

Rules and Regulations

Title 21—FOOD AND DRUGS

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

SUBCHAPTER A—GENERAL

PART 3—STATEMENTS OF GENERAL POLICY OR INTERPRETATION

Cobalt Preparations Intended for Use by Man

Under the authority vested in the Secretary of Health, Education, and Welfare by the Federal Food, Drug, and Cosmetic Act (secs. 502 (a), (f), (j), 505, 701(a), 52 Stat. 1050-1053, as amended, 1955; 21 U.S.C. 352 (a), (f), (j), 355, 371(a)) and delegated by him to the Commissioner of Food and Drugs (21 CFR 2.120), § 3.48 (32 F.R. 449) is revised to read as follows:

§ 3.48 Cobalt preparations intended for use by man.

(a) On January 17, 1967 (21 CFR 3.48; 32 F.R. 449), the Commissioner of Food and Drugs issued a revised statement of policy with respect to the status of cobalt-containing drug preparations intended for use by man, which revision was to be modified as needed following consideration of such drugs by a panel of hematologists. A panel consisting of authorities in the field of hematology met on March 8, 1967, with representatives of the Medical Advisory Board for the Food and Drug Administration to consider the status of cobalt-containing drugs and the following findings and recommendations were made:

(1) Cobalt salts are not suitable for over-the-counter sale to the public for the treatment of iron-deficiency anemia. They are associated with toxic effects and offer no advantage over iron alone.

(2) Potential toxic effects of these salts includes liver damage, claudication, myocardial damage, thyroid hyperplasia, hypothyroidism, dermatitis, nausea, and anorexia.

(3) Cobalt salts are not generally recognized as safe or effective therapy for any disease condition.

(b) On the basis of the available evidence and the findings and recommendations of the representatives of the Medical Advisory Board, the Commissioner of Food and Drugs finds and determines with respect to cobalt-containing drug preparations intended for use by man, except radioactive forms of cobalt and its salts and cobalamin and its derivatives, that:

(1) Such articles, because of their potential for causing toxic effects, are not suitable for over-the-counter use in iron-deficiency anemia; any such article

that is labeled, represented, or advertised for over-the-counter use in the prevention or treatment of iron-deficiency anemia will be regarded as subject to regulatory proceedings.

(2) Such articles are not generally recognized by qualified experts as safe or effective therapeutic agents for iron-deficiency anemia or for any condition whether for over-the-counter sale or for prescription dispensing; any such article labeled, represented, or advertised for any condition will be regarded as subject to regulatory proceedings unless such recommendations are covered by a new-drug application approved pursuant to section 505 of the Federal Food, Drug, and Cosmetic Act and based on a showing of safety and effectiveness.

(3) Cobalt salts added to drugs in small amounts are not effective for any purpose and should be removed.

(c) A completed and signed "Notice of Claimed Investigational Exemption for a New Drug," Form FD-1571 set forth in § 130.3 of this chapter, must be submitted to cover clinical investigations to obtain evidence that such preparations are safe and effective for any purpose.

(d) (1) For such preparations for which new-drug approvals are in effect, supplemental new-drug applications may be submitted if changes consistent with this policy statement can be effected thereby. If the composition and labeling of an article are such that the cobalt is not significant in relation to the labeling claims, it will be permissible for the applicant to remove the cobalt salt from the formulation, delete all references to it in the labeling and resume marketing the reformulated drug, provided that a supplement is submitted within 30 days from the date of publication of this policy statement in the FEDERAL REGISTER furnishing full information regarding such changes, including the date on which such changes are being effected.

(2) Applicants holding other approved new-drug applications for such preparations should submit, within 30 days, a written statement waiving opportunity for a hearing preliminary to withdrawing approval of the application unless the applicant wishes to avail himself of the opportunity for a hearing.

(e) Regulatory proceedings may be initiated with respect to any drug within the jurisdiction of the act that is contrary to the provisions of:

(1) Paragraph (b) of this section and shipped after the date of publication of this policy statement in the FEDERAL REGISTER.

(2) Paragraphs (c) and (d) of this section and shipped after 30 days from the date of publication of this policy statement in the FEDERAL REGISTER.

(Secs. 502 (a), (f), (j), 505, 701(a), 52 Stat. 1050-1053, as amended, 1955; 21 U.S.C. 352 (a), (f), (j), 355, 371(a))

Dated: May 25, 1967.

JAMES L. GODDARD,
Commissioner of Food and Drugs.

[F.R. Doc. 67-6144; Filed, June 1, 1967;
8:48 a.m.]

SUBCHAPTER B—FOOD AND FOOD PRODUCTS

PART 121—FOOD ADDITIVES

Subpart D—Food Additives Permitted in Food for Human Consumption

SORBITAN MONOSTEARATE; POLYSORBATE 60 (POLYOXYETHYLENE (20) SORBITAN MONOSTEARATE)

The Commissioner of Food and Drugs, having evaluated the data in a petition (FAP 7A2095) filed by Atlas Chemical Industries, Inc., Wilmington, Del. 19899, and other relevant material, has concluded that the food additive regulations should be amended to provide for the safe use of a specific combination of sorbitan monostearate and polysorbate 60 (polyoxyethylene (20) sorbitan monostearate) as an emulsifier in whipped vegetable oil topping. Therefore, pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (sec. 409 (c) (1), 72 Stat. 1786; 21 U.S.C. 348(c) (1)) and under the authority delegated to the Commissioner by the Secretary of Health, Education, and Welfare (21 CFR 2.120), §§ 121.1029(c) (1) and 121.1030 (c) (1) are revised to read as follows:

§ 121.1029 Sorbitan monostearate.

- (c)
- (1) As an emulsifier in whipped vegetable oil topping with or without one or a combination of the following:
- (i) Polysorbate 60 (polyoxyethylene (20) sorbitan monostearate);
 - (ii) Polyoxyethylene (20) sorbitan tristearate;
 - (iii) Polysorbate 80;

whereby the maximum amount of the additive or additives used does not exceed 0.4 percent of the weight of the finished whipped vegetable oil topping; except that a combination of the additive with polysorbate 60 (polyoxyethylene (20) sorbitan monostearate) may be used in excess of 0.4 percent, provided that the amount of the additive does not exceed 0.27 percent and the amount of polysorbate 60 (polyoxyethylene (20) sorbitan monostearate) does not exceed 0.77 percent of the weight of the finished whipped vegetable oil topping.

§ 121.1030 Polysorbate 60 (polyoxyethylene (20) sorbitan monostearate).

(c) *

(1) As an emulsifier in whipped vegetable oil topping with or without one or a combination of the following:

- (i) Sorbitan monostearate;
- (ii) Polyoxyethylene (20) sorbitan tristearate;
- (iii) Polysorbate 80;

whereby the maximum amount of the additive or additives used does not exceed 0.4 percent of the weight of the finished whipped vegetable oil topping; except that a combination of the additive with sorbitan monostearate may be used in excess of 0.4 percent, provided that the amount of the additive does not exceed 0.77 percent and the amount of sorbitan monostearate does not exceed 0.27 percent of the weight of the finished whipped vegetable oil topping.

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

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

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

Dated: May 24, 1967.

J. K. Kirk,
Associate Commissioner
for Compliance.

[F.R. Doc. 67-6147; Filed, June 1, 1967; 8:49 a.m.]

PART 121—FOOD ADDITIVES

Subpart D—Food Additives Permitted in Food for Human Consumption

ION-EXCHANGE RESINS

The Commissioner of Food and Drugs, having evaluated the data in a petition (FAP 6A1954) filed by Rohm & Haas Co., Independence Mall West, Philadelphia, Pa. 19105, and other relevant material, has concluded that the food additive regulations should be amended to provide for the safe use of an ion-exchange resin system, hereinafter specified, for removing undesirable anions and cations

from potable water. Therefore, pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (sec. 409(c)(1), 72 Stat. 1786; 21 U.S.C. 348(c)(1)) and under the authority delegated to the Commissioner by the Secretary of Health, Education, and Welfare (21 CFR 2.120), § 121.1148 is amended by adding a new subparagraph to paragraph (a) and by revising paragraph (b), as follows:

§ 121.1148 Ion-exchange resins.

(a) *

(13) Methyl acrylate-divinylbenzene copolymer containing not less than 3.5 percent by weight of divinylbenzene, aminolyzed with dimethylaminopropylamine.

(b) Ion-exchange resins are used in the purification of foods, including potable water, to remove undesirable ions or to replace less desirable ions with one or more of the following: Bicarbonate, calcium, carbonate, chloride, hydrogen, hydroxyl, magnesium, potassium, sodium, and sulfate, except that the ion-exchange resins identified in paragraph (a) (12) and (13) of this section are used as follows:

(1) The ion-exchange resin identified in paragraph (a) (12) of this section is used only to treat water for use in the manufacture of distilled alcoholic beverages, subject to the following conditions:

(i) The water is subjected to treatment through a mixed bed consisting of the resin identified in paragraph (a) (12) of this section and one of the strongly acidic cation-exchange resins in the hydrogen form identified in paragraph (a) (1), (2), and (11) of this section; or

(ii) The water is first subjected to the resin identified in paragraph (a) (12) of this section and is subsequently subjected to treatment through a bed of activated carbon or one of the strongly acidic cation-exchange resins in the hydrogen form identified in paragraph (a) (1), (2), and (11) of this section.

(iii) The temperature of the water passing through the resin beds identified in subdivisions (i) and (ii) of this subparagraph is maintained at 30° C. or less, and the flow rate of the water passing through the beds is not less than 2 gallons per cubic foot per minute.

(iv) The ion-exchange resin identified in paragraph (a) (12) of this section is exempted from the requirements of paragraph (c) (4) of this section, but the strongly acidic cation-exchange resins referred to in subdivisions (i) and (ii) of this subparagraph used in the process meet the requirements of paragraph (c) (4) of this section, except for the exemption described in paragraph (d) of this section.

(2) The ion-exchange resin identified in paragraph (a) (13) of this section is used only to treat water having a pH of 5.0 or higher, subject to the following conditions:

(i) The water is first subjected to the resin identified in paragraph (a) (13) of this section in the bicarbonate form

and is subsequently subjected to treatment through a bed of the cation-exchange resin in the hydrogen form identified in paragraph (a) (10) of this section, so that no more than 35 weight-percent of the bicarbonate ion entering this bed passes through the bed when the conditions of subdivision (ii) of this subparagraph are met.

(ii) The temperature of the water passing through the resin beds identified in paragraph (a) (10) and (13) of this section is maintained at 30° C. or less and the flow rate of the water passing through the bed is not less than 0.5 gallons per cubic foot per minute.

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

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

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

Dated: May 24, 1967.

J. K. Kirk,
Associate Commissioner
for Compliance.

[F.R. Doc. 67-6146; Filed, June 1, 1967; 8:49 a.m.]

PART 121—FOOD ADDITIVES

Subpart D—Food Additives Permitted in Food for Human Consumption

SYNTHETIC FLAVORING SUBSTANCES AND ADJUVANTS

In the *FEDERAL REGISTER* of April 21, 1966 (31 F.R. 6120), the Commissioner of Food and Drugs proposed that the food additive regulations be amended to provide for the safe use of certain additional synthetic flavoring substances and adjuvants in food.

A comment was received in response to the proposal suggesting that the provision for use of BHA (butylated hydroxyanisole) as an antioxidant in flavoring substances be broadened to include certain other antioxidants. Available data does not support this suggestion, and the respondent has been informed that submission of a food additive petition is necessary for such an amendment.

Other comments received suggested that the substance listed in the proposal

as "methyl dihydroabietate" should be listed as "methyl ester of rosin, partially hydrogenated." It is concluded that the suggested nomenclature will correctly identify the flavoring substance; however, since the name "methyl dihydroabietate" has some industrial usage as the name of the subject substance, reference to it is included.

The prohibition or proposed ban by certain foreign governments with reference to the use of cade oil as a food flavor has raised questions of safety that must be resolved before a decision can be made to permit its use in food. Accordingly, it is concluded that cade oil should not be included in this order.

Therefore, pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (sec. 409(d), 72 Stat. 1787; 21 U.S.C. 348(d)) and under the authority delegated to the Commissioner by the Secretary of Health, Education, and Welfare (21 CFR 2.120), § 121.1164 is amended by inserting alphabetically new items in the list in paragraph (b) and by adding a new paragraph (d), as follows:

§ 121.1164 Synthetic flavoring substances and adjuvants.

(b) * * *

Acetophenone; methyl phenyl ketone.
Allyl butyrate.
Allyl hexanoate; allyl caproate.
Beechwood creosote.
Benzeneethiol; thiophenol.
Benzyl butyl ether.
Benzyl disulfide; dibenzyl disulfide.
Benzyl ethyl ether.
Butyl ethyl malonate.
Caryophyllene alcohol.
Caryophyllene alcohol acetate.
Cedarwood oil alcohols.
Cedarwood oil terpenes.
Cinnamyl benzoate.
3-Decen-2-one; heptylidene acetone.
Diethyl malonate; ethyl malonate.
Ethyl brassylate; tridecanedioic acid cyclic ethylene glycol diester; cyclo 1,13-ethylenedioxyltridecan-1,13-dione.
Ethyl crotonate; trans-2-butenol acid ethyl ester.
Ethyl undecanoate.
Eugenyl acetate.
Guaiaol acetate; o-methoxyphenyl acetate.
Guaiaolene; 1,4-dimethyl-7-isopropenyl-5,10-octahydroazulene.
Guaiaol acetate; 1,4-dimethyl-7-(α-hydroxyisopropenyl)-5,10-octahydroazulene acetate.
2-Hexylidene cyclopentanone.
Isoeugenyl benzyl ether; benzyl isoeugenol.
Isojasmonene; mixture of 2-hexylidene cyclopentanone and 2-hexyl-2-cyclopenten-1-one.
Isopropyl alcohol; isopropanol.
Lepidine; 4-methylquinoline.
Linalyl cinnamate.
1-(4-Methoxyphenyl) - 4 - methyl-1-penten-3-one; methoxystyryl isopropyl ketone.
Methylbenzyl acetate, mixed o-m-p.
Methyl disulfide; dimethyl disulfide.
p-Methylcinnamaldehyde.
Methyl ester of rosin, partially hydrogenated (as defined in § 121.1059); methyl dihydroabietate.
3-Methyl-5-propyl-2-cyclohexen-1-one.
3-Propyldenebiphenyl.
Styrene.
Tetramethyl ethylcyclohexenone; mixture of 5-ethyl-2,3,4,5-tetramethyl-2-cyclohexen-1-one and 5-ethyl-3,4,5,6-tetramethyl-2-cyclohexen-1-one.
Undecen-1-ol; undecylenic alcohol.

(d) BHA (butylated hydroxyanisole) may be used as an antioxidant in flavoring substances whereby the additive does not exceed 0.5 percent of the essential (volatile) oil content of the flavoring substance.

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

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

(Sec. 409(d), 72 Stat. 1787; 21 U.S.C. 348(d))

Dated: May 24, 1967.

J. K. KIRK,
Associate Commissioner
for Compliance.

[F.R. Doc. 67-6148; Filed, June 1, 1967;
8:49 a.m.]

PART 121—FOOD ADDITIVES

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

ADHESIVES

The Commissioner of Food and Drugs, having evaluated the data in a petition (FAP 7B2141) filed by Wallace & Tierman, Inc., Harchem Division, 25 Main Street, Belleville, N.J. 07109, and other relevant material, has concluded that the food additive regulations should be amended to provide for the use of an additional optional substance, as set forth below, in the formulation of food-packaging adhesives. Therefore, pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (sec. 409(c)(1), 72 Stat. 1786; 21 U.S.C. 348(c)(1)) and under the authority delegated to the Commissioner by the Secretary of Health, Education, and Welfare (21 CFR 2.120), § 121.2520(c)(5) is amended by alphabetically inserting in the list of substances a new item, as follows:

§ 121.2520 Adhesives.

(c) * * *
(5) * * *

COMPONENTS OF ADHESIVES
Substances Limitations

Polyester of adipic acid, phthalic acid, and propylene glycol, terminated with butyl alcohol.

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

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

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

Dated: May 24, 1967.

J. K. KIRK,
Associate Commissioner
for Compliance.

[F.R. Doc. 67-6145; Filed, June 1, 1967;
8:48 a.m.]

Title 31—MONEY AND
FINANCE: TREASURY

Chapter II—Fiscal Service, Department of the Treasury

SUBCHAPTER A—BUREAU OF ACCOUNTS

PART 251—PAYMENT OF UNCLAIMED INTEREST ON CERTAIN AWARDS OF THE MIXED CLAIMS COMMISSION, UNITED STATES AND GERMANY

On pages 6512 and 6513 of the FEDERAL REGISTER of April 27, 1967, there was published a notice of proposed rule making to issue regulations to effect the payment into a trust fund on the books of the Treasury of unpaid and unclaimed interest remaining due on the interest-bearing principal of awards by the Mixed Claims Commission, United States and Germany. Interested persons were given 30 days in which to submit in writing relevant data, views, or arguments to the Commissioner of Accounts, Treasury Department, regarding the proposed regulations.

No such submissions have been received and the proposed regulations are hereby adopted without change and are set forth below.

Effective date. These regulations shall be effective upon publication in the FEDERAL REGISTER.

Dated: May 29, 1967.

[SEAL] JOHN K. CARLOCK,
Fiscal Assistant Secretary.

- Sec.
251.1 Application of regulations.
251.2 Payments not applied for.
251.3 Deposit in trust fund.
251.4 Claims against trust fund.

AUTHORITY: The provisions of this Part 251 issued under sec. 2(d), 45 Stat. 254, as amended, unless otherwise noted.

§ 251.1 Application of regulations.

The regulations in this part govern the disposition of the interest due on the interest-bearing principal of awards of the Mixed Claims Commission, United States and Germany, remaining unpaid because no application for payment has been filed by the person(s) entitled thereto in response to notices of payment mailed by the Bureau of Accounts to awardholders or their successors in interest.

§ 251.2 Payments not applied for.

Where no application form, properly executed by the person(s) entitled to receive an award payment on account of interest, has been received by the Treasury Department for 5 years from the date of the last payment on that award, the current payment due and payments past due but undisbursed shall, in an amount not exceeding the remaining interest-bearing principal of the award, be deemed unclaimed moneys.

§ 251.3 Deposit in trust fund.

Amounts deemed unclaimed moneys under § 251.2 shall be transferred from the German Deposit Fund to the trust fund hereby established on the books of the Treasury Department to receive them. Such transfer and deposit shall constitute payment of interest on any award to reduce its interest-bearing principal as provided in section 4(c) (8) of the Settlement of War Claims Act of 1928, as amended. The amounts so deposited shall be held in trust for the awardholder or the successor(s) in interest of the awardholder.

(Sec. 20, 43 Stat. 1233, as amended; 31 U.S.C. 725a)

§ 251.4 Claims against trust fund.

Claims for amounts deposited in the trust fund under § 251.3 shall be presented in writing to the Investments Branch, Bureau of Accounts, Treasury Department, Washington, D.C. 20226. However, favorable action on any claim will not reestablish the interest-bearing principal on any award.

[F.R. Doc. 67-6141; Filed, June 1, 1967; 8:48 a.m.]

Title 14—AERONAUTICS AND SPACE

Chapter I—Federal Aviation Administration, Department of Transportation

SUBCHAPTER C—AIRCRAFT

[Docket No. 67-EA-51; Amdt. 39-427]

PART 39—AIRWORTHINESS DIRECTIVES

Piper Type Aircraft

An alteration must be accomplished on Piper Type PA-30 aircraft which modifies the oxygen cylinder mounting installation to prevent the cracking of the mounting channels. Piper Aircraft has issued Service Bulletin No. 236 to cover this procedure. There have been reports, however, that this alteration when accomplished creates an interference with a rudder control cable. A hazard exists in that the cylinder may break away and further that the alteration as accomplished could cause separation of the rudder cable.

Since a situation exists that requires immediate action, it is found that notice and public procedure hereon are impractical 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, 14 CFR 11.85 (31 F.R. 13697), § 39.13 of Part 39 of the Federal Aviation Regulations is amended by adding the following new Airworthiness Directive:

PIPER. Applies to Type PA-30 Airplanes, Serial Nos. 30-853, 30-902 through 30-1470, which incorporate factory installed oxygen system or Piper oxygen kits 756081 or 757100.

Compliance required within the next 25 hours' time in service after the effective date of this Airworthiness Directive, unless already accomplished. To prevent cracking of the oxygen cylinder mounting channels and prevent the rudder control cable from rubbing on the oxygen cylinder rear retaining strap, accomplish the following:

(a) On airplanes, Serial Nos. 30-853, 30-902 through 30-1454, modify the oxygen cylinder mounting installation in accordance with the Installation Instructions contained in Piper, Oxygen Cylinder Mounting Modification Kit No. 757094 or equivalent modification, approved by the Chief, Engineering and Manufacturing Branch, FAA Eastern Region.

(b) On all airplanes modify the Oxygen Cylinder Rear Retaining Strap P/N 758109 and remove the Rubber Strip P/N 13945-85 as shown on the sketch contained in Piper Service Bulletin No. 246, dated March 21, 1967, or equivalent modification approved by the Chief, Engineering and Manufacturing Branch, FAA Eastern Region.

(c) Upon request, with substantiating data submitted through an FAA maintenance inspector, compliance time may be increased by the Chief, Engineering and Manufacturing Branch, FAA Eastern Region.

(Piper Service Bulletin No. 236, dated Dec. 29, 1966, also pertains to the subject of paragraph (a))

This amendment becomes effective 5 days after publication in the FEDERAL REGISTER.

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

Issued in Jamaica, N.Y., on May 23, 1967.

WAYNE HENDERSHOT,
Acting Director, Eastern Region.

[F.R. Doc. 67-6124; Filed, June 1, 1967; 8:47 a.m.]

SUBCHAPTER E—AIRSPACE

[Airspace Docket No. 67-AL-8]

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

Alteration of Federal Airways and Control Zones

The purpose of this amendment to Part 71 of the Federal Aviation Regulations is to alter the Bettles, Alaska, control zone and make an editorial change in the description of Amber Federal Airway 2.

The Bettles, Alaska, Radio Range is being converted to a nondirectional radio beacon. This conversion will provide increased radio navigational coverage in an area of sparse navigational facilities. The majority of the comments received (Airspace Case No. 66-AL-22NR) have endorsed the conversion to a radio beacon.

This conversion to a radio beacon will result in the cancellation of the radio range approach (circling minimum of 700-1½), on which the control zone extension, in part, is presently designated. Therefore, this action amends the description of the control zone by revoking that portion of the control zone extension based on the radio range approach. Additionally, it effects an editorial change in the description of Amber Federal Airway 2. The conversion to a radio beacon will have no adverse effect on the present ADF approach minimums of 400-1.

Since these amendments impose no additional burden on any person, notice and public procedure hereon are unnecessary and the amendments may be made effective without regard to the 30-day statutory period preceding effectiveness.

In order to provide sufficient time for charting purposes, these amendments will become effective more than 30 days after publication. In view of the foregoing Part 71 of the Federal Aviation Regulations is amended, effective 0001 e.s.t., June 22, 1967, as hereinafter set forth.

In § 71.105 (32 F.R. 2006), Amber Federal Airways, A-2 is amended by deleting

"Bettles, Alaska, RR" and substituting "Bettles, Alaska, RBN."

In § 71.171 (32 F.R. 2071), the Bettles, Alaska, control zone is amended by deleting "within 2 miles each side of the Bettles RR southeast course, extending

from the 5-mile radius zone to 8 miles southeast of the RR;" from the text and substituting "RBN" for "RR" wherever it appears.

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

Issued in Anchorage, Alaska, on May 22, 1967.

GEORGE M. GARY,
Director, Alaskan Region.

[F.R. Doc. 67-6125; Filed, June 1, 1967; 8:47 a.m.]

SUBCHAPTER F—AIR TRAFFIC AND GENERAL OPERATING RULES

[Reg. Docket No. 8180; Amdt. 538]

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	
Albany VOR.	AL LOM	Direct	1800	T-dn	300-1	300-1	200-1½
Bemis Int.	AL LOM (final)	Direct	1500	C-dn	500-1	500-1	500-1½
				S-dn-194	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2

Radar available.
Procedure turn W side of crs. 011° Outbd, 191° Inbd, 1800' within 10 miles.

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

Crs and distance, facility to airport, 191°—8.8 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.8 miles after passing AL LOM, make left-climbing turn to 1800' direct to AL LOM. Hold N of AL LOM, 191° Inbd, right turns, 1 minute.

*Reduction not authorized.

*300-1 required for takeoffs on Runways 10, 28, 15, and 33.

MSA within 25 miles of facility: 000°-000°—3600'; 090°-180°—3800'; 180°-270°—3400'; 270°-360°—3300'.

City, Albany; State, N. Y.; Airport name, Albany County; Elev., 288'; Fac. Class., LOM; Ident., AL; Procedure No. NDB (ADF) Runway 19, Amdt. 7; Eff. date, 24 June 67; Sup. Amdt. No. ADF 1, Amdt. 6; Dated, 9 Jan. 65

Grand Island Int.	GB LOM	Direct	2400	T-dn	300-1	300-1	200-1½
Buffalo VOR.	GB LOM	Direct	2400	C-dn	400-1	500-1	500-1½
Crysal Beach Int.	GB LOM (final)	Via BUF VOR, R 250° and 232° bearing from GB LOM.	*1600	S-dn-5	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2
Wolcottville Int.	GB LOM	Via BU LOM	2400				

Radar available.

Procedure turn S side of crs. 232° Outbd, 052° Inbd, 2400' within 10 miles.

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

Crs and distance, facility to airport, 052°—4.8 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.8 miles after passing GB LOM, make left-climbing turn to 2400'; intercept and proceed Outbd on Buffalo VOR, R 302° to Grand Island Int. Hold NW, 1-minute right turns, 122° Inbd, or when directed by ATC, climb to 2000' on 052° crs, proceed to BU LOM. Hold NE BU LOM, 1-minute right turns, 232° Inbd.

*Maintain 2400' until established on 232° bearing from GB LOM.

MSA within 25 miles of facility: 030°-110°—2600'; 110°-200°—3600'; 200°-020°—2400'.

City, Buffalo; State, N. Y.; Airport name, Greater Buffalo International; Elev., 723'; Fac. Class., LOM; Ident., GB; Procedure No. NDB (ADF) Runway 5, Amdt. 1; Eff. date, 24 June 67; Sup. Amdt. No. ADF 2, Orig.; Dated, 13 Nov. 65

Harris Neck Int.	HIN RBN	Direct	1600	T-dn	300-1	300-1	200-1½
Marlow Int.	HIN RBN	Direct	2200	C-dn	500-1	500-1	500-1½
Midway Int.	HIN RBN	Direct	1600	S-dn-5L	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn W side of crs. 231° Outbd, 051° Inbd, 1600' within 10 miles.

Minimum altitude over facility on final approach crs. 800'.

Crs and distance, facility to airport, 051°—2.5 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 2.5 miles after passing HIN RBN, turn right, climb to 1600' returning direct to HIN RBN, or when directed by ATC, turn left, climb to 1600' returning direct to HIN RBN.

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

MSA within 25 miles of facility: 000°-090°—1500'; 090°-180°—1400'; 180°-270°—1600'; 270°-360°—2200'.

City, Fort Stewart; State, Ga.; Airport name, Liberty AAF; Elev., 46'; Fac. Class., MHW; Ident., HIN; Procedure No. NDB (ADF)-1 Runway 5L, Amdt. 4; Eff. date, 24 June 67; Sup. Amdt. No. ADF 1, Amdt. 3; Dated, 10 July 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	
Harris Neck Int.	Stewart RBN	Direct	1700	T-dn	300-1	300-1	200-1½
Marlow Int.	Stewart RBN	Direct	2300	C-dn	600-1	600-1	600-1½
Midway Int.	Stewart RBN	Direct	1700	S-dn-6L*	600-1	600-1	600-1
				A-dn	800-2	800-2	800-2
				If Liberty (HIN) RBN received, minimums become:			
				C-dn	500-1	500-1	500-1½
				S-dn-6L	400-1	400-1	400-1

Procedure turn W side of crs, 229° Outbd, 049° Inbd, 1700' within 10 miles.

Minimum altitude over Stewart RBN on final approach crs, 1700'; abeam HIN RBN, 646'.

Crs and distance, Stewart RBN to airport, 049°—8.1 miles; abeam HIN RBN, 049°—2.5 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 8.1 miles after passing LIY RBN or 2.5 miles after passing abeam HIN RBN, turn right, climbing to 1700' and return direct to Stewart RBN. Holding when required—Hold SW of Stewart RBN, left turns, 1 minute, 049° Inbd.

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

*Reduction not authorized.

MSA within 25 miles of facility: 000°-090°—2300'; 090°-180°—1400'; 180°-360°—1600'.

City, Fort Stewart; State, Ga.; Airport name, Liberty AAF; Elev., 46'; Fac. Class., MBW; Ident., LIY; Procedure No. NDB (ADF)-2 Runway 5L, Amdt. Orig.; Eff. date, 24 June 67

MKE VOR	UNU NDB	Direct	2500	T-dn	300-1	300-1	200-1½
Randolph Int.	UNU NDB	Direct	2500	C-dn	600-1	600-1	600-1½
Horicon Int.	UNU NDB	Direct	2500	C-n	600-2	600-2	600-2
				S-d-2	600-1	600-1	600-1
				S-n-2	600-1½	600-1½	600-1½
				A-dn	NA	NA	NA

Procedure turn E side of crs, 193° Outbd, 013° Inbd, 2500' within 10 miles.

Minimum altitude over facility on final approach crs, 1935'.

Facility on airport.

If visual contact not established upon descent to authorize landing minimums or if landing not accomplished within 6 mile of NDB, make left-climbing turn to 2500' on 193° bearing from NDB within 10 miles.

NOTE: Use Madison, Wis., altimeter setting.

CAUTION: Runways 8-26 unlighted.

MSA within 25 miles of facility: 000°-360°—2300'.

City, Juneau; State, Wis.; Airport name, Dodge County; Elev., 935'; Fac. Class., MBW; Ident., UNU; Procedure No. NDB (ADF) Runway 2, Amdt. Orig.; Eff. date, 22 June 67

EPH VOR	OMK RBN	Direct	6000	T-dn*	2200-2	2200-2	2200-2
				C-d*	2200-2	2200-2	2200-2
				C-n*	2200-3	2200-3	2200-3
				A-dn*	4000-5	4000-5	4000-5

Procedure turn W side of crs, 155° Outbd, 355° Inbd, 5000' within 10 miles.

Minimum altitude over facility on final approach crs, 3501'.

Facility on airport.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 9 mile of OMK RBN, make climbing left turn, climb to 5000' on crs, 155° Outbd, 355° Inbd, within 10 miles of OMK RBN.

*Climb visually over the airport to 3500'. Climb 155° bearing OMK RBN to en route altitude.

†If OMK altimeter setting not available, use Ephrata altimeter setting. Authorized circling minimums increased 400' when Ephrata altimeter setting used.

‡Alternate minimums not authorized except for those with approved weather reporting service.

MSA within 25 miles of facility: 000°-090°—8300'; 090°-180°—7800'; 180°-270°—8900'; 270°-360°—6300'.

City, Omak; State, Wash.; Airport name, Omak; Elev., 1301'; Fac. Class., H; Ident., OMK; Procedure No. NDB (ADF)-1, Amdt. Orig.; Eff. date, 22 June 67 or upon commissioning of facility

PROCEDURE CANCELED, EFFECTIVE 22 JUNE 1967.

City, Plattsburgh; State, N. Y.; Airport name, Plattsburgh Municipal; Elev., 371'; Fac. Class., MBW; Ident., PBG; Procedure No. 1, Amdt. 2; Eff. date, 14 Jan. 67; Sup. Amdt. No. 1; Dated, 30 July 66

Syracuse VOR	Syracuse RBN	Direct	3000	T-dn*	300-1	300-1	200-1½
Lakeport Int.	Syracuse RBN	Direct	3000	C-d	700-1	700-1	700-1½
Weedsport Int.	Syracuse RBN (final)	Direct	3000	C-n	700-2	700-2	700-2
Whitford Int.	Syracuse RBN (final)	Direct	3000	S-d-10	600-1	600-1	600-1
Syracuse LOM	Syracuse RBN	Direct	3000	S-n-10	600-2	600-2	600-2
				A-dn	800-2	800-2	800-2

Radar available.

Procedure turn N side of crs, 280° Outbd, 100° Inbd, 2000' within 10 miles.

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

Crs and distance, facility to airport, 100°—6.7 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 6.7 miles after passing SYR RBN, climb to 2000' direct to SY LOM. Hold E of SY LOM, 278° Inbd, 1-minute right turns.

AIR CARRIER NOTE: Neither sliding scale nor reduction in minimums authorized for takeoffs to the SE.

CAUTION: 830' antenna, 1.1 miles S of approach end of Runway 28. 2549' antenna, 10.4 miles S of airport.

*600-1 required for takeoff on Runway 14.

MSA within 25 miles of facility: 000°-090°—2200'; 090°-180°—3000'; 180°-270°—3100'; 270°-360°—1900'.

City, Syracuse; State, N. Y.; Airport name, Clarence E. Hancock; Elev., 421'; Fac. Class., SBH; Ident., SYR; Procedure No. NDB (ADF) Runway 19, Amdt. 4; Eff. date, 24 June 67; Sup. Amdt. No. ADF 2, Amdt. 3; Dated, 8 May 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	
Lakeport Int.	SY LOM (final)	Direct	1700	T-dn*	300-1	300-1	200-1/2
Synapse VOR	SY LOM	Direct	2000	C-dn	700-1	700-1	700-1 1/2
Tent Int.	SY LOM	Direct	2000	S-dn-28	700-1	700-1	700-1
Synapse RBN	SY LOM	Direct	2000	A-dn	800-2	800-2	800-2

Radar available.
 Procedure turn N side of crs. 098° Outbnd, 278° Inbnd, 2000' within 10 miles.
 Minimum altitude over facility on final approach crs, 1700'.
 Crs and distance, facility to airport, 278°—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 SY LOM, climb straight ahead to 2000' direct to SYR RBN. Hold W of SYR RBN, 098° Inbnd, 1-minute left turn.
 CAUTION: 830' antenna, 1.1 miles S of approach end of Runway 28, 1220' terrain, 15 miles ESE of LOM, 2540' antenna, 10.4 miles S of airport.
 AIRCRAFT NOTE: Neither sliding scale nor reduction in minimums authorized for takeoffs to the SE.
 *60-1 required for takeoff Runway 14.
 MSA within 25 miles of facility: 000°-090°—2000'; 090°-180°—3000'; 180°-270°—3000'; 270°-360°—1900'.
 City, Synapse; State, N.Y.; Airport name, Clarence E. Hancock; Elev., 421'; Fac. Class., LOM; Ident., SY; Procedure No. NDB (ADF) Runway 28, Amdt. 20; Eff. date, 24 June 67; Sup. Amdt. No. ADF 1, Amdt. 19; Dated, 8 May 65

Dunlap Int.	TRX NDB	Direct	2400	T-dn*	300-1	300-1	300-1
				C-dn	800-1	1000-1	1000-1 1/2
				S-dn-1	800-1	800-1	800-1
				A-dn	NA	NA	NA

Procedure turn E side of crs, 165° Outbnd, 345° Inbnd, 2400' within 10 miles.
 Minimum altitude over facility on final approach crs, 1500'.
 Facility on airport. Breakoff point to runway, 354°—0.5 mile.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile after passing TRX NDB, make right turn, climbing to 3000' on 165° bearing from TRX NDB within 10 miles, make left turn and return to TRX NDB.
 NOTE: Use Kirksville, Mo., altimeter setting.
 *If flight is planned to NW and 1210' tower, 1.5 miles NW is not visible, climb to 1400' on runway heading before turning toward tower.
 MSA within 25 miles of facility: 090°-270°—2300'; 270°-090°—2400'.
 City, Trenton; State, Mo.; Airport name, Trenton Municipal; Elev., 750'; Fac. Class., MHW; Ident., TRX; Procedure No. NDB (ADF) Runway 1, Amdt. Orig.; Eff. date 22 June 67

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	
Bemis Int.	AL LOM (final)	Direct	1500	T-dn*	300-1	300-1	200-1/2
				C-dn	600-1	600-1	600-1 1/2
				A-dn	800-2	800-2	800-2
				After passing AL LOM, 4.2-mile DME Fix or Radar Fix the following minimums are authorized.			
				C-dn	500-1	500-1	500-1 1/2
				S-dn-19#	500-1	500-1	500-1

Radar available.
 Procedure turn W side of crs, 007° Outbnd, 187° Inbnd, 2000' within 10 miles.
 Minimum altitude over facility on final approach crs, 888' basic VOR; after passing AL LOM 788'.
 Facility on airport. Crs and distance, breakoff point to runway, 191°—0.5 mile.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished when over ALB VOR, climb to 2000' on R 194° to Greenbush Int. Hold S of Greenbush Int, 1-minute right turn, 014° Inbnd.
 NOTE: Final approach from a holding pattern not authorized. Procedure turn required.
 *30-1 required for takeoffs on Runways 10, 28, 15, and 33.
 #Reduction not authorized.
 MSA within 25 miles of facility: 000°-090°—3000'; 090°-180°—4700'; 180°-270°—3400'; 270°-360°—3100'.
 City, Albany; State, N.Y.; Airport name, Albany County; Elev., 288'; Fac. Class., H-BVORTAC; Ident., ALB; Procedure No. VOR Runway 19, Amdt. 9; Eff. date, 24 June 67; Sup. Amdt. No. Ter VOR-19, Amdt. 8; Dated, 19 Mar. 66

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	
12-mile DME Fix, R 104°	5-mile DME Fix, R 104°	284°—6 miles	2700	T-dn	300-1	300-1	200-1½
6-mile DME Fix, R 104°	BUF VOR (final)	284°—6 miles	1000	C-dn	400-1	500-1	500-1½
				S-dn-31#	400-1	400-1	
				A-dn	800-2	800-2	800-2

Radar available.

Procedure turn N side of crs, 104° Outbd, 284° Inbd, 2700' within 10 miles.

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

Crs and distance, facility to breakoff point, 284°—3.2 miles. Breakoff point to runway, 314°—0.38 mile.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.2 miles, make a right-climbing turn to 2000', intercept Buffalo VOR R 302° Outbd, proceed to Grand Island Int. Hold NW, 1-minute right turns, 122° Inbd, or when directed by ATC, make right-climbing turn to 2700', proceed to Buffalo VOR. Hold E, 1-minute right turns, 284° Inbd.

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.

#Reduction not authorized.

MSA within 25 miles of facility: 080°-170°-3300'; 170°-260°-3900'; 260°-350°-2400'; 350°-080°-2200'.

City, Buffalo; State, N.Y.; Airport name, Greater Buffalo International; Elev., 723'; Fac. Class., H-BVORTAC; Ident., BUF; Procedure No. VOR Runway 31, Amdt. 11; Eff. date, 24 June 67; Sup. Amdt. No. VOR/DME-1, Amdt. 10; Dated, 23 Mar. 67

				T-dn	300-1	300-1	200-1½
				C-dn	700-1	700-1	700-1½
				A-dn	NA	NA	NA
				DME minimum:			
				C-dn	500-1	500-1	500-1½

Radar available.

Procedure turn N side of crs, 048° Outbd, 228° Inbd, 3000' within 10 miles.

Minimum altitude over facility on final approach crs, 3000'; over 6-mile DME Fix, R 228°, 1071'.

Crs and distance, facility to airport, 228°—8.3 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 8.3 miles after passing PLB VORTAC, make left-climbing turn to 2000', direct PLB VORTAC. Hold NE of PLB VORTAC, 1-minute right turns, 228° Inbd.

NOTES: (1) Use Burlington altimeter setting. (2) Air carrier with weather service at the airport—Alternate minimums of 800-2 authorized. Use Plattsburgh altimeter setting.

CAUTION: 725' antenna, 1.8 miles NNW of airport.

*300-1 required for takeoff Runway 1.

MSA within 25 miles of facility: 000°-000°-2400'; 090°-180°-3800'; 180°-270°-4900'; 270°-360°-4900'.

City, Plattsburgh; State, N.Y.; Airport name, Plattsburgh Municipal; Elev., 371'; Fac. Class., H-BVORTAC; Ident., PLB; Procedure No. VOR-1, Amdt. 10; Eff. date, 22 June 67; Sup. Amdt. No. VOR 1, Amdt. 9; Dated, 10 Dec. 66

White Bear Int	STP VOR	Direct	2500	T-dn	300-1	300-1	NA
FGT VOR	STP VOR	Direct	2500	C-dn	700-1	700-1	NA
				C-n	700-1½	700-1½	NA
				A-dn	NA	NA	NA

Radar available.

Procedure turn E side of crs, 210° Outbd, 030° Inbd, 2200' within 10 miles.

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

Crs and distance, facility to airport, 030°—6.9 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 6.9 miles after passing VOR, climb to 2500' on R 030° within 10 miles.

NOTES: Use St. Paul altimeter setting. When St. Paul altimeter setting not available, use Minneapolis altimeter setting. Circling and straight-in ceiling minimums are raised 100' when using Minneapolis altimeter setting.

CAUTION: Runways 3/21 unlighted.

MSA within 25 miles of facility: 000°-360°-2600'.

City, St. Paul; State, Minn.; Airport name, Lake Elmo; Elev., 925'; Fac. Class., T-BVOR; Ident., STP; Procedure No. VOR-1, Amdt. Orig.; Eff. date, 22 June 67

				T-dn	300-1	300-1	200-1½
				O-dn	500-1	500-1	500-1½
				A-dn	800-2	800-2	800-2

Radar available.

Procedure turn N side of crs, 276° Outbd, 096° Inbd, 2300' within 10 miles.

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

Crs and distance, facility to airport, 082°—5.1 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.1 miles after passing SP8 VOR, turn left, climb to 2600' on crs, 060° within 20 miles.

MSA within 25 miles of facility: 000°-270°-3100'; 270°-360°-3200'.

City, Wichita Falls; State, Tex.; Airport name, Sheppard AFB/Wichita Falls Air Terminal; Elev., 1015'; Fac. Class., H-BVORTAC; Ident., SP8; Procedure No. VOR-1, Amdt. 7; Eff. date, 24 June 67; Sup. Amdt. No. VOR-1, Amdt. 6; Dated, 14 Dec. 63

3. By amending the following instrument landing system procedures prescribed in § 97.17 to read:
prescribed in § 97.15 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	
Albany VOR Bemis Int.	AL LOM	Direct	1800	T-dn*	300-1	300-1	300-1½
	AL LOM (final)	Direct	1600	C-dn S-dn-19# A-dn With glide slope inoperative: S-dn-19#	500-1 300-¾ 600-2 400-¾	500-1 300-¾ 600-2 400-¾	500-1½ 300-¾ 600-2 400-¾

Radar available.
Procedure turn W side of crs, 011° Outbnd, 191° Inbnd, 1800' within 10 miles.
Minimum altitude at glide slope interception, Inbnd, 1600'.
Altitude of glide slope and distance to approach end of runway at OM, 1550'-3.8 miles; at MM, 493'-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 AL LOM, climb to 2600' on S crs, ILS and proceed to Greenbush Int. Hold S of Greenbush Int on ALB VOR R 194°, right turns, 1 minute, 014° Inbnd.
*300-1 required for takeoffs on Runways 10, 28, 15, and 33.
#Reduction not authorized.
MSA within 25 miles of AL LOM: 000°-090°-3600'; 090°-180°-3800'; 180°-270°-3400'; 270°-360°-3300'.

City, Albany; State, N.Y.; Airport name, Albany County; Elev., 288'; Fac. Class., ILS; Ident., I-ALB; Procedure No. ILS Runway 19, Amdt. 8; Eff. date, 24 June 67; Sup. Amdt. No. ILS-19, Amdt. 7; Dated, 9 Jan. 65

Syracuse VOR	Syracuse RBN	Direct	2000	T-dn*	300-1	300-1	300-1½
Lakeport Int.	Syracuse RBN	Direct	2000	C-dn	700-1	700-1	700-1½
Weedsport Int.	Syracuse RBN (final)	Direct	2000	S-dn-10*	400-1	400-1	400-1
Whitford Int.	SYR RBN (final)	Direct	2000	A-dn	800-2	800-2	800-2

Radar available.
Procedure turn N side of crs, 278° Outbnd, 098° Inbnd, 2000' within 10 miles.
Minimum altitude over SYR RBN on final approach crs, 2000'; over Liverpool Int or 4-mile Radar Fix, 1400'.
Crs and distance, SYR RBN to airport, 098°-6.7 miles. Crs and distance, Liverpool Int to airport, 098°-3.4 miles.
No glide slope.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 6.7 miles after passing SYR RBN (3.4 miles after Liverpool Int), climb straight ahead to 2000' to SY LOM. Hold E of SY LOM, 278° Inbnd, 1-minute right turns.
CAUTION: 830' antenna, 1.1 miles S of approach end of Runway 28; 2549' antenna, 10.4 miles S of airport.
AIR CARRIER NOTE: Neither sliding scale nor reduction in minimums authorized for takeoffs to the SE.
*600-1 required for takeoff on Runway 14.
**400-1 authorized with operative HIRL except for 4-engine turbojet aircraft.
MSA within 25 miles of SYR RBN: 000°-090°-2200'; 090°-180°-3600'; 180°-270°-3100'; 270°-360°-1900'.

City, Syracuse; State, N.Y.; Airport name, Clarence E. Hancock; Elev., 421'; Fac. Class., ILS; Ident., I-SYR; Procedure No. LOC (BC) Runway 10, Amdt. 13; Eff. date, 24 June 67; Sup. Amdt. No. ILS-10, Amdt. 9; Dated, 19 Nov. 66

Lakeport Int.	SY LOM (final)	Direct	1800	T-dn*	300-1	300-1	300-1½
Syracuse VOR	SY LOM	Direct	2000	C-dn	700-1	700-1	700-1½
Toni Int.	SY LOM	Direct	2000	S-dn-28# A-dn With glide slope inoperative: S-dn-28**	300-1½ 700-2 400-1	300-1½ 700-2 400-1	300-1½ 700-2 400-1

Radar available.
Procedure turn N side of crs, 098° Outbnd, 278° Inbnd, 2000' within 10 miles.
Minimum altitude at glide slope interception Inbnd, 1800'.
Altitude of glide slope and distance to approach end of runway at OM, 1740°-3.9 miles; at MM, 642°-0.5 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.9 miles after passing SY LOM, climb to 2000' on W crs of ILS to SYR RBN. Hold W of SYR RBN, 098° Inbnd, 1-minute left turns.
AIR CARRIER NOTE: Neither sliding scale nor reduction in minimums authorized for takeoffs to the SE.
CAUTION: 1220' terrain, 15 miles ESE of LOM, 830' antenna, 1.1 miles S of approach end of Runway 28. ILS point of touchdown approximately 1000' from approach end of Runway 28; 2549' antenna, 10.4 miles S of airport.
*600-1 required for takeoff on Runway 14.
#RVR 2000' 4-engine turbojet, 1800' other aircraft authorized for Runway 28.
**RVR 2000' authorized for 4-engine turbojet; RVR 1800' authorized all other aircraft Runway 28. Descent below 611' not authorized unless approach lights are visible.
*400-1 authorized with operative high-intensity runway lights except for 4-engine turbojets; 400-1½ authorized with operative ALS, except for 4-engine turbojets.
MSA within 25 miles of SY LOM: 000°-090°-2000'; 090°-270°-3600'; 270°-360°-1900'.

City, Syracuse; State, N.Y.; Airport name, Clarence E. Hancock; Elev., 421'; Fac. Class., ILS; Ident., I-SYR; Procedure No. ILS Runway 28, Amdt. 21; Eff. date, 24 June 67; Sup. Amdt. No. ILS-28, Amdt. 20; Dated, 10 Dec. 66

SPS VOR	Elliott VHF Int.	Direct	3000	T-dn#	300-1	300-1	300-1½
SP LOM	Elliott VHF Int.	Direct	3000	C-dn	500-1	500-1	500-1½
Elliott Int.	McCabe Int (final)	Direct	2000	S-dn-15R* A-dn	400-1 800-2	400-1 800-2	400-1 800-2

Radar available.
Procedure turn E side of crs, 329° Outbnd, 149° Inbnd, 3000' within 10 miles of Elliott Int.
Minimum altitude over Elliott Int on final approach crs, 2600'.
Minimum altitude over McCabe Int on final approach crs, 2000'.
Crs and distance, McCabe Int to airport, 149°-3.4 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.4 miles after passing McCabe Int, climb to 2800' on SE crs, SPS ILS within 20 miles.
#RVR 2400' authorized Runway 33L.
*400-1 authorized with operative HIRL, except for 4-engine turbojets.

City, Wichita Falls; State, Tex.; Airport name, Sheppard AFB/Wichita Falls Air Terminal; Elev., 1015'; Fac. Class., ILS; Ident., I-SPS; Procedure No. LOC (BC) Runway 15R, Amdt. 5; Eff. date, 24 June 67; Sup. Amdt. No. ILS-15 (back crs), Amdt. 4; Dated, 31 July 65

4. 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.

Radar terminal area maneuvering sectors and altitudes														Ceiling and visibility minimums		
From	To	Dist.	Alt.	Dist.	Alt.	Dist.	Alt.	Dist.	Alt.	Dist.	Alt.	Dist.	Alt.	Condition	2-engine or less 65 knots or less	More than 2-engine, more than 65 knots
333°	020°	40	4500	30	3500	20	2500							T-dn*	300-1	300-1
020°	050°	40	3000	30	3000									C-dn	500-1	500-1
050°	130°	40	5500					12	2500					S-dn 1 and 19#	500-1	500-1
130°	180°	40	4000	30	4000									A-dn	800-2	800-2
180°	205°	40	2500	30	2500	20	2500									
205°	230°	40	5500	20	5000	30	3000									
230°	208°	40	5000			20	3500	12	3000							
208°	290°	40	4000													
290°	310°	40	3000													
310°	333°	40	4000													
050°	088°			30	4500											
088°	130°			30	5500	20	4000									
230°	290°			30	4000											
290°	333°			30	3000											
020°	088°					20	3000									
130°	153°					20	3500									
153°	180°					20	3000									
208°	333°					20	3000	12	3000							
333°	050°							12	1500							
130°	230°							12	2000							
090°	360°							5	1500							

NOTE: Standard clearance of 1000' from 0-3 miles must be provided over: (1) 700' antenna, 2.3 miles W of airport; (2) 1715' antenna, 8 miles E of airport; (3) 1900' antenna, 10.7 miles SW of airport; (4) 890' antenna, 5.5 miles SE of airport; (5) 2390' antenna, 21 miles SW of airport.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished: Runway 1—Climb to 1800' direct to AL LOM. Hold N of AL LOM, 191° Inland, right turns, 1 minute. Runway 19—Climb to 2600' direct to Greenbush Int. Hold S on ALB VOR R 194°, right turns, 1 minute, 614° Inland.

*300-1 required for all takeoffs on Runways 10, 28, 15, and 33.

#Reduction not authorized on Runway 19.

City, Albany; State, N.Y.; Airport name, Albany County; Elev., 288'; Fac. Class. and Ident., Albany Radar; Procedure No. 1, Amdt. 2; Eff. date, 24 June 67; Sup. Amdt. No. 1, Amdt. 1; Dated, 22 May 65.

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 2-engine, more than 65 knots
330°	060°	Within:	2300	T-dn	300-1	300-1
060°	120°	20 miles	2300	C-dn-5, 23, 31	400-1	500-1
060°	120°	10 miles	2700			
060°	120°	10-15 miles	3100	C-dn-13	500-1	500-1
120°	330°	15 miles	*2300	S-dn-5, 31	400-1	400-1
120°	330°	15-20 miles	4000	23 #6		
120°	330°	10 miles	2600	S-dn-13	500-1	500-1
300°	330°	10 miles	*2200	A-dn	800-2	800-2

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished: Runways 5-31, make climbing right turn to 2500' or Runways 13-23, make climbing left turn to 2500', proceed direct to BUF VOR. Hold E BUF VOR, 1-minute right turns, 284° Inland.

*Radar control will provide 1000' vertical clearance within a 3-mile radius of towers, 1349', 6 miles W and tower 2099', 17 miles S of airport. All bearings are from the radar site with sector azimuths progressing clockwise.

#400-1/2 authorized for Runways 5-23 with operative HIRL except for 4-engine turbojets.

@400-1/2 authorized for runway 23 with operative ALS except for 4-engine turbojets.

City, Buffalo; State, N.Y.; Airport name, Greater Buffalo International; Elev., 723'; Fac. Class. and Ident., Buffalo Radar; Procedure No. 1, Amdt. 3; Eff. date, 24 June 67; Sup. Amdt. No. 1, Amdt. 2; Dated, 2 Jan. 65.

RADAR STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

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
025° clockwise	250°	0-20 miles	2300	T-dn*	Surveillance approach	500-1
250° clockwise	025°	0-20 miles	2300	C-dn*	500-1	500-1
025° clockwise	145°	20-30 miles	2800	A-dn	600-1	600-1
145° clockwise	025°	20-30 miles	2800		800-2	800-2
000° clockwise	360°	30-40 miles	2800			

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished Runway 33L—Climb to 2800' and proceed direct to DE LOM. Runway 35—Make right-climbing turn and proceed direct to DE LOM at 2800'. Runway 13R—Climb to 2000' and proceed direct to QG VOR.

*200-1 takeoff authorized Runway 33 only.

§ Radar control will provide 1000' vertical clearance within a 3-mile radius of 1311' tower, 7 miles SE, four towers 1700' to 1750', 15 miles NE and 1060' tower, 18 miles NE; City, Detroit; State, Mich.; Airport name, Detroit City; Elev., 626'; Fac. Class., and Ident., Detroit Metro Radar; Procedure No. 2, AMDL Orig.; Ed. date, 24 June 67

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 May 17, 1967.

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

[P.R. Doc. 67-5812; Filed, June 1, 1967; 8:45 a.m.]

Title 39—POSTAL SERVICE

Chapter I—Post Office Department

PART 143—METERED STAMPS

Meter Stamps and Mailings

A notice of proposed revisions to §§ 143.4(f) and 143.6 of Title 39, Code of Federal Regulations, was published in the FEDERAL REGISTER of March 14, 1967 (32 F.R. 4027) which would require the date of mailing on certified mail, and would require that metered mailings of 5 or more letter type pieces be bundled, boxed, or otherwise packaged, and would establish the procedure for handling irregularities in preparation, as well as give instructions for handling metered mail bearing the wrong date. Interested persons were given 30 days in which to submit written comments concerning the proposals.

After consideration of the comments received, the Department has reached the conclusion to adopt the amendments in substantially the same manner as they were proposed. Accordingly, Part 143 of Title 39, Code of Federal Regulations is amended as follows and is to be effective 30 days after publication of this notice in the FEDERAL REGISTER.

§ 143.4 Meter stamps.

(f) *Date of mailing.* Meter stamps must show the date of mailing (month, day, and year) on all first-class mail, special delivery, special handling, or air-mail; on all mail sent registered, certified, insured, or COD; and when printed on separate tapes used on first-class mail. The month and year must be shown on tapes on second-, third-, and fourth-class mail, but the day may be omitted. When tapes are not used, no date may be shown in meter stamps on second-, third-, or fourth-class mail.

NOTE: The corresponding Postal Manual section is 143.46.

§ 143.6 Mailings.

(a) *Preparation.* The mailer must bundle, box, or otherwise package mailings of 5 or more letter-type pieces with the addresses facing in one direction. This prevents the pieces from becoming mixed with other mail which has to be faced, canceled, and postmarked in the post office. Properly prepared metered mail can go direct to the distribution cases in post offices and thereby be expedited in dispatch. Metered mail not properly bundled, boxed, or otherwise packaged as required will be reported by telephone or personal visit to the mailer or his authorized agent. A record of this action will be maintained by the postmaster on Form 1835—Record of Call or Visit. If the mailer or his agent disregards such reports and irregularities are repeated, the mail will be retained by the postmaster and the mailer immediately notified by telephone so that the mailing can be picked up for proper preparation before acceptance and dispatch. Each class and denomination should be bundled separately. Special delivery and air-mail should always be bundled separately or located on the top of a bundle. (See Part 134 of this chapter for mailing of third-class bulk mail. See § 144.5(f) (2) of this chapter regarding payment of fractional postage in cash when the meter stamp does not fully pay the minimum per piece charge.)

(b) *Place of mailing.* Metered mail, other than reply mail (see § 143.5), must be mailed from the post office shown in the meter stamp. To secure the fastest dispatch, metered mail should be deposited at the main post office or a station or branch thereof. Except for bulk mailings of third-class mail, metered mail may, if prepared as required by paragraph (a) of this section, be deposited in any street collection box, building receptacle or other place, under the jurisdiction of the post office of meter settings, where mail is accepted.

(c) *Wrong date.* Metered mail bearing the wrong date of mailing will be run through a canceling machine or other-

wise postmarked to show the proper date. Form 3611—Notice of Improperly Prepared Meter Mail, will be used by postmasters to call the irregularity to the attention of the mailer. If the irregularity is repeated, the postmaster will notify the head of the firm or his authorized agent. If a mailer disregards such notices, the postmaster may return the mail with instructions to enclose in new envelopes bearing the correct date in the meter stamp.

NOTE: The corresponding Postal Manual section is 143.6.

(5 U.S.C. 301, 39 U.S.C. 501)

TIMOTHY J. MAY,
General Counsel.

MAY 26, 1967.

[P.R. Doc. 67-6112; Filed, June 1, 1967; 8:46 a.m.]

Title 47—TELECOMMUNICATION

Chapter I—Federal Communications Commission

[Docket No. 14229; FCC 67-637]

PART 73—RADIO BROADCAST SERVICES

Table of Assignments, Television Broadcast Stations; Memorandum Opinion and Order

MAY 29, 1967.

In the matter of fostering expanded use of UHF channels (Hagerstown, Md.).

1. On February 9, 1966, the Commission adopted the fifth report and memorandum opinion and order in Docket No. 14229 (2 FCC 2d 527, 31 F.R. 2932, Feb. 19, 1966), revising the Table of Assignments for UHF television broadcast channels. On March 14, 1966, Regional Broadcasting Co., licensee of WHAG (AM) and WHAG-FM, Halfway, Md., filed a petition for reconsideration of the action taken in the fifth report and order insofar as it deleted Channel 49 from Hagers-