

tions is to revoke the Waco, Tex. (James Connally AFB) control zone and redesignate the Waco, Tex. (Municipal Airport) control zone to include James Connally AFB. This action is required due to a reduction in weather services provided by the Air Force and will provide protection for aircraft executing prescribed instrument approach and departure procedures at James Connally AFB. Since this amendment is editorial in nature and imposes no additional burden on any person, notice and public procedures hereon are unnecessary and the amendment may be made effective immediately.

In consideration of the foregoing, Part 71 of the Federal Aviation Regulations is amended, effective immediately, as hereinafter set forth.

1. In § 71.171 (31 F.R. 6489) the Waco, Tex. (James Connally AFB) control zone is revoked.

2. In § 71.171 (31 F.R. 2144) the Waco, Tex. (Municipal Airport) control zone is redesignated to read:

WACO, TEX.

That airspace within a 5-mile radius of the Waco Municipal Airport (latitude 31°36'40" N., longitude 97°13'40" W.); within 2 miles each side of the 330° radial from the Waco VORTAC extending from the 5-mile radius zone to 7.5 miles NW of the VORTAC; within 2 miles each side of the Waco ILS localizer N course, extending from the 5-mile radius zone to 0.5 mile S of the OM; within 2 miles each side of the Waco VORTAC 098° radial, extending from the VORTAC to a 5-mile radius circle centered at James Connally AFB (latitude 31°38'20" N., longitude 97°04'25" W.); within a 5-mile radius of James Connally AFB (latitude 31°38'20" N., longitude 97°04'25" W.); and within 2 miles each side of the James Connally TACAN 167° and 352° radials extending from the 5-mile radius zone to 7 miles N. and 4.5 miles S of the TACAN. (Sec. 307(a), Federal Aviation Act of 1958 (49 U.S.C. 1348))

Issued in Fort Worth, Tex., on August 24, 1966.

HENRY L. NEWMAN,
Director, Southwest Region.

[F.R. Doc. 66-9571; Filed, Sept. 1, 1966; 8:46 a.m.]

[Airspace Docket No. 66-CE-30]

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

Alteration of Transition Area; Correction

On June 28, 1966, a final rule was published in the FEDERAL REGISTER (31 F.R. 8910) which included redesignation of the Lincoln, Nebr., transition area. In this redesignation, the Lincoln, Nebr., airport coordinates were incorrectly recited as "latitude 41°50'55" N., longitude 96°45'05" W.". The coordinates for the airport should have been given as "latitude 40°50'45" N., longitude 96°45'20" W.". Action is taken herein to make this correction.

Since this amendment is editorial in nature and imposes no additional bur-

den on any person, notice and public procedure hereon are unnecessary.

In consideration of the foregoing, the redesignation of the Lincoln, Nebr., transition area, as set forth in Airspace Docket No. 66-CE-30, is amended effective 0001 e.s.t., August 18, 1966, as follows: "(latitude 41°50'55" N., longitude 96°45'05" W.)" is deleted and "(latitude 40°50'45" N., longitude 96°45'20" W.)" is substituted therefor.

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

Issued in Kansas City, Mo., on August 11, 1966.

DANIEL E. BARROW,
Acting Director, Central Region.

[F.R. Doc. 66-9572; Filed, Sept. 1, 1966; 8:46 a.m.]

[Airspace Docket No. 66-SO-54]

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

Alteration of Transition Area and Control Zone

On July 14, 1966, a notice of proposed rule making was published in the FEDERAL REGISTER (31 F.R. 9549) stating that the Federal Aviation Agency was considering an amendment to Part 71 of the Federal Aviation Regulations that would alter the Myrtle Beach, S.C., transition area.

Subsequent to the publication of the Notice, Coast and Geodetic Survey redefined the final approach radials for the VOR No. 1 approach procedure from the 052° to the 054° radial, and for the VOR No. 2 approach procedure from the 214° to the 220° radial. Because of the redefinition of these radials, it is necessary to alter the Crescent Beach/Myrtle Beach control zone and the Myrtle Beach 700-foot transition area as follows:

Crescent Beach/Myrtle Beach Control Zone: Redesignate the extensions predicated on the Myrtle Beach VORTAC 052° and 214° radials to the Myrtle Beach VORTAC 054° and 220° radials, respectively.

Myrtle Beach 700-foot transition area: Revoke the extension predicated on the Myrtle Beach VORTAC 214° radial, as the required airspace protection for the redefined final approach radial (220°) is encompassed in the 8-mile radii transition area.

Since these changes are either editorial or less restrictive in nature, notice and public procedure hereon are unnecessary and they are incorporated in this final rule.

In consideration of the foregoing, Part 71 of the Federal Aviation Regulations is amended, effective 0001 e.s.t., November 10, 1966, as hereinafter set forth.

In § 71.181 (31 F.R. 2149) the Myrtle Beach, S.C., 700-foot transition area (31 F.R. 8909) is amended to read:

MYRTLE BEACH, S.C.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of the Myrtle Beach AFB (latitude

33°40'45" N., longitude 78°55'45" W.); within an 8-mile radius of the Myrtle Beach/Crescent Beach Airport (latitude 33°48'40" N., longitude 78°43'30" W.).

In § 71.171 (31 F.R. 2065) the Crescent Beach/Myrtle Beach, S.C., control zone (31 F.R. 8909) is amended to read:

CRESCENT BEACH/MYRTLE BEACH, S.C.

Within a 5-mile radius of Crescent Beach/Myrtle Beach Airport (latitude 33°48'40" N., longitude 78°43'30" W.); within 2 miles each side of the Myrtle Beach VORTAC 054° radial, extending from the 5-mile radius zone to 8 miles NE of the VORTAC; within 2 miles each side of the Myrtle Beach VORTAC 220° radial, extending from the 5-mile radius zone to 8 miles SW of the VORTAC. This control zone is effective during specific dates and/or times established in advance by a Notice to Airmen and continuously published in the Airman's Information Manual.

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

Issued in East Point, Ga., on August 22, 1966.

WILLIAM M. FLENER,
Acting Director, Southern Region.

[F.R. Doc. 66-9573; Filed, Sept. 1, 1966; 8:46 a.m.]

[Airspace Docket No. 66-CE-44]

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

Designation of Transition Area

On June 8, 1966, a notice of proposed rule making was published in the FEDERAL REGISTER (31 F.R. 8078) stating that the Federal Aviation Agency proposed to designate controlled airspace at Grand Rapids, Minn.

Interested persons were afforded an opportunity to participate in the rule making through submission of comments. The comment received was favorable.

In consideration of the foregoing, Part 71 of the Federal Aviation Regulations is amended, effective 0001 e.s.t., November 10, 1966, as hereinafter set forth:

In § 71.181 (31 F.R. 2149), the following transition area is added:

GRAND RAPIDS, MINN.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Grand Rapids Municipal Airport (latitude 47°12'45" N., longitude 93°30'35" W.), and within 2 miles each side of the Grand Rapids VOR 160° radial, extending from the VOR to 8 miles south of the VOR; and that airspace extending upward from 1,200 feet above the surface within 8 miles east and 5 miles west of the Grand Rapids VOR 160° radial, extending from the VOR to 12 miles south of the VOR.

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

Issued in Kansas City, Mo., on August 18, 1966.

DANIEL E. BARROW,
Acting Director, Central Region.

[F.R. Doc. 66-9566; Filed, Sept. 1, 1966; 8:45 a.m.]

SUBCHAPTER F—AIR TRAFFIC AND GENERAL OPERATING RULES

[Reg. Docket No. 7571; Amdt. 499]

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	
Dublin Int.	OSU RBN	Direct	2500	T-dn	300-1	300-1	200-1½
Plain City Int.	OSU RBN	Direct	2500	C-dn	400-1	500-1	500-1½
London Int.	OSU RBN	Direct	2500	A-dn	NA	NA	NA
CM LOM	OSU RBN	Direct	2500				

Radar available.

Procedure turn S side of crs, 275° Outbnd, 095° Inbnd, 2500' within 10 miles.

Minimum altitude over 3-mile Radar Fix on final approach crs, 1600'.

Facility on airport.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile of OSU RBN, climb to 3000' on heading 080°

to Appleton VOR. Hold northeast 1 minute right turns, 231° Inbnd.

CAUTION: 1110' tower, 1.8 miles. All circling and maneuvering N of airport.

NOTE: Use Columbus, Ohio, altimeter setting.

MSA within 25 miles of facility: 000°-360°-2500'.

City, Columbus; State, Ohio; Airport name, Ohio State University; Elev., 905'; Fac. Class., MHW; Ident., OSU; Procedure No. 1, Amdt. Orig.; Eff. date, 24 Sept. 66

Edgerton Int.	DFI RBN	Direct	2600	T-dn	300-1	300-1	NA
Gerald Int.	DFI RBN	Direct	2600	C-dn	600-1	600-1	NA
McClure Int.	DFI RBN	Direct	2600	A-dn	NA	NA	NA
Antwerp Int.	DFI RBN	Direct	2600				

Procedure turn S side of crs 300° Outbnd, 120° Inbnd, 2600' within 10 miles.

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

Facility on airport.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile of the Defiance RBN, climb to 2600' within 10

miles on 120° crs, return to Defiance RBN, hold NW, 1-minute right turns, 120° Inbnd.

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

City, Defiance; State, Ohio; Airport name, Bryan Defiance Memorial; Elev., 707'; Fac. Class., MHW; Ident., DFI; Procedure No. 1, Amdt. 1; Eff. date, 24 Sept. 66; Sup. Amdt No. Orig.; Dated, 3 Oct. 64

FNT VOR	LOM	Direct	2100	T-dn	300-1	300-1	200-1½
Posters Int.	LOM	Direct	2500	C-dn	400-1	500-1	500-1½
Russell Int.	LOM	Direct	2700	S-dn-9	400-1	400-1	400-1
Owosso Int.	LOM (final)	Direct	2000	A-dn	800-2	800-2	800-2

Procedure turn S side of crs, 271° Outbnd, 091° Inbnd, 2100' within 10 miles.

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

Crs and distance, facility to airport, 091°-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 LOM, make left turn, and proceed

to Davis Int via FNT, R 078° at 2400', or when directed by ATC, climb to 2100' on 091° bearing from LOM and return to LOM.

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

City, Flint; State, Mich.; Airport name, Bishop; Elev., 781'; Fac. Class., LOM; Ident., FN; Procedure No. 1, Amdt. 8; Eff. date, 24 Sept. 66; Sup. Amdt. No. 7; Dated, 8 Aug 64

RULES AND REGULATIONS

11597

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	
GJT VOR.....	GJT RBN.....	Direct.....	8100	T-dn%@.....	300-1	300-1	200-1½
Mack Int.....	Loma Int.....	Direct.....	8000	C-d#.....	700-1	700-1	700-1½
Loma Int.....	GJT RBN (final).....	Direct.....	7500	C-n#.....	700-2	700-2	700-2
Sharp Int.....	GJT RBN.....	Direct.....	8000	A-dn.....	1000-2	1000-2	1000-2
Salt Creek Int.....	GJT RBN.....	Direct.....	8000				

Procedure turn S side crs, 290° Outbnd, 110° Inbnd, 8000' within 10 miles.
Minimum altitude over facility on final approach crs, 7500'.
Crs and distance, facility to airport, 110°—9.4 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 9.4 miles after passing GJT RBN, make a right-climbing turn, proceed direct to GJT RBN, climb to 8000' on 290° bearing from RBN within 10 miles.
NOTE: REIL Runways 11 and 29.
%IFR departures must comply with published Grand Junction SID's.
@1000-3 required for Runway 4.
#All maneuvering to S of airport: High terrain N.
MSA within 25 miles of facility: 000°-090°—11,400'; 090°-180°—12,000'; 180°-360°—11,000'.

City, Grand Junction; State, Colo.; Airport name, Walker Field; Elev., 4857'; Fac. Class., MHW; Ident., GJT; Procedure No. 1, Amdt. 4; Eff. date, 24 Sept. 66; Sup. Amdt. No. 3; Dated, 2 July 66

GUM VOR.....	UA RBN (LOM) (final).....	Direct.....	2000	T-dn.....	300-1	300-1	200-1½
GUM RBN.....	UA RBN (LOM).....	Direct.....	2500	C-dn.....	500-1	500-1	500-1½
				S-dn-6R.....	400-1	400-1	400-1
				A-dn.....	800-2	800-2	800-2

Radar available.
Procedure turn N side of crs, 244° Outbnd, 064° Inbnd, 2500' within 10 miles.
Minimum altitude over facility on final approach crs, 2000'.
Crs and distance, facility to airport, 064°—4.6 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.6 miles after passing UA RBN, climb to 2000' on the 064° bearing and contact Guam approach control.
NOTES: (1) Reductions not authorized. (2) This procedure applies to civil aircraft and prior approval required from commander, Andersen AFB.
MSA within 25 miles of facility: 000°-360°—2400'.

City, Guam, Mariana Islands; Airport name, Andersen AFB; Elev., 605'; Fac. Class., HW; Ident., UA; Procedure No. 1, Amdt. 3; Eff. date, 24 Sept. 66; Sup. Amdt. No. 2; Dated, 6 Aug. 66

EPH VOR.....	MW RBN.....	Direct.....	2900	T-dn%.....	300-1	300-1	200-1½
MHW VOR.....	MW RBN.....	Direct.....	2900	C-dn.....	600-1	600-1	600-1½
Potholes Int.....	MW RBN.....	Direct.....	2900	S-dn-32.....	500-1	500-1	500-1
Wilson Creek Int.....	MW RBN.....	Direct.....	3200	A-dn.....	900-2	900-2	900-2

Procedure turn E side of crs, 141° Outbnd, 321° Inbnd, 2900' within 10 miles.
Minimum altitude over facility on final approach crs, 2500'.
Crs and distance, facility to airport, 321°—4.7 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.7 miles after passing MW RBN, turn left, climb to 2900' direct to MW RBN.
NOTES: (1) Weather service available 0600-2200 local time. (2) Alternate minimums not authorized when weather service not available. (3) Use Ephrata altimeter setting when control zone not effective.
%Takeoffs all runways: Climb direct to the Ephrata VOR, then continue on R 060° within 10 miles to cross the EPH VOR at or above: Southwestbound V2/V448 2800'; Westbound V2N 2800'.
AIR CARRIER NOTE: Sliding scale not authorized. Visibility reduction not authorized.
MSA within 25 miles of facility: 340°-070°—3200'; 070°-160°—3000'; 160°-250°—3700'; 250°-340°—4100'.

City, Moses Lake; State, Wash.; Airport name, Grant County; Elev., 1186'; Fac. Class., MHW/LOM; Ident., MW; Procedure No. 1, Amdt. Orig.; Eff. date, 24 Sept. 66

Liberty VHF Int.....	Prospect VHF Int.....	Via radar vectors to JFK VOR, R 269° and 043° bearing to LG LOM.	2500	T-dn.....	300-1	300-1	200-1½
				C-dn.....	700-1	700-2	700-2
				S-dn-4.....	600-1	600-1	600-1
				A-dn.....	800-2	800-2	800-2
Prospect VHF Int.....	LG LOM (final).....	Via LGA VOR, R 220°.	1300				
LGA VOR.....	LG LOM.....	Direct.....	2500				

Radar available.
Procedure turn S side of crs, 223° Outbnd, 043° Inbnd, 2500' S of Prospect Int within 10 miles of LG LOM.#
Minimum altitude over facility on final approach crs, 1300'.
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 LG LOM, climb to 4000' on LGA VOR, R 045° to Stamford Int. Cross Stamford Int at 3000' or above. Hold NE Stamford Int, 1-minute left turns, Inbnd crs, 225°.
AIR CARRIER NOTE: Sliding scale not authorized.
CAUTION: (1) Unlighted obstructions in approach zone (Runway 4) protruding 40' above lights at beginning of approach lightlane decreasing to 10' above lights at 1100' from approach end of runway. (2) Tower 415', 3.8 miles SW; tower 390', 3.5 miles SW; building 968', 6.7 miles SW.
#Maintain 2500' Inbnd on final approach crs until crossing Prospect Int.
%LGA VOR, R 220° must be monitored on ADF approach until passing LG LOM.
MSA within 25 miles of facility: 045°-225°—1600'; 225°-315°—2600'; 315°-045°—2200'.

City, New York; State, N.Y.; Airport name, La Guardia; Elev., 21'; Fac. Class., LOM; Ident., LG; Procedure No. 1, Amdt. 24; Eff. date, 24 Sept. 66; Sup. Amdt. No. 23; Dated, 27 Mar 65

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	
SCK VOR	LOM	Direct	2000	T-dn	300-1	300-1	200-1½
Woodward Int.	LOM	Direct	2000	C-dn	500-1	500-1	500-1½
Tracy Int.	LOM	Direct	2000	S-dn-29R	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn N side of crs, 111° Outbnd, 291° Inbnd, 2000' within 10 miles of LOM.
 Minimum altitude over facility on final approach crs, 2000'.
 Crs and distance, facility to airport, 291°—5.4 miles.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.4 miles after passing LOM, turn left, climb to 2000' on 233° crs from LOM within 15 miles.
 MSA within 25 miles of facility: 000°-090°—3200'; 090°-180°—3500'; 180°-270°—4400'; 270°-360°—2000'.
 City, Stockton; State, Calif.; Airport name, Stockton Metropolitan; Elev., 29'; Fac. Class., LOM; Ident., SC; Procedure No. 1, Amdt. 4; Eff. date, 24 Sept. 66; Sup. Amdt. No. 3; Dated, 27 Nov. 65

Utica VOR	BKG RBn	Direct	3300	T-dn	300-1	300-1	200-1½
Vernon Int.	BKG RBn	Direct	3000	C-dn	400-1	500-1	500-1½
Lakeport Int.	BKG RBn	Direct	2600	S-dn-15*	400-1	400-1	400-1
Westlake Int.	BKG RBn (final)	Direct	2600	A-dn	800-2	800-2	800-2

Radar available.
 Procedure turn W side of crs, 329° Outbnd, 149° Inbnd, 2600' within 10 miles.
 Minimum altitude over facility on final approach crs, 2600'.
 Crs and distance, facility to airport, 149°—5.7 miles.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.7 miles after passing BKG RBn, climb straight ahead to 3200' direct to UTI RBn. Hold SE of UTI RBn, 329° Inbnd, 1-minute right turns.
 *Reduction not authorized.
 MSA within 25 miles of BKG RBn: 000°-090°—4000'; 090°-180°—3500'; 180°-270°—3500'; 270°-360°—3000'.
 City, Utica; State, N.Y.; Airport name, Oneida County; Elev., 742'; Fac. Class., MHW; Ident., BKG; Procedure No. 2, Amdt. 3; Eff. date, 24 Sept. 66; Sup. Amdt. No. 2; Dated, 27 May 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	
				T-dn	300-1	NA	NA
				C-dn	600-1	NA	NA
				A-dn	NA	NA	NA

Radar available.
 Procedure turn W side of crs, 358° Outbnd, 178° Inbnd, 2200' within 10 miles.
 Minimum altitude over facility on final approach crs, 1400'.
 Crs and distance, facility to airport, 178°—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 VWV VOR, climb straight ahead on R 178° of the Waterville VOR to 1500', then make a left-climbing turn to 2200' and return to the Waterville VOR. Hold SE on Waterville VOR, R 140°, right turns, 1 minute, 320° Inbnd.
 CAUTION: Stack 943° ¾ mile SW of airport.
 MSA within 25 miles of facility: 350°-080°—3100'; 080°-170°—2100'; 170°-260°—2400'; 260°-350°—2100'.
 City, Bowling Green; State, Ohio; Airport name, University; Elev., 675'; Fac. Class., L-BVORTAC; Ident., VWV; Procedure No. 1, Amdt. 4; Eff. date, 24 Sept. 66; Sup. Amdt. No. 3; Dated, 31 July 65

				T-dn	300-1	300-1	200-1½
				C-dn	500-1	500-1	500-1½
				A-dn	800-2	800-2	800-2
				DME minimums	*DME equipment required:		
				C-dn	400-1	500-1	500-1½
				S-dn-32**	400-1	400-1	400-1

Procedure turn E side of crs, 146° Outbnd, 326° Inbnd, 3900' within 10 miles.
 Minimum altitude over facility on final approach crs, 2900'; 2600' if 3-mile DME Fix, R 146° is received.
 Crs and distance, facility to airport, 326°—0.9 mile.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.9 mile after passing BFD VOR, climb to 3400' on R 326° within 10 miles of Bradford VOR. Make left-climbing turn, return to Bradford VOR at 4000'. Hold SE, 1-minute left turns, 326° Inbnd.
 NOTE: When authorized by ATC, DME may be used between R 064° clockwise to R 288° at 3900' to position aircraft for approach via 10-mile DME Arc, with elimination of procedure turn.
 **400-¾ authorized with operative high-intensity runway lights, except for 4-engine turbojet aircraft.
 MSA within 25 miles of facility: 000°-360°—3600'.
 City, Bradford; State, Pa.; Airport name, Bradford-McKean County; Elev., 2143'; Fac. Class., L-BVORTAC; Ident., BFD; Procedure No. 2, Amdt. 2; Eff. date, 24 Sept. 66; Sup. Amdt. No. 1; Dated, 30 July 66

RULES AND REGULATIONS

11599

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	
R 134°, JVL VOR clockwise	R 236°, JVL VOR	Via 6-mile DME Arc.	2600	T-dn	300-1	300-1	200-1½
R 291°, JVL VOR counterclockwise	R 236°, JVL VOR	Via 6-mile DME Arc.	2600	C-dne*	400-1	500-1	500-1½
6-mile DME Fix, R 236° JVL VOR	JVL VOR (final)	Direct	2100	S-dn-46S*	400-1	400-1	400-1
				A-dne*	800-2	800-2	800-2

Procedure turn W side of crs, 236° Outbnd, 056° Inbnd, 2400' within 10 miles.

Minimum altitude over facility on final approach crs, 2100'.

Crs and distance, facility to airport, 036°—4.3 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.3 miles after passing JVL VOR, climb to 2500' on R 035° within 15 miles, return to VOR and hold in 1-minute pattern on R 236° with right turns.

CAUTION: Runways 18/36 unlighted.

NOTE: Approach control available through Rockford, Ill., control tower. Use Rockford, Ill., altimeter setting, when control zone not effective.

*Circling and straight-in ceiling minimums are raised 100' and alternate minimums not authorized when control zone not effective.

400-¾ authorized except for 4-engine turbojet aircraft, with operative REIL or HIRL.

*These minimums apply at all times for those air carriers with approved weather reporting service.

MSA within 25 miles of facility: 000°-090°—2200'; 090°-360°—2600'.

City, Janesville; State, Wis.; Airport name, Rock County; Elev., 808'; Fac. Class., L-BVORTAC; Ident., JVL; Procedure No. 1, Amdt. 10; Eff. date, 24 Sept. 66; Sup. Amdt. No. 9; Dated, 25 Dec. 65

EPH VOR	MWH VOR	Direct	2900	T-dn	300-1	300-1	200-1½
Potholes Int.	MWH VOR	Direct	2900	C-d	600-1	600-1	600-1½
Wilson Creek Int.	MWH VOR	Direct	3200	C-n	600-2	600-2	600-2
				S-d-32	600-1	600-1	600-1
				S-n-32	600-2	600-2	600-2
				A-dn	900-2	900-2	900-2
If aircraft equipped to receive VOR and RBN or Z Mkr simultaneously and MW RBN/Z Mkr identified, the following minimums apply:							
				S-dn-32*	400-1	400-1	400-1

Procedure turn E side of crs, 141° Outbnd, 321° Inbnd, 2900' within 10 miles.

Minimum altitude over facility on final approach crs, 2500'; over MW RBN/Z Mkr, 2200'.

Crs and distance, facility to airport, 321°—6.1 miles; MW RBN/Z Mkr to airport, 321°—4.7 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.7 miles after passing MW RBN/Z Mkr, or 6.1 miles after passing MWH VOR, turn left, climb to 2900' direct MWH VOR.

NOTES: (1) Weather service available 0600-2200 local time. (2) Alternate minimums not authorized when weather service not available. (3) Use Ephrata altimeter setting when control zone is not effective.

*Takeoffs all runways: Climb direct to the Ephrata VOR, then continue on R 060° within 10 miles to cross the EPH VOR at or above: Southwestbound, V2/V448—2800'; Westbound, V2N—2800'.

*400-¾ authorized with operative HIRL or ALS, except for 4-engine turbojets.

AIR CARRIER NOTE: Sliding scale for landing authorized to ¾-mile on 400-1 minimum only.

MSA within 25 miles of facility: 340°-070°—3200'; 070°-160°—3000'; 160°-250°—3700'; 250°-340°—4100'.

City, Moses Lake; State, Wash.; Airport name, Grant County; Elev., 1186'; Fac. Class., L-VOR; Ident., MWH; Procedure No. 1, Amdt. Orig.; Eff. date, 24 Sept. 66

MWH VOR	EPH VOR	Direct	4200	T-dn	300-1	300-1	200-1½
				C-d	700-1	700-1	700-1½
				C-n	700-2	700-2	700-2
				A-dn	900-2	900-2	900-2

Procedure turn E side of crs, 316° Outbnd, 136° Inbnd, 4200' within 10 miles.

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

Crs and distance, facility to airport, 136°—10 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 10 miles after passing EPH VOR, turn left, climb to 4200' direct to EPH VOR.

NOTES: (1) Weather service available 0600-2200 local time. (2) Alternate minimums not authorized when weather service not available. (3) Use Ephrata altimeter setting when control zone is not effective.

*Takeoffs all runways: Climb direct to the Ephrata VOR, then continue on R 060° within 10 miles to cross the EPH VOR at or above: Southwestbound, V2/V448—2800'; Westbound, V2N—2800'.

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

City, Moses Lake; State, Wash.; Airport name, Grant County; Elev., 1186'; Fac. Class., H-BVOR; Ident., EPH; Procedure No. 2, Amdt. Orig.; Eff. date, 24 Sept. 66

Linden VOR	Stockton VOR	Direct	2000	T-dn	300-1	300-1	200-1½
Orange Int.	Stockton VOR	Direct	2000	C-dn	500-1	500-1	500-1½
Woodward Int.	Stockton VOR	Direct	2000	S-dn-29R*	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn N side of crs, 123° Outbnd, 303° Inbnd, 2000' within 10 miles.

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

Crs and distance, facility to airport, 304°—4 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4 miles after passing VOR, turn left, climb to 2000' on SCK VOR R 229° within 15 miles.

*400-¾ authorized with operative SALS, except for 4-engine turbojet aircraft; 400-¾ authorized with operative HIRL, except for 4-engine turbojet aircraft.

MSA within 25 miles of facility: 000°-090°—3200'; 090°-180°—3700'; 180°-270°—4400'; 270°-360°—2000'.

City, Stockton; State, Calif.; Airport name, Stockton Metropolitan; Elev., 29'; Fac. Class., H-BVORTAC; Ident., SCK; Procedure No. 1, Amdt. 7; Eff. date, 24 Sept. 66; Sup. Amdt. No. 6; Dated, 27 Nov. 65

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	
				T-dn.....	300-1	300-1	200-1½
				C-dn.....	500-1	500-1	500-1½
				S-dn-6°.....	400-1	400-1	400-1
				A-dn.....	800-2	800-2	800-2

Procedure turn S side of crs, 226° Outbnd, 046° Inbnd, 2400' within 10 miles.

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

Crs and distance, facility to airport, 046°—2.6 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 2.6 miles after passing ART VOR, make left-climbing turn to 2400' and return to ART VOR. Hold SW of ART VOR, 1-minute right turns, 046° Inbnd.

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

*Reduction for lighting not authorized.

MSA within 25 miles of facility: 000°-090°—2000'; 090°-180°—3000'; 180°-270°—2000'; 270°-360°—2200'.

City, Watertown; State, N.Y.; Airport name, Municipal; Elev., 325'; Fac. Class., L-BVOR; Ident., ART; Procedure No. 1, Amdt. 7; Eff. date, 24 Sept. 66; Sup. Amdt. No. 6; Dated, 8 May 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	300-1
				C-dn.....	1000-1	1000-1	1000-2
				A-dn*.....	1500-3	1500-3	1500-3

Procedure turn S side of crs, 104° Outbnd, 284° Inbnd, 9500' within 10 miles.

All turns to be made to the S side of crs, high terrain to the N.

Minimum altitude over facility on final approach crs, 7700'.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished when over DRO VOR, turn right, climb to 9500' on R 104° within 10 miles.

NOTE: Final approach from holding patterns at VOR not authorized; procedure turn required.

*Authorized when weather service available (normally 0600-2200 MST).

%IFR departures: Turn right to intercept DRO VOR R 104°, climb on R 104° within 10 miles to sufficient altitude to cross DRO VOR at: 13,200' northbound, V421; 7500' southbound, V421; 8700' eastbound, V211; 9600' westbound, V211.

MSA: 000°-090°—15,100'; 090°-270°—10,400'; 270°-360°—15,300'.

City, Durango; State, Colo.; Airport name, Durango-La Plata County Airport; Elev., 6684'; Fac. Class., L-BVOR; Ident., DRO; Procedure No. Ter VOR R-104, Amdt. 9; Eff. date, 24 Sept. 66; Sup. Amdt. No. 8; Dated, 2 July 66

10-mile DME Fix, R 152°.....	EUG VOR.....	Direct.....	3200	T-dn%.....	300-1	300-1	200-1½
10-mile DME Fix, R 167°.....	EUG VOR.....	Direct.....	3000	C-dn.....	800-1	800-1	800-1½
10-mile DME Fix, R 204°.....	EUG VOR.....	Direct.....	3000	A-dn.....	800-2	800-2	800-2
If aircraft equipped to receive VOR and ADF simultaneously or equipped with DME and Junction City Int identified the following minimums apply:*							
				C-dn.....	500-1	500-1	500-1½
				S-dn-16#.....	400-1	400-1	400-1

Procedure turn W side of crs, 347° Outbnd, 167° Inbnd, 2600' within 10 miles.

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

Minimum altitude over Junction City Int on final approach crs, 1200'.

Crs and distance, Junction City Int to airport, 167°—3.8 miles; breakpoint to approach end of Runway 16, 159°—0.6 mile (LMM).

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile after passing EUG VOR, turn right, climb to 2600' on R 347° within 10 miles, or when directed by ATC, turn right and climb to 3000' on R 250° EUG VOR within 10 miles of EUG VOR.

CAUTION: High terrain E and W.

NOTE: When authorized by ATC, DME may be used between R 326° EUG VOR clockwise to R 010° EUG VOR within 10 miles at 2600' to position aircraft for straight-in approach with elimination of the procedure turn.

*If Junction City Int not identified authorized minimum over EUG VOR is 1200'.

#400-1½ authorized, except for 4-engine turbojet aircraft, with operative high-intensity runway lights.

%400-1½ authorized, except for 4-engine turbojet aircraft, with operative ALS.

%Takeoffs all runways: Climb on the Eugene VORTAC 355° radial within 10 miles to cross the VORTAC, southbound, V23—900'; westbound, 251° radial, 1000'.

MSA within 25 miles of facility: 000°-090°—4500'; 090°-180°—4800'; 180°-270°—3800'; 270°-360°—4500'.

City, Eugene; State, Oreg.; Airport name, Mahlon Sweet Field; Elev., 365'; Fac. Class., L-BVORTAC; Ident., EUG; Procedure No. VOR-16, Amdt. 10; Eff. date, 24 Sept. 66; Sup. Amdt. No. 9; Dated, 16 July 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	
R 125°, FNT VOR clockwise	R 222°, FNT VOR	Via 10-mile DME Arc.	2600	T-dn	300-1	300-1	200-1½
R 340°, FNT VOR counterclockwise	R 222°, FNT VOR	Via 10-mile DME Arc.	2600	C-dn	500-1	500-1	500-1½
10-mile DME Fix FNT, R 222°	4-mile DME Fix, R 222° (final)	Direct	1281	S-dn-6	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2
				Minimums with DME:			
				C-dn	400-1	500-1	500-1½
				S-dn-6	400-1	400-1	400-1

Procedure turn W side of crs, 222° Outbnd, 042° Inbnd, 2100' within 10 miles.
Minimum altitude over 4-mile DME Fix on final approach crs, 1281'.
Crs and distance, breakoff point to Runway 4, 049°—0.23 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 6 mile of FNT VOR, make right-climbing turn and proceed to Davis Int via FNT, R 078° at 2400', or when directed by ATC, make left-climbing turn and proceed direct to FN LOM at 2100'.
MSA within 25 miles of facility: 000°-090°—2200'; 090°-180°—2600'; 180°-270°—2200'; 270°-360°—2600'.
City, Flint; State, Mich.; Airport name, Bishop; Elev., 781'; Fac. Class., L-BVORTAC; Ident., FNT; Procedure No. Ter VOR-5, Amdt. 3; Eff. date, 24 Sept. 66; Sup. Amdt. No. 2; Dated, 6 June 64

Owosso Int/DME Fix	4-mile DME Fix (final)	Direct	1600	T-dn	300-1	300-1	200-1½
R 172°, FNT VOR clockwise	R 283°, FNT VOR	Via 10-mile DME Arc.	2600	C-dn	500-1	500-1	500-1½
R 040°, FNT VOR counterclockwise	R 283°	Via 10-mile DME Arc.	2600	S-dn-9	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2
				Minimums with DME:			
				C-dn	400-1	500-1	500-1½
				S-dn-9#	400-1	400-1	400-1

Procedure turn S side of crs, 283° Outbnd, 103° Inbnd, 2100' within 10 miles of VOR.
Minimum altitude over 4-mile DME Fix on final approach crs, 1281'.
Crs and distance, breakoff point to Runway 9, 091°—0.50 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 6 mile of FNT VOR, make left-climbing turn and proceed to Davis Int via FNT, R 078° at 2400', or when directed by ATC, make climbing right turn and proceed direct to FN LOM at 2100'.
#400-1½ authorized, with operative high-intensity runway lights, except 4-engine turbojets; 400-1½ authorized, with operative ALS except 4-engine turbojets.
MSA within 25 miles of facility: 000°-090°—2200'; 090°-180°—2600'; 180°-270°—2200'; 270°-360°—2600'.
City, Flint; State, Mich.; Airport name, Bishop; Elev., 781'; Fac. Class., L-BVORTAC; Ident., FNT; Procedure No. Ter VOR-9, Amdt. 6; Eff. date, 24 Sept. 66; Sup. Amdt. No. 5; Dated, 13 Feb. 65

R 253°, FNT VOR clockwise	R 354°, FNT VOR	Via 10-mile DME Arc.	2600	T-dn	300-2	300-1	200-1½
R 072°, FNT VOR counterclockwise	R 354°, FNT VOR	Via 10-mile DME Arc.	2600	C-dn	500-1	500-1	500-1½
10-mile DME Fix, R 354°	3-mile DME Fix (final)	Direct	1281	S-dn-18	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2
				Minimums with DME:			
				S-dn	400-1	500-1	500-1½
				S-dn-18	400-1	400-1	400-1

Procedure turn W side of crs, 354° Outbnd, 174° Inbnd, 2300' within 10 miles.
Minimum altitude over Dalton Int on final approach crs, 1281'.
Crs and distance, breakoff point to Runway 18, 182°—0.32 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 6 mile of FNT VOR, make climbing right turn and proceed to FN LOM at 2100'.
MSA within 25 miles of facility: 000°-090°—2200'; 090°-180°—2600'; 180°-270°—2200'; 270°-360°—2600'.
City, Flint; State, Mich.; Airport name, Bishop; Elev., 781'; Fac. Class., L-BVORTAC; Ident., FNT; Procedure No. Ter VOR-18, Amdt. 3; Eff. date, 24 Sept. 66; Sup. Amdt. No. 2; Dated, 6 June 64

10 340°, FNT VOR clockwise	R 055°, FNT VOR	Via 10-mile DME Arc.	2600	T-dn	300-1	300-1	200-1½
R 143°, FNT VOR counterclockwise	R 055°, FNT VOR	Via 10-mile DME Arc.	2600	C-dn	500-1	500-1	500-1½
R-mile DME Fix FNT, R 055°	3-mile DME Fix, FNT, R 055° (final)	Direct	1581	S-dn-23	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2
				Minimums with DME:			
				C-dn	500-1	500-1	500-1½
				S-dn-23	500-1	500-1	500-1

Procedure turn N side of crs, 055° Outbnd, 235° Inbnd, 2200' within 10 miles.
Minimum altitude over 3-mile DME Fix, on final approach crs, 1581'.
Crs and distance, breakoff point to Runway 22, 229°—0.39 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 6 mile of FNT VOR, make right-climbing turn and proceed direct to FN LOM at 2100', or when directed by ATC, make climbing left turn and proceed to Davis Int via FNT VOR, R 078° at 2400'.
CAUTION: 1220' tower, 4.3 miles SE.
MSA within 25 miles of facility: 000°-090°—2200'; 090°-180°—2600'; 180°-270°—2200'; 270°-360°—2600'.
City, Flint; State, Mich.; Airport name, Bishop; Elev., 781'; Fac. Class., L-BVORTAC; Ident., FNT; Procedure No. Ter VOR-23, Amdt. 4; Eff. date, 24 Sept. 66; Sup. Amdt. No. 3; Dated 6 June 64

Davis Int.	Plant Int (final)	Direct	1700	T-dn	300-1	300-1	200-1½
R 340°, FNT VOR clockwise	R 078°, FNT VOR	Via 10-mile DME Arc.	2600	C-dn	500-1	500-1	500-1½
R 172°, FNT VOR counterclockwise	R 078°, FNT VOR	Via 10-mile DME Arc.	2600	S-dn-27	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2
				Minimums with DME or dual VOR receivers:			
				C-dn	500-1	500-1	500-1½
				S-dn-27	500-1	500-1	500-1

Procedure turn N side of crs, 078° Outbnd, 258° Inbnd, 2300' within 10 miles.
Minimum altitude over Plant Int on final approach crs, 1581'.
Crs and distance, breakoff point to Runway 27, 271°—0.49 mile.
Crs and distance, Plant Int to airport, 258°—2.6 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 6 mile after passing FNT VOR, make right-climbing turn to 2100' and proceed direct to the FN LOM, or when directed by ATC, make left-climbing turn and proceed to Davis Int via FNT, R 078° at 2400'.
MSA within 25 miles of facility: 000°-090°—2200'; 090°-180°—2600'; 180°-270°—2200'; 270°-360°—2600'.
City, Flint; State, Mich.; Airport name, Bishop; Elev., 781'; Fac. Class., L-BVORTAC; Ident., FNT; Procedure No. Ter VOR-27, Amdt. 3; Eff. date, 24 Sept. 66; Sup. Amdt. No. 2; Dated 6 June 64

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	
Murdoch Int.	SRQ VOR	Direct	1500	T-dn	300-1	300-1	200-1½
Hansen Int.	SRQ VOR	Direct	1500	C-dn	500-1	500-1	500-1½
Egmont RBN	SRQ VOR	Direct	1500	S-dn-13*	500-1	500-1	500-1
				A-dn#	800-2	800-2	800-2
				If identified at 5-mile Radar Fix, on R 298° minimums become:			
				S-dn-13	400-1	400-1	400-1

Tampa Radar available.

Procedure turn S side of crs, 298° Outbnd, 118° Inbnd, 1500' within 10 miles.

Minimum altitude over facility on final approach crs, 500'.

Facility on airport, breakoff point to Runway 13, 133°—0.1 mile.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile of SRQ VOR, climb to 1500' on R 118° within 20 miles.

NOTE: Use Tampa altimeter setting when control zone not effective.

*Reduction below ¾ mile not authorized.

#Limited weather information available to public. Alternate usage authorized for air carriers only.

MSA within 25 miles of facility: 000°-090°—1300'; 090°-180°—1600'; 180°-270°—1200'; 270°-360°—1400'.

City, Sarasota (Bradenton); State, Fla.; Airport name, Sarasota-Bradenton; Elev., 24'; Fac. Class., L-BVOR; Ident., SRQ; Procedure No. TerVOR-13, Amdt. 6; Eff. date, 24 Sept. 66; Sup. Amdt. No. 5; Dated, 2 Apr. 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	
12-mile DME Fix, R 107°	6-mile DME Fix, R 107°	287°—6 miles	2800	T-dn	300-1	300-1	200-1½
6-mile DME Fix, R 107°	BUF VOR (final)	287°—6 miles	1600	C-dn	400-1	500-1	500-1½
				S-dn-31	400-1	400-1	500-1½
				A-dn	800-2	800-2	800-2

Radar available.

Procedure turn E side of crs, 107° Outbnd, 287° Inbnd, 2500' within 10 miles.

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

Crs and distance, facility to airport, 287°—3.6 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.6 miles, make a right-climbing turn to 2500', intercept Buffalo VOR, R 302° Outbnd, proceed to Grant Island Int. Hold NW, 1-minute, right turns, 122° Inbnd, or when directed by ATC, make right-climbing turn to 2500' proceed to Buffalo VOR. Hold E, 1-minute right turns, 287° Inbnd.

NOTE: When authorized by ATC, DME may be used between R 040° clockwise to R 140° at 3000' to position aircraft for straight-in approach via 12-mile DME Arc, with elimination of procedure turn.

CAUTION: 1349' TV tower, 5 miles WNW of airport. 860' tank, 1.6 miles E of airport.

MSA within 25 miles of facility: 080°-170°—3200'; 170°-260°—3900'; 260°-350°—2400'; 350°-080°—2200'.

City, Buffalo; State, N.Y.; Airport name, Greater Buffalo International; Elev., 722'; Fac. Class., H-BVORTAC; Ident., BUF; Procedure No. VOR-DME No. 1, Amdt. 8; Eff. date, 24 Sept. 66; Sup. Amdt. No. 7; Dated, 13 Nov. 65

JVL VOR	10-mile DME Fix, R 035°	Direct	2500	T-dn	300-1	300-1	200-1½
R 335°, JVL VOR clockwise	R 035°, JVL VOR	Via 16-mile DME Arc	2500	C-dn*	600-1	600-1	600-1½
R 108°, JVL VOR counterclockwise	R 035°, JVL VOR	Via 16-mile DME Arc	2500	S-dn-22#	600-1	600-1	600-1
16-mile DME Fix, R 035°, JVL VOR	10-mile DME Fix (final), R 035°	Direct	2200	A-dn*	800-2	800-2	800-2

Procedure turn N side of crs, 035° Outbnd, 215° Inbnd, 2500' between 10- and 20-mile DME Fix, R 035°.

Minimum altitude over 10-mile DME Fix, R 035° on final approach crs, 2200'.

Crs and distance, 10-mile DME Fix, R 035° to airport, 215°—4.8 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished at 5.2-mile DME Fix, R 035° climb to 2400' on R 236° of JVL VORTAC within 10 miles, return to VOR and hold in 1-minute pattern on R 236° with right turns.

CAUTION: Runways 18/36 unlighted.

NOTE: Approach control available through Rockford, Ill., control tower. Use Rockford, Ill. altimeter setting when control zone not effective.

*Circling and straight-in ceiling minimums are raised 100' and alternate minimums not authorized when control zone not effective.

#These minimums apply at all times for those air carriers with approved weather reporting service.

*600-¾ authorized with operative high-intensity runway lights, except for 4-engine turbojets.

MSA within 25 miles of facility: 000°-090°—2200'; 090°-360°—2600'.

City, Janesville; State, Wis.; Airport name, Rock County; Elev., 808'; Fac. Class., L-BVORTAC; Ident., JVL; Procedure No. 1, Amdt. 1; Eff. date, 24 Sept. 66; Sup. Amdt. No. Orig.; Dated, 25 Dec. 65

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

ILS STANDARD INSTRUMENT APPROACH PROCEDURE

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

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

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
BRO VOR	LOM	Direct	1600	T-dn	300-1	300-1	200-1/2
Fresno Int	LOM (final)	Via localizer	1200	C-dn	400-1	500-1	500-1 1/2
				S-dn-17L*	200-1 1/2	200-1 1/2	200-1 1/2
				A-dn	600-2	600-2	600-2

Procedure turn W side N crs, 353° Outbnd, 173° Inbnd, 1600' within 10 miles.
Minimum altitude at glide slope interception Inbnd, 1200'.
Altitude of glide slope and distance to approach end of runway at OM, 1157'—3.8 miles; at MM, 225'—0.6 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished turn left, climb to 1600' on BRO VOR, R 062° within 15 miles or, when directed by ATC, climb to 1200' on S crs, ILS within 4.5 miles.
*400-3/4 required when glide slope not utilized.

City, Brownsville; State, Tex.; Airport name, Rio Grande Valley International; Elev., 22'; Fac. Class., ILS; Ident., I-BRO; Procedure No. ILS-17L, Amdt. 22; Eff. date, 24 Sept. 66; Sup. Amdt. No. 21; Dated, 10 Sept. 66

Owosso Int	LOM (final)	Direct	2000	T-dn	300-1	300-1	200-1 1/2
FNT VOR	LOM	Direct	2100	C-dn	400-1	500-1	500-1 1/2
Russell Int	LOM	Direct	2700	S-dn-9#	200-1 1/2	200-1 1/2	200-1 1/2
Fosters Int	LOM	Direct	2500	A-dn	600-2	600-2	600-2
St. Johns Int	Vernon Int	Via FNT, R 272°	2500				
Vernon Int	LOM (final)	Direct	2000				

Procedure turn S side of crs, 271° Outbnd, 091° Inbnd, 2100' within 10 miles.
Minimum altitude at glide slope interception Inbnd, 2000'.
Altitude of glide slope and distance to approach end of runway at OM, 1988'—3.9 miles; at MM, 986'—0.5 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished make left-climbing turn and proceed to Davis Int via FNT, R 078° at 2400', or when directed by ATC, make climbing right turn and proceed direct to FN LOM at 2100'.
NOTE: When authorized by ATC, DME may be used to position aircraft on final crs at 2500' via 10-mile DME Arc 172° clockwise to 340° with the elimination of procedure turn.
*400-3/4 required when glide slope not utilized and 400-3/4 authorized with operative ALS, except for 4-engine turbojets.

City, Flint; State, Mich; Airport name, Bishop; Elev., 781'; Fac. Class., ILS; Ident., I-FNT; Procedure No. ILS-9, Amdt. 9; Eff. date, 24 Sept. 66; Sup. Amdt. No. 8; Dated, 18 Dec. 65

Willow DME Fix	Mack Int	Direct	12,000	T-dn% @	300-1	300-1	200-1 1/2
Mack Int	Loma Int	Direct	8000	C-dn#	600-1 1/2	600-2	600-2
Loma Int	GJT RBN (final)	Direct	7700	S-dn-11*	300-1	300-1	200-1
Sharp Int	GJT RBN	Direct	8000	A-dn	700-2	700-2	700-2
GJT VOR	GJT RBN	Direct	8100				
Salt Creek Int	GJT RBN	Direct	8000				

Procedure turn S side crs, 290° Outbnd, 110° Inbnd, 8000' within 10 miles of GJT RBN.
Minimum altitude over GJT RBN on final approach crs, 7700'.
Crs and distance, GJT RBN to airport, 110°—9.4 miles.
Minimum altitude at glide slope interception Inbnd, 7720'.
Minimum altitude and distance to approach end of runway at OM, 5943'—3.6 miles; at MM, 5063'—0.6 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.6 mile of MM, make a right-climbing turn, climb to 8000' on NW crs of ILS within 10 miles NW of GJT RBN.
NOTES: (1) No approach lights. (2) REIL Runways 11 and 29.
NOTE: Final approach from holding pattern not authorized. Procedure turn required.
Glide slope unusable below 5132'.
*600-1 required without glide slope, 400-1 authorized if OM received, 300-3/4 authorized, except for 4-engine turbojet aircraft with operative high-intensity runway lights.
#All maneuvering to S of airport; high terrain N.
%IFR departures must comply with published Grand Junction SID's.
@1000-3 required for Runway 4.

City, Grand Junction; State, Colo.; Airport name, Walker Field; Elev., 4857'; Fac. Class., ILS; Ident., I-GJT; Procedure No. ILS-11, Amdt. 20; Eff. date, 24 Sept. 66; Sup. Amdt. No. 19; Dated, 2 July 66

GUM VOR	UA LOM	Direct	2000	T-dn	300-1	300-1	200-1 1/2
GUM RBN	UA LOM	Direct	2500	C-dn	400-1	500-1	500-1 1/2
				S-dn-6R*	200-1 1/2	200-1 1/2	200-1 1/2
				A-dn	600-2	600-2	600-2

Radar available.
Procedure turn N side of crs, 244° Outbnd, 064° Inbnd, 2500' within 10 miles.
Minimum altitude at glide slope interception Inbnd, 2000'.
Altitude of glide slope and distance to approach end of runway at OM, 2048'—4.6 miles; at MM, 924'—1 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.6 miles after passing LOM, climb to 2000' on 064° heading and contact Guam approach control.
NOTES: (1) This procedure applies to civil aircraft and prior approval required from commander, Andersen AFB. (2) Glide slope angle, 2.98°. (3) Reductions not authorized.
*400-1 required when glide slope not utilized.

City, Guam, Mariana Islands; Airport name, Andersen AFB; Elev., 605'; Fac. Class., ILS; Ident., I-UAM; Procedure No. ILS-6R, Amdt. 1; Eff. date, 24 Sept. 66; Sup. Amdt. No. Orig.; Dated, 26 Mar. 66

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	
Hyannis VOR.....	Hyannis LOM.....	Direct.....	1500	T-dn#..... C-dn..... S-dn-24*..... A-dn.....	300-1 500-1 400-1 800-2	300-1 500-1 400-1 800-2	200-1½ 500-1½ 400-1 800-2

Radar available.

Procedure turn S side of crs, 066° Outbnd, 246° Inbnd, 1500' within 10 miles. Nonstandard.

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

Crs and distance, facility to airport, 246°—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 HY LOM, make a left-climbing turn to 1500', returning to the HY LOM. Hold NE of HY LOM, 246° Inbnd, 1-minute left turns.

No glide slope.

*Takeoff minimums of 300-1 required for Runway 24.

400-1½ authorized with operative ALS and high-intensity runway lights, except for turbojet aircraft.

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

City, Hyannis; State, Mass.; Airport name, Barnstable Municipal; Elev., 52'; Fac. Class., ILS; Ident., I-HYA; Procedure No. ILS-24, Amdt. 5; Eff. date, 24 Sept. 66; Sup. Amdt. No. 4; Dated, 20 Mar. 65

EPH VOR.....	MW RBn.....	Direct.....	2900	T-dn%.....	300-1	300-1	200-1½
MWH VOR.....	MW RBn.....	Direct.....	2900	C-dn.....	600-1	600-1	600-1½
Potholes Int.....	MW RBn.....	Direct.....	2900	S-dn-32.....	200-1½	200-1½	200-1½
Wilson Creek Int.....	MW RBn.....	Direct.....	3200	A-dn.....	700-2	700-2	700-2

Procedure turn E side of crs, 141° Outbnd, 321° Inbnd, 2900' within 10 miles.

Altitude of glide and distance to approach end of runway at OM, 2523°—4.7 miles at MM, 1402°—0.5 mile.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.7 miles after passing OM, turn left, climb to 2900' direct MW RBn.

NOTES: (1) Weather service available 0600-2200 local time. (2) Alternate minimums not authorized when weather service not available. (3) Use Ephrata altimeter setting when control zone not effective.

%Takeoffs all runways: Climb direct to the Ephrata VOR, then continue on R 060° within 10 miles to cross the EPH VOR at or above: Southwestbound, V2/V48—2800'; westbound, V2N—2800'.

City, Moses Lake; State, Wash.; Airport name, Grant County; Elev., 1186'; Fac. Class., ILS; Ident., I-MWH; Procedure No. ILS-32, Amdt. Orig.; Eff. date, 24 Sept. 66

Linden VOR.....	LOM.....	Direct.....	2000	T-dn.....	300-1	300-1	200-1½
Woodward Int.....	LOM.....	Direct.....	2000	C-dn.....	500-1	500-1	500-1½
SCK VOR.....	LOM.....	Direct.....	2000	S-dn-29R.....	300-1½	300-1½	300-1½
Orange Int.....	LOM.....	Direct.....	2000	A-dn.....	600-2	600-2	600-2

Procedure turn N side of crs, 111° Outbnd, 291° Inbnd, 2000' within 10 miles of OM.

Minimum altitude at glide slope interception Inbnd, 2000'.

Altitude of glide slope and distance to approach end of runway at OM, 1528°—5.4 miles; at MM, 248°—0.6 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, turn left, climb to 2000' on SCK VOR, R 229° or on 233° bearing from SC LOM within 15 miles.

NOTE: Back crs unusable.

City, Stockton; State, Calif.; Airport name, Stockton Metropolitan; Elev., 29'; Fac. Class., ILS; Ident., I-SCK; Procedure No. ILS-29R, Amdt. 6; Eff. date, 24 Sept. 66; Sup. Amdt. No. 5; Dated, 27 Nov. 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		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
000°.....	360°.....	Within:	4000	T-dn.....	300-1	300-1	200-1½
000°.....	360°.....	40 miles.....	3000	C-dn.....	500-1	500-1	500-1½
000°.....	360°.....	30 miles.....	2700	Precision approach			
000°.....	360°.....	15 miles.....	2000	S-dn-15 and 33.....	200-1½	200-1½	200-1½
000°.....	360°.....	10 miles.....		A-dn.....	600-2	600-2	600-2
				Surveillance approach			
				S-dn-15 and 33.....	500-1	500-1	500-1
				A-dn.....	800-2	800-2	800-2

If visual contact not established on descent to authorized landing minimums or if landing not accomplished, Runway 15: Make right-climbing turn to 2000' direct BGR VOR. Hold S of BGR VOR, one-minute left turns, 020° Inbnd. Runway 33: Climb to 2000' direct BGR VOR. Hold S of BGR VOR, 1-minute left turns, 020° Inbnd.

NOTE: Standard clearance of 1000' within 3 miles must be provided over a 1749' antenna 12 miles SW of airport.

CAUTION: 327' standpipe, 0.5 mile NE of approach end Runway 33, 632' antenna, 2.5 miles NE of airport; 920' antenna, 5.9 miles SE of airport.

City, Bangor; State, Maine; Airport name, Dow AFB; Elev., 192'; Fac. Class., Dow Radar; Procedure No. 1, Amdt. 3; Eff. date, 24 Sept. 66; Sup. Amdt. No. 2; Dated, 9 July 66

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	
All directions. All directions. 160°	Radar site	Within:	2500	C-dn	Precision approach		600-1½
	Radar site	25 miles	1500	S-dn-4R**	600-1	600-1	200-½
	223°	20 miles	1000	A-dn-4R	200-½	200-½	600-2
		4-15 miles			600-2	600-2	
					Surveillance approach		
				T-dn*	300-1	300-1	200-½
				C-dn	600-1	600-1	600-1½
				S-dn-4L	600-1	600-1	600-1
				S-dn-13L	500-1	500-1	500-1
				S-dn-22R	500-1	500-1	500-1
				S-dn-31R	500-1	500-1	500-1
				A-dn-All	800-2	800-2	200-2

All bearings are from the radar site with azimuth progressing clockwise.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, Runways 4R, 4L: Make right-climbing turn to 3000' on JFK VOR, R 077° to DPK VOR. Hold E, 1-minute left turns, Inbnd crs, 257°. Runway 13L: Climb straight ahead to intercept JFK, R 077°, proceed to DPK VOR climbing to 3000'. Hold E, DPK VOR, 1-minute left turns, 257° Inbnd. Runways 22R, 31R: Make left-climbing turn to 2000' on JFK VOR, R 189° to Channel Int. Hold S, 1-minute right turns, Inbnd crs, 009°.
*Except W of LGA VOR, R 045°-219°, 2500' minimum altitude required.
*Runway 13L only: Maintain 800' until passing 3-mile Radar Fix.
*RVR Runways 4R, 22L, 2000' 4-engine turbojet, 1800' other aircraft. RVR runway 31L, 2000'. RVR 31R, 2400'.
**RVR 2000' 4-engine turbojet, 1800' other aircraft. Descent below 212' not authorized unless ALS visible.
%400-¾ (RVR 4000') authorized with operative HIRL, except for 4-engine turbojet aircraft.

City, New York; State, N.Y.; Airport name, John F. Kennedy International; Elev., 12'; Fac. Class., Kennedy Radar; Procedure No. 1, Amdt. 12; Eff. date, 24 Sept. 66; Sup. Amdt. No. 11; Dated, 18 June 66

These procedures shall become effective on the dates specified therein.

(Secs. 307(c), 313(a), 601, 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 August 17, 1966.

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

[F.R. Doc. 66-9232; Filed, Sept. 1, 1966; 8:45 a.m.]

SUBCHAPTER I—AIRPORTS

[Docket No. 7581; Amdt. 151-13]

PART 151—FEDERAL AID TO AIRPORTS

Incorporation of Technical Guidelines

The purpose of this amendment is to incorporate into Part 151 of the Federal Aviation Regulations certain technical guidelines, now set forth in Advisory Circulars, that govern airport development projects under the Federal-Aid to Airports Program in addition to the standards already set forth in the body and appendices of Part 151.

Incorporation of these guidelines is being effected by adding a list containing the pertinent Advisory Circulars, or parts of Circulars, as Appendix I to Part 151. The technical guidelines in the Circulars on that list are being made mandatory standards by new § 151.72. Advisory Circulars not made mandatory by Part 151 will retain their character of recommendations to airports receiving Federal assistance, and all technical standards in Part 151 or in Advisory Circulars will continue to be recommended to airports that do not receive Federal assistance.

Section 151.72 confers authority on the Director, Airports Service, to add Advisory Circulars to the list and to strike obsolete ones. His present authority to issue, amend, and revoke Advisory Circulars remains unimpaired. Section 151.72 provides that copies of the Circulars on the list are available to interested persons and states where the copies can be obtained. It also states how conflicts between incorporated provisions, or between them and other regulations, are resolved.

This amendment also adds a new § 151.99 that confers authority on the Director, Airports Service, and each Regional Director to allow modifications of programing standards under stated conditions.

This rule-making action is taken on the authority of sections 2 through 15 and 17 through 20 of the Federal Airport Act (49 U.S.C. 1101-1114, 1116-1119). Since it relates to public property, grants and benefits, notice and public procedure thereon are not required.

In consideration of the foregoing, effective October 2, 1966, Part 151 of the Federal Aviation Regulations (14 CFR Part 151) is hereby amended as set forth below.

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

WILLIAM F. MCKEE,
Administrator.

Part 151 of the Federal Aviation Regulations, 14 CFR Part 151, is hereby amended as follows:

1. By adding the following new sections:

§ 151.72 Incorporation by reference of technical guidelines in Advisory Circulars.

(a) Provisions incorporated; mandatory standards. The technical guidelines in the Advisory Circulars, or parts of Circulars, listed in Appendix I of this part, are incorporated into this subpart by reference. Guidelines so incorporated are mandatory standards and apply in addition to the other standards in this

subpart. No provision so incorporated and made mandatory supersedes any provision of this Part 151 (other than of App. I) or of any other part of the Federal Aviation Regulations. Each Circular is incorporated with all amendments outstanding at any time unless the entry in Appendix I of this part states otherwise.

(b) Amendments of Appendix I. The Director, Airports Service, may add to, or delete from, Appendix I of this part any Advisory Circular or part thereof.

(c) Availability of Advisory Circulars. The Advisory Circulars listed in Appendix I of this part may be inspected and copied at any FAA Regional Office, Area Office, or Airports District Office. Copies of the Circulars that are available free of charge may be obtained from any of the offices or from the Federal Aviation Agency, Printing Branch, HQ-438, Washington, D.C. 20553. Copies of the Circulars that are for sale may be bought from the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402 for the price listed.

§ 151.99 Modifications of programing standards.

The Director, Airports Service, or the Regional Director concerned may, on individual projects, when necessary for adaptation to meet local conditions, modify any standard set forth in or incorporated into this subpart, if he determines that the modification will provide an acceptable level of safety, economy, durability, or workmanship.

2. By adding the following new Appendix:

APPENDIX I

Lists of Advisory Circulars incorporated by § 151.72:
(a) *Circulars available free of charge.*

Number	Subject
AC 150/5300-3	Adaptation of TSO-N18 Criterion to Clearways and Stopways.
AC 150/5325-2A	Airport Surface Areas Gradient Standards.
AC 150/5325-4	Runway Length Requirements for Airport Design.
AC 150/5330-2	Runway/Taxiway Widths and Clearances.
AC 150/5340-1A	Marking of Serviceable Runways and Taxiways.
AC 150/5340-3	Configuration Details of In-Runway Lighting: Touchdown Zone, Runway Centerline, and Taxiway Turnoff Lighting Systems.
AC 150/5340-4	Installation Details for In-Runway Lighting.
AC 150/5340-5	Segmented Circle Airport Marker System.
AC 150/5340-7	Marking of Deceptive, Closed, and Hazardous Areas on Airports.
AC 150/5340-13	High Intensity Lighting System.
AC 150/5340-14	Economy Approach Lighting Aids.
AC 150/5340-15	Taxiway Lighting System.
AC 150/5345-1	Approved Airport Lighting Equipment.
AC 150/5345-2	Specification for L-810 Obstruction Light.
AC 150/5345-3	Specification for L-821 Airport Lighting Panel for Remote Control of Airport Lighting.
AC 150/5345-4	Specification for L-829 Internally Lighted Airport Taxi Guidance Sign.
AC 150/5345-5	Specification for L-847 Circuit Selector Switch, 5000 Volt 20 Ampere.
AC 150/5345-6	Specification for L-809 Airport Light Base and Transformer Housing.
AC 150/5345-7	Specification for L-824 Underground Electrical Cables for Airport Lighting Circuits.
AC 150/5345-8	Specification for L-840 Low Intensity Runway, Landing Strip and Taxiway Light.
AC 150/5345-9A	Specification for L-819 Fixed Focus Bidirectional High Intensity Runway Light.
AC 150/5345-10A	Specification for L-828 Constant Current Regulator with Steeple Brightness Control.
AC 150/5345-11	Specification for L-812 Static Indoor Type Constant Current Regulator Assembly, 4 KW and 7½ KW, with Brightness Control for Remote Operation.
AC 150/5345-12	Specification for L-801 Beacon for Small Airports.
AC 150/5345-13	Specification for L-841 Auxiliary Relay Cabinet Assembly for Pilot Control of Airport Lighting Circuits.
AC 150/5345-14	Specification for L-827 "A" Frame Hinged Support for 12-Foot Wind Cone.
AC 150/5345-15	Specification for L-842 Airport Centerline Light.
AC 150/5345-16	Specification for L-843 Airport In-Runway Touchdown Zone Light.

Number

Subject

AC 150/5345-17	Specification for L-845 Semiflush Inset Prismatic Airport Light.
AC 150/5345-18	Specification for L-811 Static Indoor Type Constant Current Regulator Assembly, 4 KW; With Brightness Control and Runway Selection for Direct Operation.
AC 150/5345-19	Specification for L-838 Semiflush Prismatic Airport Light.
AC 150/5345-20	Specification for L-802 Runway and Strip Light.
AC 150/5345-21	Specification for L-813 Static Indoor Type Constant Current Regulator Assembly; 4 KW and 7½ KW; for Remote Operation of Taxiway Lights.
AC 150/5345-22	Specification for L-834 Individual Lamp Series-to-Series Type Insulating Transformer for 5,000 Volt Series Circuit.
AC 150/5345-23	Insulation for L-822 Taxiway Edge Light.
AC 150/5345-24	Specification for L-849 Condenser Discharge Type Flashing Light.
AC 150/5345-25	Specification for L-848 Medium Intensity Approach Light Bar Assembly.
AC 150/5345-26	Specification for L-823 Plug and Receptacle, Cable Connectors.
AC 150/5345-27	Specification for L-807 Eight-Foot Illuminated Wind Cone.
AC 150/5345-30	Specification for L-846 Electrical Wire for Lighting Circuits To Be Installed in Airport Pavements.
AC 150/5345-31	Specification for L-833 Individual Lamp Series-to-Series Type Insulating Transformer for 600 Volt or 3,000 Volt Series Circuits.
AC 150/5345-32	Specification for L-837 Large-Size Light Base and Transformer Housing.
AC 150/5345-33	Specification for L-844 Individual Lamp Series-to-Series Type Insulating Transformer for 5,000 Volt Series Circuit 20/6.6 Amperes 200 Watt.
AC 150/5345-34	Specification for L-839 Individual Lamp Series-to-Series Type Insulating Transformer for 5,000 Volt Series Circuit 6.6/20 Amperes 300 Watt.
AC 150/5345-35	Specification for L-816 Circuit Selector Cabinet Assembly for 600 Volt Series Circuits.
AC 150/5345-36	Specification for L-808 Lighted Wind Tee.
AC 150/5345-37A	FAA Specification L-850, Light Assembly, Airport Runway, Centerline.
AC 150/5370-3	Materials and Tests Required by AC 150/5370-1, Standard Specifications for Construction of Airports.
AC 150/5310-1	Preparation of Airport Layout Plans.
(b) Circulars for sale at the price stated.	
AC 150/5370-1	Standard Specifications for Construction of Airports; \$2.75.
AC 150/5370-1, CH 1	Standard Specifications for Construction of Airports; \$0.35.

[F.R. Doc. 66-9574; Filed, Sept. 1, 1966; 8:46 a.m.]