° Outbnd, 160° Inbnd, 5500' within 10 miles.

Minimum altitude over facility on final approach crs, 4200'.

Crs and distance, facility to airport, 160°—5.8 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.8 miles after passing ABN RBN, climb to 5500' on crs of 161° to Broad River RBN. Hold SE, 1-minute right turns.

IFR departure procedures: Takeoffs to the N will climb on crs, 340° to ABN RBN and continue climb, if necessary, in holding pattern S of ABN RBN (right turns, 1 minute) to 5000' or higher as directed by ATC, before returning to BRA RBN or continuing climb on crs, or when directed by ATC, climb on crs, 341° from BRA RBN to 8000' within 20 miles. Takeoffs to the S will climb on crs, 161° over the OM and continue on crs, 161° to Broad River RBN. Upon reaching 5000' or higher as directed by ATC, continue climb on crs.

**CAUTION: Terrain rises rapidly 2 miles W of airport. All maneuvering for circling approach must be accomplished E of airport. Abrupt changes in terrain adjacent to procedure areas. During periods of thunderstorm activity, station passage (ABN RBN) will be additionally identified as passing the AVL VOR, R 298°. Final approach from holding pattern not authorized. Procedure turn required.

†No reduction authorized.

MSA within 25 miles of facility: 000°-090°—8700'; 090°-180°—6500'; 180°-270°—8500'; 270°-360°—8300'.

City, Asheville; State, N.C.; Airport name, Asheville Municipal; Elev., 2161'; Fac. Class., MHW; Ident., ABN; Procedure No. 2, Amdt. 5; Eff. date, 20 Aug. 66; Sup. Amdt. No. 4; Dated, 22 Jan. 66

Bismarck RBN	LOM	Direct	3300	T-dn%	300-1	300-1	200-1½
Bismarck VOR	LOM	Direct	3300	C-d	400-1	500-1	500-1½
Lincoln Int.	LOM	Direct	3300	C-n	400-1½	500-1½	500-1½
Bell Int.	LOM	Direct	3300	S-dn-30	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn E side of crs, 126° Outbnd, 306° Inbnd, 3300' within 10 miles.

Crs and distance, facility to airport, 306°—5.8 miles.

Minimum altitude over LOM Inbnd on final approach crs, 3000'.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.8 miles after passing BI LOM, climb to 3800' on 280° bearing from BI LOM or to 3800' on R 263° BIS VOR within 20 miles, or when directed by ATC, make right-climbing turn to 3800' on R 336°, BIS VOR within 20 miles.

%When weather is below 1800-2, aircraft departing southwestbound, flight below 3900' beyond 5 miles from airport is prohibited between R 175° and 230° inclusive of the BIS VOR due to 3373' tower, 10 miles SSW of airport.

MSA within 25 miles of facility: 000°-090°—3400'; 090°-180°—3300'; 180°-270°—4400'; 270°-360°—3400'.

City, Bismarck; State, N. Dak.; Airport name, Bismarck Municipal; Elev., 1677'; Fac. Class., LOM; Ident., BI; Procedure No. 1, Amdt. 18; Eff. date, 20 Aug. 66; Sup. Amdt. No. 17; Dated, 19 Mar. 66

Bismarck VOR	Bismarck RBN	Direct	3400	T-dn%	300-1	300-1	200-1½
				C-d	500-1	500-1	500-1½
				C-n	500-1½	500-1½	500-1½
				A-dn	800-2	800-2	800-2

Procedure turn N side of crs, 074° Outbnd, 254° Inbnd, 3400' within 10 miles.

Minimum altitude over facility on final approach crs, 2700'.

Crs and distance, facility to airport, 254°—1.9 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 1.9 miles after passing BIS RBN, climb to 3800' on 265° bearing from BIS RBN within 20 miles.

NOTE: Final approach from holding pattern at RBN facility not authorized. Procedure turn required.

%When weather is below 1800-2, aircraft departing southwestbound, flight below 3900' beyond 5 miles from airport is prohibited between R 175° and 230° inclusive of the BIS VOR due to 3373' tower, 10 miles SSW of airport.

MSA within 25 miles of facility: 000°-090°—3400'; 090°-180°—3800'; 180°-270°—4400'; 270°-360°—3400'.

City, Bismarck; State, N. Dak.; Airport name, Bismarck Municipal; Elev., 1677'; Fac. Class., BI; Ident., BIS; Procedure No. 2, Amdt. 3; Eff. date, 20 Aug. 66; Sup. Amdt. No. 2; Dated, 19 Mar. 66

Boise VOR	LOM	Direct	4300	T-dn%	300-1	300-1	200-1½
Parma Int.	LOM (final)	Direct	4000	C-dn	400-1	500-1	500-1½
Reynolds Int.	LOM	Direct	5000	S-dn-10R-L	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Radar available.

Procedure turn S side of crs, 276° Outbnd, 096° Inbnd, 4300' within 10 miles.

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

Crs and distance, facility to airport, 096°—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 5500' on crs of 111° from Boise LOM within 10 miles, all turns S.

%Takeoff all runways: Shuttle climb on the 212° radial of BOI VORTAC within 20 miles to minimum crossing altitude required for direction of flight, or as directed by ATC.

Direction of flight		MCA
N, V-253		6,500
E, 096° radial		5,000
E, 087° radial		7,000

MSA within 25 miles of facility: 000°-090°—10,200'; 090°-180°—8700'; 180°-270°—8300'; 270°-360°—9600'.

City, Boise; State, Idaho; Airport name, Boise Air Terminal; Elev., 2858'; Fac. Class., LOM; Ident., BO; Procedure No. 1, Amdt. 15; Eff. date, 20 Aug. 66; Sup. Amdt. No. 14; Dated, 12 June 66

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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		
Mason Int.	Madeira RBN (final)	Direct	2700	T-dn	600-1	600-1	600-1	
Hamilton Int.	Madeira RBN	Direct	2700	C-dn	800-1	800-1	800-1½	
Alexandria Int.	Madeira RBN	Direct	2700	S-dn	700-1	700-1	700-1	
CVG VOR	Madeira RBN	Direct	2700	A-dn	800-2	800-2	800-2	

Radar available.
 Procedure turn S side of crs, 021° Outbnd, 201° Inbnd, 2700' within 10 miles of Madeira RBN.
 Minimum altitude over facility on final approach crs, 2700'; over OM, 1600'.
 Crs and distance, facility to airport, 201°—7.2 miles; OM to airport, 201°—3.4 miles.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 7.2 miles after passing MDE RBN, climb to 2700' to California Int on heading, 201° to intercept CVG, R 105°. Proceed to California Int, hold E, 1-minute left turns, 285° Inbnd.
 #300-1 takeoff authorized Runways 2R and 6. 400-1 takeoff authorized Runways 20L and 24.
 MSA within 25 miles of facility: 000°-090°—2600'; 090°-180°—2200'; 180°-270°—2800'; 270°-360°—2200'.
 City, Cincinnati; State, Ohio; Airport name, Cincinnati Municipal-Lunken Field; Elev., 488'; Fac. Class., MHW; Ident., MDE; Procedure No. 1, Amdt. 1; Eff. date, 20 Aug. 66; Sup. Amdt. No. Orig.; Dated 9 July 66

Dallas VOR	LOM	Direct	2000	T-dn	300-1	300-1	200-1½
Ross Ave Int.	LOM	Direct	2000	C-dn	400-1	500-1	500-1½
Lakeside Int.	LOM	Direct	2000	S-dn-13L	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Radar available.
 Procedure turn N side of crs, 308° Outbnd, 128° Inbnd, 2000' within 10 miles.
 Minimum altitude over facility on final approach crs, 1500'.
 Crs and distance, facility to airport, 128°—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 LOM, climb to 2000' on track of 128° within 20 miles, or when directed by ATC, turn left, proceed to DAL VOR, climbing to 2000'.
 CAUTION: Procedure turn maneuvering must be completed N of final approach crs, 128°-308°. Standard clearance not provided over 1221' radio tower, 5.6 miles WNW of LOM.
 MSA within 25 miles of facility: 160°-250°—3400'; 250°-160°—2300'.
 City, Dallas; State, Tex.; Airport name, Dallas Love Field; Elev., 485'; Fac. Class., LOM; Ident., DA; Procedure No. 1, Amdt. 7; Eff. date, 20 Aug. 66; Sup. Amdt. No. 6; Dated 10 Apr. 65

				T-dn	300-1	300-1	300-1
				C-dn	500-1	500-1	500-1½
				A-dn	800-2	800-2	800-2

Radar available.
 Procedure turn E side of crs, 170° Outbnd, 350° Inbnd, 1600' within 10 miles.
 Minimum altitude over facility on final approach crs, 800'.
 Crs and distance, facility to airport, 351°—3.1 miles.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.1 miles after passing Babylon RBN, climb on a crs of 350° to 1600' within 10 miles, make left turn, proceed direct to BBN RBN. Hold S, BBN RBN, 1-minute right turns, Inbnd crs, 350'.
 NOTE: Final approach approved on a crs of 350° to the Babylon RBN within 10 miles as determined by surveillance radar. Procedure approved only during the hours that the control tower is in operation.
 MSA within 25 miles of the facility: 270°-000°—1900'; 090°-270°—1400'.
 City, Farmingdale; State, N. Y.; Airport name, Republic Airport; Elev., 82'; Fac. Class., MHW; Ident., BBN; Procedure No. 1, Amdt. 5; Eff. date, 20 Aug. 66; Sup. Amdt. No. 4; Dated, 4 July 64

Holland Int.	HNB RBN	Direct	2100	T-d	300-1	300-1	200-1½
St. Marks Int.	HNB RBN	Direct	2100	C-d	700-1	700-1	700-1½
Augusta Int.	HNB RBN	Direct	2100	A-d	NA	NA	NA

Procedure turn S side of crs, 245° Outbnd, 065° Inbnd, 2100' within 10 miles.
 Minimum altitude over facility on final approach crs, 1225'.
 Facility on airport.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, climb to 2100' on 065° crs within 10 miles, left turn, and return to HNB RBN.
 NOTE: Use Evansville altimeter setting.
 MSA within 25 miles of facility: 000°-360°—2100'.
 City, Huntingburg; State, Ind.; Airport name, Huntingburg; Elev., 525'; Fac. Class., MHW; Ident., HNB; Procedure No. 1, Amdt. Orig.; Eff. date, 18 Aug. 66

Rhineland VOR	LNL RBN	Direct	3500	T-dn	300-1	300-1	200-1½
				C-d	700-1	700-1	700-1½
				C-n	700-1½	700-1½	700-1½
				S-dn-14°	700-1	700-1	700-1
				A-dn	NA	NA	NA

Procedure turn W side of crs, 310° Outbnd, 130° Inbnd, 3200' within 10 miles.
 Minimum altitude over facility on final approach crs, 2400'.
 Facility on airport.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile of LNL RBN, make left-climbing turn to 3200' on 310° bearing from LNL RBN within 10 miles.
 NOTE: Use Rhineland altimeter setting. Procedure authorized only during hours of Rhineland, Wis., control zone operation.
 CAUTION: Runways 5-23 unlighted.
 These minimums apply at all times for air carriers with approved weather reporting service, alternate day/night minimums of 800-2 also authorized.
 *Reduction not authorized.
 MSA within 25 miles of facility: 000°-090°—2700'; 090°-360°—3400'.
 City, Land O'Lakes; State, Wis.; Airport name, Kings Land O'Lakes Municipal; Elev., 1706'; Fac. Class., MHW; Ident., LNL; Procedure No. 1, Amdt. 1; Eff. date, 20 Aug. 66; Sup. Amdt. No. Orig.; Dated, 25 Dec. 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	
JST VORTAC	AOO RBn	Direct	4600	T-dn	1000-1	1000-1	1000-1
Coalfax Int	AOO RBn	Direct	4500	C-d	1100-1	1010-1	1100-2
Huntingdon Int	AOO RBn	Direct	4100	C-n	1100-2	1100-3	1100-3
				A-dn	1500-2	1500-3	1500-3

Procedure turn W side of crs, 020° Outbnd, 200° Inbnd, 3800' within 10 miles.
Minimum altitude over facility on final approach crs, 3100'.
Crs and distance, facility to airport, 200°—1.2 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 1.2 miles after passing AOO RBn, climb straight ahead on 200° heading to 4500' within 10 miles of AOO RBn.
Return to AOO RBn. Hold NE, 1-minute right turns, 200° Inbnd.
AIR CARRIER NOTE: No reductions authorized; Temporary procedure; to be canceled on or about Aug. 28, 1966, with decommissioning of AOO RBn.
MSA within 25 miles of facility: 270°—180°—3900'; 180°—270°—4200'.

City, Martinsburg; State, Pa.; Airport name, Blair County; Elev., 1504'; Fac. Class, MHW; Ident., AOO; Procedure No. 1, Amdt. Orig.; Eff. date, 18 Aug. 66

MTW VOR	SBM RBn	Direct	2400	T-dn	300-1	300-1	200-1½
OSH VOR	SBM RBn	Direct	2700	C-dn	600-1	600-1	600-1½
				S-dn	600-1	600-1	600-1
				A-dn	NA	NA	NA

Procedure turn W side of crs, 020° Outbnd, 200° Inbnd, 2200' within 10 miles.
Minimum altitude over facility on final approach crs, 1346'.
Facility on airport.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, climb to 2200' on crs, 200° from RBn within 10 miles, turn right and return to RBn.
NOTE: Use Green Bay altimeter setting.
MSA within 25 miles of facility: 000°—270°—2200'; 270°—360°—2700'.

City, Sheboygan; State, Wis.; Airport name, Sheboygan County Memorial; Elev., 746'; Fac. Class, MHW; Ident., SBM; Procedure No. 1, Amdt. Orig.; Eff. date, 18 Aug. 66

FSD RBn	LOM	Direct	2700	T-dn	300-1	300-1	200-1½
FSD VOR	LOM	Direct	2700	C-dn	500-1	500-1	500-1½
Bestland Int	LOM	Direct	2700	S-dn-3	500-1	500-1	500-1
Lennox Int	LOM	Direct	2700	A-dn	800-2	800-2	800-2
Russell Int	LOM	Direct	2700				

Procedure turn S side of crs, 206° Outbnd, 026° Inbnd, 2700' within 10 miles.
Minimum altitude over facility on final approach crs, 2500'.
Crs and distance, facility to airport, 026°—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 2700' on 026° bearing from LOM within 15 miles.
%300-1 required for takeoff Runway 15.
%For southeastbound aircraft, when weather is below 2100-2, flight below 3900' beyond 5 miles E and SE of airport is prohibited between R 095° and R 135° of the FSD VOR. Restriction due to 3444' tower, 10 miles SE of airport.
MSA within 25 miles of facility: 000°—090°—4500'; 090°—180°—3700'; 180°—360°—3000'.

City, Sioux Falls; State, S. Dak.; Airport name, Joe Foss Field; Elev., 1428'; Fac. Class., LOM; Ident., FS; Procedure No. 1, Amdt. 10; Eff. date, 20 Aug. 66; Sup. Amdt. No. 9; Dated, 5 Dec. 64

Thornhurst VOR	LOM	Direct	3600	T-dn*	600-1	600-1	600-1
Hazleton RBn	LOM	Direct	3600	C-d	1200-1	1200-1½	1200-2
Crystal Lake RBn	LOM (final)	Direct	3100	C-n	1300-2	1300-2	1300-2
				S-dn	NA	NA	NA
				A-d	1400-2	1400-2	1400-2
				A-n	1600-3	1600-3	1600-3

Radars available.
Procedure turn W side of crs, 223° Outbnd, 043° Inbnd, 3600' within 10 miles of LOM.**
Minimum altitude over facility on final approach crs, 3100'.
Crs and distance, facility to airport, 043°—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 Wilkes-Barre LOM, climb to 3600' on crs, 043° from the Wilkes-Barre LOM, then proceed to Wilkes-Barre VOR, maintain 4000', hold E, 1-minute right turns, Inbnd crs, 268°, or when directed by ATC, (1) climb to 3600' on crs, 043° from the Wilkes-Barre LOM, turn left and proceed direct to Wilkes-Barre LOM, maintain 3600', hold SW, 1-minute left turns, Inbnd crs, 043°, (2) hold W of the Wilkes-Barre LOM at 3600', 1-minute right turns, Inbnd crs, 100°.
AIR CARRIER NOTE: Sliding scale not authorized.
CAUTION: High terrain to E, SE, and S of airport within 2.5 miles. Circling approaches are prohibited in that area SE of Runways 4/22 centerline extended.
*Takeoff Runways 10 and 16, day, 600-2; night, 800-2.
**Nonstandard procedure turn and holding pattern due to terrain considerations and to provide separations from en route traffic.
#This transition authorized only for aircraft dual ADF equipped.
MSA within 25 miles of facility: 000°—360°—3700'.

City, Wilkes-Barre; State, Pa.; Airport name, Wilkes-Barre-Scranton; Elev., 956'; Fac. Class., LOM; Ident., AV; Procedure No. 1, Amdt. 7; Eff. date, 20 Aug. 66; Sup. Amdt. No. 6; Dated, 7 Aug. 65

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	
Bismarck RBN	BIS VOR	Direct	3800	T-dn	300-1	300-1	200-1½
R 060°, BIS VOR, clockwise	R 093°, BIS VOR	Via 6-nautical mile DME Arc	3400	C-d	400-1	500-1	500-1½
R 192°, BIS VOR, counterclockwise	R 093°, BIS VOR	Via 6-nautical mile DME arc	3400	C-n	400-1½	500-1½	500-1½
6-mile Fix, R 093°	BIS VORTAC (final)	Direct	2700	A-dn	800-2	800-2	800-2

Procedure turn N side of crs, 093° Outbnd, 273° Inbnd, 3400' within 10 miles.
Minimum altitude over 6-mile DME Fix, R 093° on final approach crs, 3400'; over facility, 2700'.
Crs and distance, facility to airport, 273°—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 BIS VOR climb to 4000' on R 263°, BIS VOR within 20 miles, or when directed by ATC, make right-climbing turn to 4000' on R 336° BIS VOR within 20 miles.
Final approach from holding pattern at VOR not authorized, procedure turn required.
When weather is below 1800-2, aircraft departing southwestbound, flight below 3900' beyond 5 miles from airport is prohibited between R 175° and 230°, inclusive, of the BIS VOR due to 3373' tower, 10 miles SSW of airport.
MSA within 25 miles of facility: 000°-090°—3400'; 090°-180°—3600'; 180°-270°—4400'; 270°-360°—3400'.
City, Bismarck; State, N. Dak.; Airport name, Bismarck Municipal; Elev., 1677'; Fac. Class., LBVORTAC; Ident., BIS; Procedure No. 1, Amdt. 8; Eff. date, 20 Aug. 66; Sup. Amdt. No. 7; Dated, 19 Mar. 66

T-dn	300-1	300-1	200-1½
C-dn	400-1	500-1	500-1½
S-dn-17L*	400-1	400-1	400-1
A-dn#	800-2	800-2	800-2

Procedure turn W side of crs, 352° Outbnd, 172° Inbnd, 1700' within 10 miles.
Minimum altitude over facility on final approach crs, 800'.
Crs and distance, facility to airport, 172°—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 GLH VOR, make left-climbing turn to 1700', proceed direct to GLH VOR, hold N, right turns, 1-minute pattern.
Alternate minimums authorized only from 0700 to 2000 hours, local time, daily. Weather service available only from 0700 to 2000 hours, local time, daily.
*400-¾ authorized, except for 4-engine turbojet aircraft, with operative high-intensity runway lights.
MSA within 25 miles of facility: 000°-090°—1600'; 090°-180°—2300'; 180°-270°—1600'; 270°-360°—1700'.
City, Greenville; State, Miss.; Airport name, Greenville Municipal/AFB; Elev., 130'; Fac. Class., T-BVORTAC; Ident., GLH; Procedure No. 1, Amdt. 1; Eff. date, 18 Aug. 66; Sup. Amdt. No. Orig.; Dated, 28 Aug. 65

La Habra Int	Spike Int, 24-mile DME Fix, LAX R 081°	Direct	3000	T-dn	300-1	300-1	300-1
Spike Int, 24-mile DME Fix, LAX R 081°	Norwalk Int, 15-mile MDE Fix, LAX R 081°	Direct	2500	C-dn	600-1	600-1	600-1½
Norwalk Int, 15-mile DME Fix, LAX R 081°	Bell Int (final), 10.8-mile DME Fix, LAX R 081°	Direct	2000	S-dn-25	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2

Radar available.
Procedure turn not authorized.
Minimum altitude over Bell Int, 10.8-mile DME Fix, LAX R 081°, on final approach crs, 2000'.
Crs and distance, Bell Int, 10.8-mile DME Fix, LAX R 081°, to airport, 261°—5.5-mile breakoff point to runway, 252°—0.3 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.5 miles after passing Bell Int, 5.3-mile 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 VOR, R 170° to 2000' within 10 miles.
When authorized by ATC, DME may be used at 16 miles at 4500' from LAX, R 342° clockwise R 046° and at 2500' between LAX R 046° and R 170° to position aircraft for straight-in approach.
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. 3; Eff. date, 20 Aug. 66; Sup. Amdt. No. 2; Dated, 28 Nov. 64

T-dn	300-1	300-1	300-1
C-dn	600-1	600-1	600-1½
S-dn-7	600-1	600-1	600-1
A-dn	800-2	800-2	800-2
DME minimums; DME equipment required*			
S-dn-7*	500-1	500-1	500-1

Radar available.
Procedure turn S side of crs, 262° Outbnd, 082° Inbnd, 2000' within 10 miles.
Minimum altitude over facility on final approach crs, 1400'; over 2.5-mile DME Fix, 664'.
Crs and distance, facility to airport, 083°—4.5 miles; 2.5-mile DME Fix to airport, 083°—2 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.5 miles of LAX VOR, turn left, climb via R 068° to 2000' to Downey Int.
NOTES: (1) Final approach from holding pattern at LAX VOR not authorized. Procedure turn required. (2) When authorized by ATC, DME may be used at 10 miles at 4000' from LAX, R 342° counterclockwise R 276° and at 2000' between LAX, R 170° and R 276° to position aircraft for a straight-in approach with the elimination of 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. 2, Amdt. 1; Eff. date, 20 Aug 66; Sup. Amdt. No. Orig.; Dated, 25 June 66

RULES AND REGULATIONS

VOR STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
North Plains VHF Int.	UBG VOR	Direct	3000	T-dn%	500-1	500-1	500-1
Oswego VHF Int.	UBG VOR	Direct	3000	C-d	1000-1	1000-1	1000-1½
Aurora VHF Int.	UBG VOR	Direct	3000	C-n	1000-2	1000-2	1000-2
Gladstone VHF Int.	UBG VOR	Direct	3500	A-dn*	1000-2	1000-2	1000-2

Procedure turn W side of crs, 166° Outbnd, 346° Inbnd, 2700' within 10 miles.

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

Minimum altitude over facility on final approach crs, 2600'.

Crs and distance, facility to airport, 346°—11.1 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 6 miles after passing UBG VOR, turn right to crs, 110° to intercept UBG VOR, R 014° thence direct to UBG VOR climbing to 2700'. Operations from 6 miles to airport must be conducted in accordance with visual flight rules.

CAUTION: VOR reception not available over the airport below 700'.

%Takeoffs all runways: Climb visually to 500' over airport thence direct to UBG VORTAC.

*Weather service not available 2200-0600 local time. Alternate minimums not authorized 2200-0600.

Air carrier use not authorized.

MSA within 25 miles of facility: 000°-180°-3100'; 180°-270°-4500'; 270°-360°-4600'.

City, Hillsboro; State, Ore.; Airport name, Portland-Hillsboro; Elev., 204'; Fac. Class., H-BVORTAC; Ident., UBG; Procedure No. 1, Amdt. 4; Eff. date, 18 Aug. 66; Sup. Amdt. No. 3; Dated, 16 Apr. 66

				T-dn	300-1	300-1	200-1½
				C-d	700-1	700-1	700-1½
				C-n	700-2	700-2	700-2
				S-d-18	700-1	700-1	700-1
				S-n-18	700-2	700-2	700-2
				A*	NA	NA	NA
				DME minimums; DME equipment required:			
				C-dn	600-1	600-1	600-1½
				S-dn-18	500-1	500-1	500-1

Procedure turn W side of crs, 349° Outbnd, 169° Inbnd, 5800' within 10 miles.

Minimum altitude over facility on final approach crs, 5100'; over 4-mile DME Fix, R 169°, 4390'.

Crs and distance, facility to airport, 169°—7.3 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 7.3 miles after passing LAA VOR, turn right, climbing to 6000' direct to LAA VOR.

CAUTION: Procedure not wholly within controlled airspace.

*Alternate minimums of 800-2 authorized for air carriers with weather reporting service available at airport. MSA within 25 miles of facility: 000°-270°-5200'; 270°-360°-5900'.

City, Lamar; State, Colo.; Airport name, Lamar Municipal; Elev., 3099'; Fac. Class., H-BVOR; Ident., LAA; Procedure No. 1, Amdt. 2; Eff. date, 20 Aug. 66; Sup. Amdt. No. 1; Dated, 6 Aug. 66

				T-d	300-1	300-1	NA
				C-d	800-1	800-1	NA
				S	NA	NA	NA
				A	NA	NA	NA
				The following minimums apply if Red Bank, N.J., operations altimeter issued by New York ARTOC:#			
				C-d	600-1	600-1	NA

Procedure turn NW side of crs, 342° Outbnd, 162° Inbnd, 1900' within 10 miles.

Minimum altitude over facility on final approach crs, 1900'.

Crs and distance, facility to airport, 162°—6.3 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 6.3 miles after passing COL VOR, make right-climbing turn, proceed direct to COL VOR, climbing to 1900', hold S, R 190°, 1-minute right turns.

#Red Bank operations altimeter normally available 0600-2400 daily.

MSA within 25 miles of facility: 000°-090°-2000'; 090°-360°-1600'.

City, Neptune; State, N.J.; Airport name, Asbury Park-Neptune; Elev., 100'; Fac. Class., L-VORTAC; Ident., COL; Procedure No. 1, Amdt. 1; Eff. date, 20 Aug. 66; Sup. Amdt. No. Orig.; Dated, 18 Dec. 65

				T-dn%	300-1	300-1	200-1½
				C-dn	600-1	600-1	600-1½
				S-dn-5*	600-1	600-1	600-1
				A-dn*	800-2	800-2	800-2

Procedure turn N side of crs, 208° Outbnd, 028° Inbnd, 4300' within 10 miles.

Minimum altitude over facility on final approach crs, 3800'.

Crs and distance, facility to airport, 028°—6.2 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 6.2 miles after passing PUW VOR, turn left, climb to 4300' on R 208° of PUW VOR within 10 miles of PUW VOR.

%Takeoffs Runways 5/23, turn S, climb direct PUW VOR before proceeding on crs.

*Sliding scale not authorized.

**Alternate minimums authorized only when control zone operative.

MSA within 25 miles of facility: 350°-080°-6000'; 080°-170°-5200'; 170°-260°-5700'; 260°-350°-4700'.

City, Pullman; State, Wash.; Airport name, Pullman-Moscow Regional; Elev., 255'; Fac. Class., L-BVOR; Ident., PUW; Procedure No. 1, Amdt. Orig.; Eff. date, 18 Aug. 66

RULES AND REGULATIONS

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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	
FSD RBN	FSD VOR	Direct	2700	T-dn%	300-1	300-1	200-1½
R 209°, FSD VOR, clockwise	R 327°, FSD VOR	Via 6-nautical mile DME Arc.	2700	C-dn	500-1	500-1	500-1½
R 061°, FSD VOR, counterclockwise	R 327°, FSD VOR	Via 6-nautical mile DME Arc.	2700	S-dn-15°	500-1	500-1	500-1
6-mile DME Fix, R 327°	FSD VORTAC (final)	Direct	2600	A-dn	800-2	800-2	800-2

Procedure turn W side of crs, 327° Outbnd, 147° Inbnd, 2700' within 10 miles.
 Minimum altitude over facility on final approach crs, 2600'.
 Crs and distance, facility to airport, 147°—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 FSD VOR, climb to 3000' on R 061° within 20 miles.
 %300-1 required for takeoff on Runway 15.
 %For southeastbound aircraft when weather is below 2100-2, flight below 3900' beyond 5 miles E and SE of airport is prohibited between R 095° and R 135° of the FSD VOR. Restriction due to 3444' tower, 10 miles SE of airport.
 eReduction not authorized for nonstandard REIL.
 MSA within 25 miles of facility: 000°-090°—3800'; 090°-180°—4500'; 180°-270°—2800'; 270°-360°—3100'.
 City, Sioux Falls; State, S. Dak.; Airport name, Joe Foss Field; Elev., 1428'; Fac. Class., BVORTAC; Ident., FSD; Procedure No. 1, Amdt. 5; Eff. date, 20 Aug. 66; Sup. Amdt. No. 4; Dated, 4 Dec. 65

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	
				T-dn	300-1	300-1	NA
				C-dn	600-1	600-1	NA
				A-dn	800-2	800-2	NA
				If Beldon Int/Radar Fix received, minimums become:			
				C-dn	500-1	600-1	NA

Radar available.
 Procedure turn S side of crs, 061° Outbnd, 241° Inbnd, 2000' within 10 miles.
 Minimum altitude over facility on final approach crs, 1100'; 1000' if Beldon Int/Radar Fix identified.
 Facility on airport, Beldon Int/Radar Fix to airport, 241°—4.1 miles.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile of CKV VOR, make immediate left-climbing turn to 2000', and hold S on R 170°, Clarksville VOR, 1-minute right turns, 359° Inbnd.
 CAUTION NOTE: Night landings not authorized on Runways 5 or 23 due to obstructions in the approach areas.
 #Alternate minimums authorized for air carriers only, provided such air carriers have approval of their arrangement for weather service at this airport. Weather service not available to the general public.
 Use Fort Campbell altimeter setting.
 MSA within 25 miles of facility: 000°-360°—2200'.

City, Clarksville; State, Tenn.; Airport name, Outlaw Field; Elev., 548'; Fac. Class., T-BVOR; Ident., CKV; Procedure No. TerVOR (R-061), Amdt. 1; Eff. date, 20 Aug. 66; Sup. Amdt. No. Orig.; Dated, 2 Oct. 65

				T-dn%	300-1	300-1	200-1½
				C-dn	500-1	500-1	500-1½
				C-n	500-2	500-2	500-2
				S-dn-31°	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2
				Dual VOR minimums; dual VOR receivers required:			
				C-dn	500-1	500-1	500-1½
				C-n	500-2	500-2	500-2
				S-dn-31°	400-1	400-1	400-1

Procedure turn E side of crs, 125° Outbnd, 305° Inbnd, 3100' within 10 miles.
 Minimum altitude over East Chain Int on final approach crs, 1661' (1661' when control zone not effective).
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile of FRM VOR, climb to 3100' on R 312° within 10 miles. Return to VOR and hold SE on R 125°.
 NOTE: Use Mason City, Iowa, altimeter setting when control zone not effective.
 CAUTION: Runways 3/21 unlighted.
 %Takeoffs Runways 13/31: Westbound aircraft maintain takeoff heading until reaching 2200'. Takeoffs Runway 21: Weather of 500-2 required for westbound aircraft.
 Restrictions due to 1653' tower, 2.2 miles W.
 #These minimums authorized at all times for air carriers with weather reporting service.
 #Ceiling and straight-in ceiling minimums are raised 300' and alternate minimums not authorized when control zone not effective.
 MSA within 25 miles of facility: 000°-090°—2400'; 090°-270°—2800'; 270°-360°—3200'.

City, Fairmont; State, Minn.; Airport name, Fairmont Municipal; Elev., 1161'; Fac. Class., T-BVOR; Ident., FRM; Procedure No. TerVOR-31, Amdt. 1; Eff. date, 20 Aug. 66; Sup. Amdt. No. Orig.; Dated, 23 Apr. 66

TERMINAL VOR STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Elizabeth VHF/DME Int.	FFM VOR	Direct	3000	T-dn% C-d C-n S-dn-1 A-dn	300-1 800-1 800-1½ 500-1 NA	300-1 800-1 800-1½ 500-1 NA	200-½ 800-1½ 800-1½ 500-1 NA

Procedure turn E side of crs, 179° Outbnd, 359° Inbnd, 2900' within 10 miles.

Minimum altitude over facility on final approach crs, 1685'.

Facility on airport.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile of FFM VOR, make left-climbing turn to 2900' on R 179° of FFM VOR, hold S on R 179° at 2900'.

NOTE: Use Alexandria altimeter setting.

CAUTION: Runways 9-27, 15-33 unlighted.

%Takeoffs Runways 19, 1, 15 maintain takeoff heading until reaching 2000' before turning eastbound. 400-2 required for takeoffs Runway 9. Restrictions due to 1550' tower, 1.3 miles E.

MSA within 25 miles of facility: 000°-180°-2900'; 180°-360°-2400'.

City, Fergus Falls; State, Minn.; Airport name, Einar Mickelson; Elev., 1185'; Fac. Class., L-VOR; Ident., FFM; Procedure No. TerVOR-1, Amdt. Orig.; Eff. date, 18 Aug. 66

				T-dn% C-dn A-dn	300-1 600-1 800-2	300-1 600-1 800-2	300-1 600-1½ 800-2
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Procedure turn S side of crs, 070° Outbnd, 250° Inbnd, 9700' within 12 miles.

VOR on airport.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile of FLG VOR, turn left, climb via R 082° to 10,000' within 17 miles.

NOTE: Final approach from holding pattern at FLG VOR not authorized. Procedure turn required.

%Takeoffs all runways (northbound, 310° through 035°), climb via R 175° to recross FLG VOR at 12,500', then via assigned route.

*All turns S side of crs, high terrain N.

MSA within 25 miles of facility: 045°-135°-9700'; 135°-225°-9100'; 225°-315°-11,200'; 315°-045°-13,600'.

City, Flagstaff; State, Ariz.; Airport name, Pulliam; Elev., 7012'; Fac. Class., L-BVOR; Ident., FLG; Procedure No. VOR R-070, Amdt. Orig.; Eff. date, 18 Aug. 66

				T-dn% C-dn S-dn-3 A-dn	300-1 600-1 500-1 NA	300-1 600-1 600-1 NA	200-½ 600-1½ 500-1 NA
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Procedure turn #W side of crs, 196° Outbnd, 016° Inbnd, 8500' within 10 miles.

Facility on airport, breakoff point to runway, 026°-0.8 mile.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile of GCN VOR, turn left, climb via R 196° to 9000' within 15 miles.

NOTE: Final approach from holding pattern at GCN VOR not authorized. Procedure turn required.

*All turn W side of crs, high terrain E.

*800-2 authorized for air carriers with weather service.

%Eastbound (040° through 150°) IFR departures: Climb via GCN VOR, R 177 within 10 miles to recross GCN VOR at 7500' minimum.

MSA within 25 miles of facility: 000°-090°-8700'; 090°-180°-8300'; 180°-270°-7800'; 270°-360°-10,300'.

City, Grand Canyon; State, Ariz.; Airport name, Grand Canyon National Park; Elev., 6611'; Fac. Class., L-BVOR; Ident., GCN; Procedure No. VOR-3, Amdt. Orig.; Eff. date, 18 Aug. 66

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	
R 343°, BTM VOR, counterclockwise	R 306°, BTM VOR	Via 6-mile DME Arc	9000	T-dn% T-n% C-d C-n A-dn	1500-1 1500-2 2000-1½ 2000-2 2000-2	1500-1 1500-2 2000-1½ 2000-2 2000-2	1500-1 1500-2 2000-1½ 2000-2 2000-2
6-mile DME Fix, R 306°	BTM VOR (final)	Direct	8000				

Procedure turn N side of crs, 306° Outbnd, 126° Inbnd, 10,000' within 10 miles.

Minimum altitude over facility on final approach crs, 8000'.

Crs and distance, facility to airport, 096°-11.5 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished at 10-mile DME Fix on R 096°, make immediate right-climbing turn, return to VOR via R 096°, continue climb on R 343° in 1-minute holding pattern to 9000', left-hand turns.

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

CAUTION: Landing must be assured at 10-mile DME Fix.

%Climb clear of clouds over the airport to at least 7000'. If unable to continue, climb to MEA clear of clouds over the airport, climb to BTM VOR on R 094°, then climb to MEA in 1-minute holding pattern on R 343°, left-hand turns.

MSA within 25 miles of facility: 000°-090°-9900'; 090°-180°-11,300'; 180°-270°-11,700'; 270°-360°-11,200'.

City, Butte; State, Mont.; Airport name, Silver Bow County; Elev., 5554'; Fac. Class., L-BVORTAC; Ident., BTM; Procedure No. VOR/DME No. 1, Amdt. Orig.; Eff. date, 18 Aug. 66

PROCEDURE CANCELED, EFFECTIVE 20 AUG, 1966.

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

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	
North Plains Int/11-miles DME Fix, R 334°	UBGVOR.....	Direct.....	3000	T-dn%.....	500-1	500-1	500-1
Oswego Int/11-miles DME Fix, R 048°	UBGVOR.....	Direct.....	3000	C-d.....	1000-1	1000-1	1000-1½
Aurora Int/10-miles DME Fix, R 111°	UBGVOR.....	Direct.....	3000	C-n.....	1000-2	1000-2	1000-2
10-mile DME Fix, R 152°	5-mile DME Fix, R 183°	Direct.....	2700	A-dn*.....	1000-2	1000-2	1000-2
5-mile DME Fix, R 183°	UBGVOR (final).....	Direct.....	2600				
Gladstone Int/17-miles DME Fix, R 086°	UBGVOR.....	Direct.....	3500				

Procedure turn W side of crs, 166° Outbnd, 346° Inbnd, 2700' within 10 miles.
 Final approach from holding pattern at UBG VOR not authorized, procedure turn required.
 Minimum altitude over facility on final approach crs, 2600'.
 Crs and distance, facility to airport, 346°—11.1 miles.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 6 miles after passing UBG VOR, or at the 6-mile DME Fix, R 346°, turn right to crs, 110° to intercept UBG VOR, R 014°, thence direct to UBG VOR climbing to 2700'. Operations from 6 miles to airport must be conducted in accordance with visual flight rules.
 CAUTION: VOR reception not available over airport below 700'.
 *Takeoffs all runways: Climb visually to 500' over airport, thence direct to UBG VORTAC.
 *Weather service not available 2200-0600 local time. Alternate minimums not authorized 2200-0600.
 Air carrier use not authorized.
 MSA within 25 miles of facility: 000°—180°—3100'; 180°—270°—4500'; 270°—360°—4600'.
 City, Hillsboro; State, Oreg.; Airport name, Portland-Hillsboro; Elev., 204'; Fac. Class., H-BVORTAC; Ident., UBG; Procedure No. VOR/DME No. 1, Amdt. 3; Eff. date, 18 Aug. 66; Sup. Amdt. No. 2; Dated, 16 Apr. 66

				T-dn.....	300-1	300-1	200-½
				C-dn.....	500-1	500-1	500-1½
				S-dn-13°.....	500-1	500-1	500-1
				A-dn.....	800-2	800-2	800-2

Radar available.
 Procedure turn W side of crs, 324° Outbnd, 144° Inbnd, 2000' within 10 miles of Frances Int/3.5-miles DME Fix.
 Facility on airport.
 Minimum altitude over 3.5-miles DME Fix or Frances Int on final approach crs, 1200'.
 Crs and distance, breakpoint point to approach end of Runway 13, 129°—0.22 mile.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile of VOR, turn right, and climb to 2000' on R 324° within 16 miles, or when directed by ATC, make right-climbing turn to 2000'. Intercept, R 190° within 15 miles.
 NOTE: When authorized by ATC, DME may be used within 16 miles at 2200' in all directions to position aircraft for a final approach with the elimination of a procedure turn.
 *Reduction below ¾ mile not authorized.
 MSA within 25 miles of facility: 000°—090°—2200'; 090°—180°—2500'; 180°—270°—1900'; 270°—360°—2100'.
 City, Macon; State, Ga.; Airport name, Macon Municipal; Elev., 354'; Fac. Class., BVORTAC; Ident., MCN; Procedure No. VOR/DME No. 1, Amdt. 6; Eff. date, 20 Aug. 66; Sup. Amdt. No. 5; Dated, 14 May 66

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	
ABI VOR.....	University Int.....	Direct.....	3300	T-dn.....	300-1	300-1	200-½
Dyess VOR.....	ABI LOM.....	Direct.....	3900	C-dn.....	400-1	500-1	500-1½
ABI LOM.....	University Int.....	Direct.....	3300	S-dn-17°.....	400-1	400-1	400-1
Nugent Int.....	Fort Int.....	Direct.....	3100	A-dn.....	800-2	800-2	800-2
Fort Int.....	University (final).....	Direct.....	2800				

Radar available.
 Procedure turn E side of crs, 350° Outbnd, 170° Inbnd, 3300' within 10 miles of University Int.
 Minimum altitude over University Int on final approach crs, 2800'; over Fort Int, 3100'.
 Crs and distance, University Int to airport, 170°—3.5 miles.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.5 miles after passing University Int, climb to 3900' on S crs of ILS within 20 miles, or when directed by ATC, turn left and climb to 3900' on R 110° of ABI VOR within 20 miles.
 Radar may be used to position aircraft over Fort Int at 3100', with elimination of procedure turn.
 CAUTION: Towers, 2032°—2.6 miles WNW; 2115°—5.2 miles NW; 2067°—6.8 miles NW.
 *400-¾ authorized, except for 4-engine turbojet, with operative high-intensity runway lights.
 City, Abilene; State, Tex.; Airport name, Abilene Municipal; Elev., 1778'; Fac. Class., ILS; Ident., I-ABI; Procedure No. ILS-17 (back crs), Amdt. 6; Eff. date, 20 Aug. 66; Sup. Amdt. No. 5; Dated, 23 July 66

Akron VOR.....	CA LOM.....	Direct.....	2800	T-dn.....	300-1	300-1	200-½
Briggs VOR.....	CA LOM (final).....	Direct.....	2500	C-dn.....	400-1	500-1	500-1½
				S-dn-1°.....	200-½	200-½	200-½
				A-dn.....	600-2	600-2	600-2

Radar available.
 Procedure turn E side S crs, 186° Outbnd, 006° Inbnd, 2500' within 10 miles.
 Minimum altitude at glide slope interception inbnd, 2500'.
 Altitude of glide slope and distance to approach end of runway at OM, 2415°—3.7 miles; at MM, 1450°—0.7 miles.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.7 miles after passing CA LOM, climb to 3000' on N crs of ILS to Derby Int. Hold N, 1-minute left turns, 186° Inbnd.
 *400-¾ required with glide slope inoperative. 400-¾ authorized with operative ALS, except for 4-engine turbojet aircraft.
 City, Akron; State, Ohio; Airport name, Akron-Canton; Elev., 1228'; Fac. Class., ILS; Ident., I-CAK; Procedure No. ILS-1, Amdt. 18; Eff. date, 20 Aug. 66; Sup. Amdt. No. 17; Dated, 23 Apr. 66

RULES AND REGULATIONS

ILS STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Asheville VOR.....	Broad River RBn.....	Direct.....	5500	T-dn*.....	400-1	400-1	400-3/4
Owen Int.....	Broad River RBn.....	Direct.....	5000	C-d**.....	1000-2	1000-2	1000-2
Spartanburg VOR.....	Tuxedo Int.....	Direct.....	5000	C-n.....	NA	NA	NA
Tuxedo Int.....	Broad River RBn (final).....	Direct.....	5000	S-dn-34@#.....	400-3/4	400-3/4	400-3/4
				A-dn**.....	1000-2	1000-2	1000-2

Procedure turn E side of crs, 161° Outbnd, 341° Inbnd, 5000' within 10 miles of Broad River RBn.

Minimum altitude at glide slope interception Inbnd, 5000' (Broad River RBn).

Altitude of glide slope and distance to approach end of runway at Broad River RBn, 5000'—9.7 miles; at OM, 3519'—4.7 miles; at MM, 2329'—0.6 mile.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 9.7 miles after passing BRA RBn climb on crs of 340° to ABN RBn and continue climb, if necessary, in holding pattern S of ABN RBn (right turns, 1 minute) to 5000' or higher as directed by ATC before returning to Broad River RBn or continuing climb on crs, or when directed by ATC, climb on crs of 341° from BRA RBn to 8000' within 20 miles.

*IFR departure procedures: Takeoffs to the N will comply with missed approach procedure when climbing to altitude. Takeoffs to S will climb on crs of 161° over the OM and continue on crs of 161° to Broad River RBn. Upon reaching 5000' or higher, as directed by ATC, continue climb on crs.

**CAUTION: Terrain rises rapidly 2 miles W of airport. All maneuvering for circling approach must be accomplished E of airport. Night alternate predicated on landing straight-in Runway 34.

#800-1 required when glide slope not utilized.

@ Reduction not authorized.

City, Asheville; State, N.C.; Airport name, Asheville Municipal; Elev., 2161'; Fac. Class., ILS; Ident., I-AVL; Procedure No. ILS-34, Amdt. 6; Eff. date, 20 Aug. 66; Sup. Amdt. No. 5; Dated, 22 Jan. 66

Bismarck RBn.....	LOM.....	Direct.....	3300	T-dn%.....	300-1	300-1	200-1/2
Bismarck VOR.....	LOM.....	Direct.....	3300	C-d.....	400-1	500-1	500-1 1/2
Lincoln Int.....	LOM.....	Direct.....	3300	C-n.....	400-1 1/2	500-1 1/2	500-1 1/2
Bell Int.....	LOM.....	Direct.....	3300	S-dn-30#.....	200-1/2	200-1/2	200-1/2
				A-dn.....	600-2	600-2	600-2

Procedure turn E side SE crs, 126° Outbnd, 306° Inbnd, 3300' within 10 miles.

Minimum altitude at glide slope interception Inbnd, 3300'.

Altitude of glide slope and distance to approach end of runway at OM, 3260'—5.8 miles; at MM, 1830'—0.6 mile.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.8 miles after passing LOM, climb to 3800' on 286° bearing from BI LOM or to 3800' on R 263°. BIS VOR within 20 miles, or when directed by ATC, make right-climbing turn to 3800' on R 336, BIS VOR within 20 miles.

%When weather is below 1800-2, aircraft departing southwestbound, flight below 3900' beyond 5 miles from airport is prohibited between R 175° and 230°, inclusive of the BIS VOR due to 3373' tower, 10 miles SSW of airport.

#300-1/2 required when glide slope not utilized. 300-1/2 authorized with operative ALS except for 4-engine turbojet.

When authorized by ATC, BIS DME may be used to position aircraft for straight-in approach at 3300' from R 050°, BIS VOR clockwise to R 140°, BIS VOR via 10-mile DME Arc with elimination of procedure turn.

City, Bismarck; State, N. Dak.; Airport name, Bismarck Municipal; Elev., 1677'; Fac. Class., ILS; Ident., I-BIS; Procedure No. ILS-20, Amdt. 19; Eff. date, 20 Aug. 66; Sup. Amdt. No. 18; Dated, 19 Mar. 66

Mason Int.....	Madeira RBn (final).....	Direct.....	2700	T-dn#.....	600-1	600-1	600-1
Hamilton Int.....	Madeira RBn.....	Direct.....	2700	C-d.....	800-1	800-1	800-1 1/2
Alexandria Int.....	Madeira RBn.....	Direct.....	2700	S-dn-20L*.....	400-1	400-1	400-1
CVG VOR.....	Madeira RBn.....	Direct.....	2700	A-dn.....	800-2	800-2	800-2
Scott DME Int.....	Madeira RBn.....	Direct.....	2700				

Radar available.

Procedure turn S side of crs, 021° Outbnd, 201° Inbnd, 2700' within 10 miles of Madeira RBn.

Crs and distance, Madeira RBn to airport, 201°—7.2 miles.

Minimum altitude at glide slope interception Inbnd, 2700'.

Altitude of glide slope and distance to approach end of runway at OM, 1601'—3.4 miles; at MM, 681'—0.5 mile.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 7.2 miles after passing Madeira RBn, climb to 2700' to California Int on 201° heading to intercept CVG, R 105°. Proceed to California Int. Hold E, 1-minute left turns, 285° Inbnd.

*500-1 required with glide slope inoperative—visibility reduction below 1/2 mile not authorized.

#300-1 takeoff authorized Runways 2R and 6, 400-1 takeoff authorized Runways 20L and 24.

City, Cincinnati; State, Ohio; Airport name, Cincinnati Municipal Lunken Field; Elev., 488'; Fac. Class., ILS; Ident., I-LUK; Procedure No. ILS-20L, Amdt. 1; Eff. date, 20 Aug. 66; Sup. Amdt. No. Orig.; Dated, 16 Apr. 66

Dallas VOR.....	LOM.....	Direct.....	2000	T-dn*.....	300-1	300-1	200-1/2
Ross Ave Int.....	LOM.....	Direct.....	2000	C-dn.....	400-1	500-1	500-1 1/2
Lakeside Int.....	LOM.....	Direct.....	2000	S-dn-13L#.....	200-1/2	200-1/2	200-1/2
				A-dn.....	600-2	600-2	600-2

Radar available.

Procedure turn N side NW crs, 308° Outbnd, 128° Inbnd, 2000' within 10 miles.

Minimum altitude at glide slope interception Inbnd, 2000'.

Altitude of glide slope and distance to approach end of runway at OM, 1783'—4.1 miles; at MM, 711'—0.6 mile.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, climb to 2000' on SE crs, ILS (128°) within 20 miles, or when directed by ATC, turn left, proceed to DAL VOR, climbing to 2000'.

CAUTION: Procedure turn maneuvering must be completed N of ILS localizer crs. Standard clearance not provided over 1221' radio tower, 5.6 miles WNW of LOM.

#400-1/2 (RVR 4000') required when glide slope inoperative, 400-1/2 (RVR 2400') authorized with operative ALS except for 4-engine turbojet.

#RVR 2400', descent below 685' not authorized unless approach lights are visible.

*RVR 2400', authorized Runway 13L.

Glide slope unusable below 677'.

City, Dallas; State, Tex.; Airport name, Dallas Love Field; Elev., 485'; Fac. Class., ILS; Ident., I-DAL; Procedure No. ILS-13L, Amdt. 12; Eff. date, 20 Aug. 66; Sup. Amdt. No. 11; Dated, 10 Apr. 65

MUL VORTAC.....	5-mile DME Fix on MLU localizer BC.....	MLU, R 036°.....	1900	T-dn.....	300-1	300-1	200-1/2
				C-dn.....	400-1	500-1	500-1 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, 039° Outbnd, 219° Inbnd, 1700' within 10 miles of 5-mile DME Fix.

Minimum altitude over 5-mile DME Fix on final approach crs, 1100'.

Crs and distance, 5-mile DME Fix to airport, 219°—4 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished upon reaching 5-mile DME Fix, climb to 2000' on the SW crs, ILS (219°) within 20 miles.

NOTES: 15-mile DME Arc, 1700' authorized radially, 262° clockwise through 134° from the Monroe VORTAC to intercept final approach crs eliminating procedure turn.

Not authorized for air carrier use.

City, Monroe; State, La.; Airport name, Selman Field; Elev., 79'; Fac. Class., ILS; Ident., I-MLU; Procedure No. ILS-22, Amdt. Orig.; Eff. date, 20 Aug. 66

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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	
Bay Point Int.	Hayward RBN	Direct	6000	T-dn%	300-1	300-1	200-1½
Altamont Int.	Hayward RBN	Direct	5000	C-dn*	500-1	500-1	500-1½
OAK VOR	Hayward RBN	Direct	4000	S-dn-27R#	200-1½	200-1½	200-1½
Decoto Int.	Hayward RBN	Direct	4000	S-dn-27L##	500-1	500-1	500-1
Sunol Int.	Hayward RBN	Direct	*4000	A-dn	600-2	600-2	600-2

Radar available.

Procedure turn S side of crs, 095° Outbnd, 275° Inbnd, 4000' within 10 miles of HWD RBN.

Procedure turn S side of crs, high terrain to N.

Minimum altitude at glide slope interception Inbnd, 2700'. Without glide slope, procedure turn required; minimum altitude over Hayward RBN, 2700'.

Altitude of glide slope and distance to approach end of runway at HWD RBN, 2590'—8.2 miles; at OM, 1320'—4.2 miles; at MM, 230'—0.5 mile.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.5 mile after passing MM, proceed direct to OAK VOR, climbing to 3000' on OAK VOR R 313° to Richmond Int.

NOTES: *Descent on glide slope authorized to cross Hayward RBN at 2590'.

%300-1 required for takeoff on Runway 33.

*700' ceiling required for circling to Runway 15 due to 362' tank, 1.6 miles N of Runways 15/33.

#400-¾ required if glide slope not utilized. 400-½ authorized, except for 4-engine turbojets, with operative ALS.

##Crs and distance OM to Runway 27L, 273°—4.2 miles.

City, Oakland; State, Calif.; Airport name, Metropolitan Oakland International; Elev., 6'; Fac. Class., ILS; Ident., I-OAK; Procedure No. ILS-27R, Amdt. 21; Eff. date, 20 Aug. 66; Sup. Amdt. No. ILS-27R, 20; Dated, 23 Oct. 65

SAT VOR	LOM	Direct	3000	T-dn*	300-1	300-1	200-1½
				C-dn	#400-1	500-1	500-1½
				S-dn-12#%	200-1½	200-1½	200-1½
				A-dn	600-2	600-2	600-2

Radar available.

Procedure turn W side of NW crs, 303° Outbnd, 123° Inbnd, 3000' within 10 miles.

Minimum altitude at glide slope interception Inbnd, 2600'.

Altitude of glide slope and distance to approach end of runway at LOM, 2600'—5.9 miles; at MM, 1028'—0.5 mile.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, turn right, climb to 3000' on SAT VOR, R 158° within 20 miles.

*RVR 2400' authorized for takeoff Runway 12.

#500-¾ required when glide slope not utilized.

%RVR 2400', descent below 1008' not authorized unless ALS is visible.

##500-1 required when glide slope not utilized.

City, San Antonio; State, Tex.; Airport name, San Antonio International; Elev., 808'; Fac. Class., ILS; Ident., I-ANT; Procedure No. ILS-12, Amdt. 9; Eff. date, 20 Aug. 66; Sup. Amdt. No. 8; Dated, 25 June 66

Sioux Falls RBN	LOM	Direct	2700	T-dn%	300-1	300-1	200-1½
Sioux Falls VOR	LOM	Direct	2700	C-dn	500-1	500-1	500-1½
Bestland Int.	LOM	Direct	2700	S-dn-3#%	200-1½	200-1½	200-1½
Lennox Int.	LOM	Direct	2700	A-dn	600-2	600-2	600-2
Russell Int.	LOM	Direct	2700				

Procedure turn S side of crs, 206° Outbnd, 026° Inbnd, 2700' within 10 miles.

Minimum altitude at glide slope interception Inbnd, 2600'.

Altitude of glide slope and distance to approach end of runway at OM, 2520'—3.8 miles; at MM, 1623'—0.5 mile.

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 2700' on NE crs of ILS within 10 miles.

NOTE: When authorized by ATC, FSD DME may be used to position aircraft for straight-in approach at 3000' between R 160° clockwise to R 300° and 3400' between R 145° clockwise to R 160°, via 14-mile DME Arc with the elimination of procedure turn.

%For southeastbound aircraft when weather is below 2100-2, flight below 3900' beyond 5 miles E and SE of airport is prohibited between R 065° and R 135° of the FSD VOR.

Restriction due to 3444' tower 10 miles SE of airport.

%300-1 required for takeoff Runway 15.

#500-1 required when glide slope not utilized.

NOTE: Procedure authorized only for those aircraft equipped to receive VOR and ILS simultaneously and Marie Int received, following minimums apply for all aircraft except 4-engine turbojet. 400-¾ with high-intensity runway lights; 400-½ with ALS in operation.

City, Sioux Falls; State, S. Dak.; Airport name, Joe Foss Field; Elev., 1428'; Fac. Class., ILS; Ident., I-FSD; Procedure No. ILS-3, Amdt. 12; Eff. date, 20 Aug. 66; Sup. Amdt. No. 11; Dated, 4 Dec. 65

Sioux Falls RBN	Renner Int.	Direct	2700	T-dn%	300-1	300-1	200-1½
Sioux Falls VOR	Renner Int.	Direct	2700	C-dn	500-1	500-1	500-1½
Baltic Int.	Renner Int (final)	Direct	2500	S-dn-21*	400-1	400-1	400-1
Sherman Int.	NE crs, ILS (final)	Via R 046°, FSD VOR.	2500	A-dn	800-2	800-2	800-2

Procedure turn N side of crs, 026° Outbnd, 206° Inbnd, 2700' within 10 miles of Renner Int.

Crs and distance, Renner Int to airport, 206°—3.7 miles.

No glide slope. Minimum altitude over Renner Int, 2500'. No outer marker. No middle marker.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.7 miles after passing Renner Int, climb to 2700' on SW crs, ILS, within 10 miles of LOM. Return to LOM and hold on 206° bearing.

NOTE: Procedure authorized only for those aircraft equipped to receive VOR and ILS simultaneously. When authorized by ATC, FSD DME may be used to position aircraft for straight-in approach at 3000' between R 209° clockwise to R 050° via 9-mile DME Arc with the elimination of procedure turn.

%300-1 required for takeoff Runway 15.

%For southeastbound aircraft, when weather is below 2100-2, flight below 3900' beyond 5 miles E and SE of airport prohibited between R 095° and R 135° of the FSD VOR. Restriction due to 3444' tower, 10 miles SE of airport.

*400¾ authorized, except for 4-engine turbojet aircraft, with operative high-intensity runway lights.

Reduction below ¾ not authorized.

City, Sioux Falls; State, S. Dak.; Airport name, Joe Foss Field; Elev., 1428'; Fac. Class., ILS; Ident., I-FSD; Procedure No. ILS-21 (back crs), Amdt. 8; Eff. date, 20 Aug. 66; Sup. Amdt. No. 7; Dated, 7 Aug. 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	
Sweet Valley Int.	CYE RBN	Direct	3800	T-dn#	600-1	600-1	600-1
Thornhurst VOR	CYE RBN	Direct	3800	C-d	900-1½	1000-1½	100-2
Effort Int.	CYE RBN	Direct	3800	C-n	1300-2	1300-2	1300-2
Pocono Int.	CYE RBN	Direct	3800	S-dn-4**	600-1	600-1	600-1
Scranton Int.	CYE RBN	Direct	4000	A-d	1200-2	1200-2	1200-2
Lopez Int.	CYE RBN	Direct	3800	A-n	1600-3	1600-3	1600-3
Hazleton RBN	CYE RBN	Direct	3800				
Hazleton VOR	CYE RBN	Direct	3800				

Radar available.

Procedure turn W side SW crs, 223° Outbnd, 043° Inbnd, 3800' within 10 miles of Crystal Lake RBN.

Minimum altitude at glide slope interception Inbnd final, 3775' over Crystal Lake RBN.

Altitude of glide slope and distance to approach end of runway at CYE RBN, 3775'—8.6 miles; at OM, 2229'—3.9 miles; at MM, 1177'—0.6 mile.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.9 miles after passing Wilkes-Barre LOM or 8.6 miles after passing Crystal Lake RBN, climb to 3800' on crs, 043° from the Wilkes-Barre LOM, then proceed direct to the Wilkes-Barre VOR, maintain 4000'. Hold E, 1-minute right turns, Inbnd crs, 268°, or when directed by ATC, (1) climb to 3800' on crs, 043° from the LOM, turn left and proceed direct to Crystal Lake RBN, maintain 3800', hold SW, 1-minute left turns, Inbnd crs, 043°, (2) hold W of Crystal Lake RBN, 3800', 1-minute right turns, Inbnd crs, 100°.

AIR CARRIER NOTE: Sliding scale not authorized.

NOTES: (1) This approach is authorized only when Crystal Lake Radio Beacon is operating, or when Radar is utilized. (2) High terrain to E, SE, and S of airport within 2.5 miles. "Circling approaches are prohibited in that area SE of Runways 4/22 centerline extended."

*Takeoff minimums for Runways 10 and 16: Day, 600-2; night, 800-2.

**If glide slope inoperative, maintain 2600' until past LOM; circling minimums apply.

City, Wilkes-Barre; State, Pa.; Airport name, Wilkes-Barre-Scranton; Elev., 956'; Fac. Class., ILS; Ident., I-AVP; Procedure No. ILS-4, Amdt. 19; Eff. date, 20 Aug. 66; Sup. Amdt. No. 18; Dated, 19 Feb. 66

MIP VOR	Picture Rocks RBN/Int	Direct	3700	T-dn%	800-1	800-1	800-1
IPT VOR	Picture Rocks RBN/Int	Direct	3700	C-dn#	900-1½	900-1½	900-1½
Hills Grove Int.	Picture Rocks RBN (final)	Direct	3600	S-dn-27*	800-1½	800-1½	800-1½
Linden Int.	Picture Rocks RBN/Int	Direct	4000	A-d	1500-2	1500-2	1500-2
Muncy Int.	Picture Rocks RBN (final)	Direct	3600	A-n	1500-3	1500-3	1500-3

Procedure turn S side of crs, 086° Outbnd, 266° Inbnd, 3700' within 10 miles of Picture Rocks RBN or Int.

Minimum altitude over Picture Rocks RBN or Int on final approach crs, 3600'.

Minimum altitude at glide slope interception Inbnd, 3600'.

Altitude of glide slope and distance to approach end of runway at Picture Rocks RBN/Int, 3600'—9.4 miles; at OM, 1812'—3.8 miles; at MM, 766'—0.6 mile.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.8 miles after passing outer marker or 9.4 miles after passing Picture Rocks RBN or Int, make immediate right (N) climbing turn to 3700', proceed to Picture Rocks RBN. Hold E, 1-minute left turns, Inbnd crs, 266°, or when directed by ATC, make a right (NW) climbing turn to 4000' to intercept the MIP VOR, R 325°, proceed to Trout Run Int. Hold W, Trout Run Int, 1-minute right turns Inbnd crs, 110°.

#CAUTION: 2000' ridge, approximately 2 miles S of airport. All circling approaches are prohibited in the area S of Runways 9-27.

NOTE: Procedure restricted to aircraft capable of receiving ILS and VOR simultaneously when Picture Rocks RBN inoperative.

AIR CARRIER NOTE: Sliding scale not authorized for takeoffs and landings. Runways 15-33 closed to air carrier operations.

*If glide slope inoperative, maintain 2000' until past OM; circling minimums apply.

%ATC will assign departure routing.

Departure procedures: Caution: High terrain underlies the departure routes.

All runways: Climb VFR to 1300' in the immediate vicinity of the airport in order to depart IFR climbing on a crs. 6°ft.

%To intercept a 300 magnetic bearing from the "PT" LMM, thence via the 300 magnetic bearing to intercept the 325° radial of the Milton VOR. Climb Outbnd on the Milton VOR, 325° radial to 2100' before proceeding as cleared.

%To intercept the IPT localizer front crs climbing toward the PIX BRN/Int. Cross the PIX BRN/Int at or above 2100' before proceeding as cleared.

%Direct to the IPT VORTAC. Cross the IPT VORTAC, 4-nautical mile DME Arc at or above 2000' before proceeding as cleared.

City, Williamsport; State, Pa.; Airport name, Williamsport-Lycorning County; Elev., 528'; Fac. Class., ILS; Ident., I-IPT; Procedure No. ILS-27, Amdt. 6; Eff. date, 20 Aug. 66; Sup. Amdt. No. 5; Dated, 12 June 65

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	
					65 knots or less	More than 65 knots

PROCEDURE CANCELED, EFFECTIVE 20 AUG. 1966.

City, Bedford; State, Mass.; Airport name, Hanscom; Elev., 133'; Fac. Class and Ident., Hanscom Radar; Procedure No. 1, Amdt. 2; Eff. date, 5 June 65; Sup. Amdt. No. 1 Dated, 4 Jan. 64

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	
					Surveillance approach		
All sectors.....	Radar site.....	Within: 7 miles.....	**1900	T-dn.....	300-1	300-1	200-1½
All sectors.....	Radar site.....	10-25 miles.....	2800	C-dn.....	500-1	500-1	500-1½
All sectors.....	Radar site.....	7-10 miles.....	*2400	S-dn-1%.....	400-1	400-1	400-1
160° clockwise to 200°.....	Radar site.....	7-14 miles.....	#2000	S-dn-7R.....	400-1	400-1	400-1
				S-dn-13, 19%.....	500-1	500-1	500-1
				S-dn-25L and 31.....	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, Runway 1: Climb to 2700' on 006° bearing from MK LOM within 20 miles to the Cardinal Int. Runway 19: Climb to 2100' on S crs, ILS within 10 miles of MK LOM. Runways 7R-13: Right turn, climb to 2100' and proceed to LOM. Runways 25L-31: Left turn, climb to 2100' and proceed to LOM.

% Do not descend below 1200' on approach to Runway 1 until controller advises passing the AC spark plug tower.

% Do not descend below 1800' on approach to Runway 19 until controller advises passing 5-mile Radar Fix.

*3-mile lateral separation required from 1720' tower, 7.8 miles N of airport; 1735' tower, 9.2 miles N of airport; and 1540' tower, 11 miles NW of airport.

**3-mile lateral separation required from 1261' tower, 4.8 miles N of airport; 1175' tower, 6.1 miles NW of airport; 1050' tower, 3.6 miles W of airport; 1266' towers, 7 miles W of airport; 1141' stack, 6 miles SSE of airport; 1720' tower, 7.8 miles N of airport; 1735' tower, 9.2 miles N of airport; 1091' tower, 8 miles SW of airport; 1449' tower, 5.2 miles N of airport.

#3-mile lateral separation required from 1141' stack, 6 miles SSE of airport.

\$400-¾ authorized, except for 4-engine turbojet aircraft, with operative high-intensity runway lights.

\$400-½ authorized, except for 4-engine turbojet aircraft, with operative ALS.

City, Milwaukee; State, Wis.; Airport name, General Mitchell Field; Elev., 723'; Fac. Class. and Ident., Milwaukee Radar; Procedure No. 1, Amdt. 13; Eff. date, 20 Aug. 66; Sup. Amdt. No. 12; Dated, 12 June 65

334°.....	088°.....	Within: 30 miles.....	7500	T-dn.....	300-1	300-1	200-1½
088°.....	172°.....	30 miles.....	4600	C-dn 8LR.....	800-1	800-1	800-1½
172°.....	293°.....	30 miles.....	6500	C-dn 26/L.....	700-1	700-1	700-1½
293°.....	334°.....	30 miles.....	5500	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 26L: Climb to 4000' on PHX VOR, R 258°/258° bearing from RBN within 20 miles. Runways 8L/R: Climb to 4000' on PHX VOR, R 076°/076° bearing from RBN within 10 miles.

City, Phoenix; State, Ariz.; Airport name, Sky Harbor Municipal; Elev., 1122'; Fac. Class. and Ident., Phoenix Radar; Procedure No. 1, Amdt. Orig.; Eff. date, 20 Aug. 66

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 July 15, 1966.

JAMES F. RUDOLPH,
Acting Director, Flight Standards Service.

[F.R. Doc. 66-7939; Filed, July 28, 1966; 8:45 a.m.]

SUBCHAPTER I—AIRPORTS

[Docket No. 7524; Amdt. 151-12]

PART 151—FEDERAL AID TO AIRPORTS

Equal Employment Opportunity

The purpose of this amendment is to reflect the changes in the equal employment opportunity regulations incorporated in this part brought about by Executive Order 11246 and subsequent action thereunder by the Secretary of Labor.

Section 151.54 reflects the equal employment opportunity requirements applicable to contractors and subcontractors under Federal-aid to Airports grants of the regulations of the President's Committee on Equal Employment Opportunity, 28 F.R. 9812, 11305. By Executive Order 11246, 30 F.R. 12319, the President abolished the Committee and transferred its functions to the Secretary of Labor. The Secretary established an Office of Federal Contract Compliance for the discharge of these responsibilities (31 F.R. 6921). He also adopted as his own the rules of the Committee "to the extent not inconsistent with Executive Order 11246 of September 24, 1965" and replaced the references

to officers of the Committee in these rules by references to the Director of the Office of Federal Contract Compliance, effective October 24, 1965 (30 F.R. 13441). These changes should therefore be reflected in § 151.54.

Since this amendment merely reflects rule making action already taken by the Secretary of Labor, notice and public procedure thereon are not required and the amendment may be made effective immediately.

Accordingly, § 151.54 of Part 151 of the Federal Aviation Regulations, 14 CFR 151.54, is amended, effective immediately, as follows:

1. By amending the introductory paragraph to read as follows:

In conformity with Executive Order 11246 of September 24, 1965 (30 F.R. 12319) the regulations of the former President's Committee on Equal Employment Opportunity, 41 CFR Part 60-1 (28 F.R. 9812, 11305), as adopted "to the extent not inconsistent with Executive Order 11246" by the Secretary of Labor ("Transfer of Functions," Oct. 19, 1965, 30 F.R. 13441), are incorporated by reference into Subparts B and C of this part as set forth below. They are referred to in this section by section numbers of Part 60-1 of Title 41.

2. By amending § 151.54(d) by striking out the words "President's Committee on Equal Employment Opportunity" and "Executive Vice Chairman of the President's Committee" and inserting in place thereof, respectively, the words "Office of Federal Contract Compliance in the United States Department of Labor" and "Director of the Office of Federal Contract Compliance".

3. By striking out the word "Committee" in § 151.54(e) and inserting the words "Office of Federal Contract Compliance" in place thereof; and

4. By striking out the words "the Committee Regulations refer" in § 151.54(g) and inserting the words "Part 60-1 refers" in place thereof.

(Federal Airport Act (49 U.S.C. 1101-1114, 1116-1119); Executive Order 11246; Regulations of Secretary of Labor (30 F.R. 13441, 31 F.R. 6921))

Issued in Washington, D.C., on July 26, 1966.

WILLIAM F. MCKEE,
Administrator.

[F.R. Doc. 66-8293; Filed, July 28, 1966; 8:47 a.m.]

Title 16—COMMERCIAL PRACTICES

Chapter I—Federal Trade Commission

[Docket No. 8647 o.]

PART 13—PROHIBITED TRADE PRACTICES

Clairol, Inc.

Subpart—Discriminating in price under section 2, Clayton Act—Payment for services or facilities for processing or sale under 2(d): § 13.824 *Advertising expenses*; § 13.825 *Allowances for services or facilities*.

(Sec. 6, 38 Stat. 721; 15 U.S.C. 46. Interpret or apply sec. 2, 49 Stat. 1526; 15 U.S.C. 13) [Cease and desist order, Clairol, Inc., New York, N.Y., Docket 8647, June 24, 1966]

Order requiring a New York City manufacturer of beauty preparations, to cease paying discriminatory promotional allowances to competing customers in two channels of trade, beauty salons and regular retailers, in the sale of its hair coloring products, in violation of section 2(d) of the Clayton Act.

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

It is ordered, That respondent, Clairol, Inc., its officers, agents, representatives and employees, directly or indirectly, through any corporate or other device, in or in connection with the offering for sale, sale or distribution of its products, in commerce, as "commerce" is defined in the Clayton Act, as amended, do forthwith:

1. (a) Cease and desist from paying or contracting to pay anything of value to or for the benefit of any retailer customer engaged in the resale of respondent's hair care products to home use consumers as compensation or consideration for any services or facilities furnished by or through such customer in connection with the processing, handling, sale or offering for sale of respondent's products unless such payment or consideration is available on proportionally equal terms to all other retailer customers of respondent competing with the favored retailer customer in the distribution of such products to the consumer for home use.

(b) Cease and desist from making or contracting to make any such payment to or for the benefit of any such retailer customer unless such payment is available on proportionally equal terms to all other customers of respondent who resell such products of respondent to retailers who compete with the favored retailer customer in the resale of respondent's hair care products to consumers for home use.

2. (a) Cease and desist from paying or contracting to pay anything of value to or for the benefit of any customer engaged in rendering hair care services, in the course of which such customer uses respondent's hair care products, for advertising services furnished by or

through such customer in the promotion of such products unless such payment or consideration is available on proportionally equal terms to all beauty salon customers of respondent competing with the favored customer in the rendering of hair care services and the use of respondent's hair care products.

(b) Cease and desist from making or contracting to make any such payment to or for the benefit of any such customer unless such payment is available on proportionally equal terms to all other customers of respondent who resell such products of respondent to beauty salons who compete with the favored customer in the rendering of hair care services and the use of respondent's hair care products.

It is further ordered, That the initial decision, as modified and supplemented by the accompanying opinion of the Commission, be, and it hereby is, adopted as the decision of the Commission.

It is further ordered, That respondent, Clairol, Inc., a corporation, shall, within sixty (60) days after service upon it of this order, file with the Commission, a report, in writing, setting forth in detail the manner and form in which it has complied with this order.

Issued: June 24, 1966.

By the Commission.¹

[SEAL]

JOSEPH W. SHEA,
Secretary.

[F.R. Doc. 66-8278; Filed, July 28, 1966; 8:46 a.m.]

[Docket No. 8648 o.]

PART 13—PROHIBITED TRADE PRACTICES

Wilmington Chemical Corp. and Joseph S. Klehman

Subpart—Furnishing means and instrumentalities of misrepresentation or deception: § 13.1055 *Furnishing means and instrumentalities of misrepresentation or deception*. Subpart—Misrepresenting oneself and goods—Business status, advantages or connections: § 13.1395 *Connections and arrangements with others*. Misrepresenting oneself and goods—Goods: § 13.1615 *Earnings and profits*; § 13.1647 *Guarantees*; § 13.1745 *Source of origin*; § 13.1745-60 *Maker or seller*; § 13.1762 *Tests, purported*.

(Sec. 6, 38 Stat. 721; 15 U.S.C. 46. Interpret or apply sec. 5, 38 Stat. 719, as amended, 15 U.S.C. 45) [Cease and desist order, Wilmington Chemical Corp. et al., Chicago, Ill., Docket 8648, June 17, 1966]

Order requiring a Chicago, Ill., manufacturer of a water repellent product, to cease misrepresenting the origin and waterproofing qualities of its product and making deceptive claims about testing, profitability, discount of notes, and guarantee coverage.

The order to cease and desist is as follows:

It is ordered, That the respondent, Wilmington Chemical Corp., a corpora-

¹ Commissioner Elman dissenting.

tion, and its officers, and respondent Joseph S. Klehman, individually and as an officer of the corporation, and respondents' agents, representatives, and employees, directly or through any corporate or other device, in connection with the offering for sale, sale, and distribution of water repellent coatings, paints, or any other products, in commerce, as "commerce" is defined in the Federal Trade Commission Act, do forthwith cease and desist from:

A. Representing, directly or by implication, that:

1. Respondents are a subsidiary, exclusive licensee, or division of, or affiliated in any manner with, E. I. du Pont de Nemours & Co., Inc., either by that name or the abbreviated name of Du Pont; or in any other manner suggesting a relationship with the Du Pont company other than that of seller and purchaser; or that the respondents are affiliated with any company or organization with which, in fact, they are not so affiliated; or that X-33 or any other product sold by respondent was manufactured, developed, or tested by E. I. du Pont de Nemours & Co., Inc., either by that name or the abbreviated name of Du Pont; or that such products were developed or manufactured by any company or organization which, in fact, has not developed or manufactured such products.

2. Respondents' products are guaranteed, unless the nature, conditions, and extent of the guarantee, the identity of the guarantor, and the manner in which the guarantor will perform thereunder are clearly and conspicuously disclosed.

3. Franchise dealers will earn, or are likely to earn, any specific amount in dollars, or will earn any amount in excess of that usually earned by respondents' dealers in the normal course of business in a similar trade area.

4. The contract or franchise may be cancelled by the franchise dealer at any time; or that respondents will pick up any unsold quantities of respondents' products, transfer them to another dealer, or make refund to the dealers for unsold merchandise, or that the contract is other than an outright sale of respondents' product to the dealer.

5. Respondents' product will be sold by the customer before payment therefor becomes due.

6. Respondents' products were tested by E. I. du Pont de Nemours & Co., Inc., either by that name or the abbreviated name of Du Pont, by the corporate respondent, or by an independent laboratory.

7. Respondents' products are waterproof or will cause any surface to which they are applied to become waterproof, or in any other way misrepresenting the uses or efficacy of any of their products.

8. Any trade acceptances or any other form of commercial paper or obligation given in payment for merchandise will be retained by the corporate respondent and not sold to, or discounted by, a third party.

B. Furnishing to, or otherwise placing in the hands of, others, including salesmen, retailers, or dealers, the means or instrumentalities by or through which