FEDERAL REGISTER

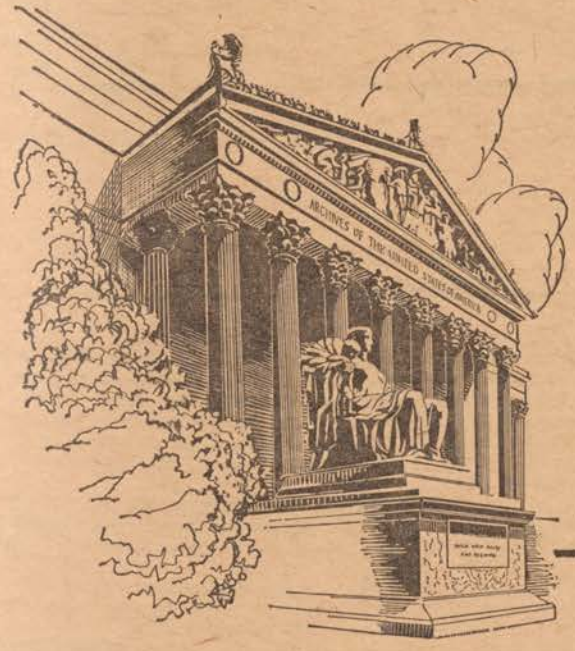
VOLUME 33 • NUMBER 8

Friday, January 12, 1968 • Washington, D.C.

Pages 445–479

Agencies in this issue—

Detailed list of Contents appears inside.



FEDERAL REGISTER

Area Code 202 Phone 962-8626

Published daily, Tuesday through Saturday (no publication on Sundays, Mondays, or on the day after an official Federal holiday), by the Office of the Federal Register, National Archives and Records Service, General Services Administration (mail address National Archives Building, Washington, D.C. 20408), pursuant to the authority contained in the Federal Register Act, approved July 26, 1935 (49 Stat. 500, as amended; 44 U.S.C., Ch. 8B), under regulations prescribed by the Administrative Committee of the Federal Register, approved by the President (1 CFR Ch. I). Distribution is made only by the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402.

The FEDERAL REGISTER will be furnished by mail to subscribers, free of postage, for $1.50 per month or $15 per year, payable in advance. The charge for individual copies varies in proportion to the size of the issue (15 cents for the first 80 pages and 5 cents for each additional group of 40 pages, as actually bound). Remit check or money order, made payable to the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402.

The regulatory material appearing herein is keyed to the CODE OF FEDERAL REGULATIONS, which is published, under 50 titles, pursuant to section 11 of the Federal Register Act, as amended. The CODE OF FEDERAL REGULATIONS is sold by the Superintendent of Documents. Prices of books and pocket supplements are listed in the first FEDERAL REGISTER issue of each month.

Contents

List of CFR Parts Affected

(Codification Guide)

The following numerical guide is a list of the parts of each title of the Code of Federal Regulations affected by documents published in today's issue. A cumulative list of parts affected, covering the current month to date, appears at the end of each issue beginning with the second issue of the month.

A cumulative guide is published separately at the end of each month. The guide lists the parts and sections affected by documents published since January 1, 1968, and specifies how they are affected.

Rules and Regulations

Title 14—AERONAUTICS AND SPACE

Chapter I—Federal Aviation Administration, Department of Transportation

SUBCHAPTER C—AIRCRAFT

[Docket No. 8093; Amdt. 45–5]

PART 45—IDENTIFICATION AND REGISTRATION MARKING

Special Rules for Antique and Exhibition Aircraft

The purpose of this amendment to Part 45 of the Federal Aviation Regulations is to relax the identification and registration marking requirements for antique and exhibition aircraft, including: (1) Treating any aircraft built at least 30 years ago as an antique aircraft (rather than requiring certification before Jan. 1, 1933); and (2) allowing, under certain conditions, aircraft to be operated for exhibition purposes (including motion picture or television productions, or airshows) without identification and registration marks. This amendment is based on a notice of proposed rule making (Notice 67–15) issued on April 10, 1967, and published in the FEDERAL REGISTER on April 14, 1967 (32 F.R. 5997).

The FAA is adopting the proposals in Notice 67–15 for the reasons stated therein, but with some changes discussed in detail below. However, the arrangement and numbering of this amendment is changed from that proposed in Notice 67–15. As adopted, §§ 45.21 and 45.23 are rules of general applicability, and § 45.22 is added as a self-contained special rule for antique, exhibition, and other aircraft.

All but one of the comments received in response to Notice 67–15 generally supported the amendments proposed. However, several comments objected to specific proposals, or suggested specific changes. The FAA is making changes in response to these comments and to suggestions in the objecting comment. One comment, while it favored the amendments proposed, also urged the FAA to make other changes to Part 45. Since these changes would go beyond the scope of Notice 67–15, the FAA is not considering them at this time.

Proposed § 45.21(e)(3) would have limited antique aircraft bearing nonstandard marks to speeds of less than 180 knots. Since the proposed 30-year antique aircraft standard would apply to aircraft having high performance capability, the 180-knot limitation was proposed to facilitate adequate identification of those aircraft, including identification by the Armed Forces. Several comments strongly objected to this proposal and presented arguments against its adoption. In the light of these comments, including those of the Department of Defense (DoD) discussed below, the FAA agrees that the 180-knot limitation should not be adopted.

In commenting on the notice, DoD stated that Armed Forces visual identification of antique and exhibition aircraft was not necessary in the contiguous 48 States. However, DoD stated that "an aircraft approaching the United States may be intercepted for visual identification regardless of its speed. We therefore recommend that antique aircraft bearing the proposed special markings be restricted to operations within the territorial airspace * * *", and also recommended against the 180-knot limitation.

After several discussions with DoD, the FAA concludes: (1) The public interest does not require restricting the operation of exhibition and antique aircraft bearing nonstandard marks to U.S. territorial airspace; and (2) the national defense interest requires prohibiting the operation of any exhibition or antique aircraft, that does not bear standard U.S. nationality and registration marks necessary for quick air-to-air identification, in an ADIZ or DEWIZ designated in Part 99 of the Federal Aviation Regulations. To carry out these conclusions, the FAA is adopting § 45.22(c)(1) that prohibits operation of these aircraft in an ADIZ or DEWIZ unless they bear standard marks temporarily. To ease the effect of § 45.22(c)(1) (including the additional burden imposed on owners of aircraft now covered by § 45.21(e)), the FAA is also adopting § 45.21(d)(3) to allow operators of these aircraft to affix standard marks with a readily removable material. These amendments allow operators of exhibition and antique aircraft to enter or leave the United States through an ADIZ or DEWIZ, but also ensure that aircraft bearing nonstandard marks do not operate in these zones. As adopted, new § 45.21(d) contains the exceptions to new § 45.21(c) (including those now in effect).

New § 45.22(a) relaxes present Part 45 for operators of exhibition aircraft. With minor editorial changes, the amendments adopted are substantially those proposed in § 45.21(f) of Notice 67–15. Comments on this part of the notice objected to requiring prior approval of the General Aviation District Office for flights within 5 miles of the takeoff airport, and expressed concern that requiring the filing of flight plans might force operators of exhibition aircraft to install radios. In adopting these relaxatory rules, the FAA must do so in a manner consistent with its responsibility for identification of aircraft under section 307(c) of the Federal Aviation Act of 1958. The FAA believes that requiring prior GADO approval or a flight plan provide the controls necessary to carry out this responsibility. Also, the FAA accepts flight plans filed in person or by telephone, and neither § 91.83 nor new § 45.22(a) requires them to be filed by radio.

The objecting comment argued that the 5-mile limitation in proposed § 45.21(f)(5)(i) was too restrictive. Since the airport control zone described in § 71.11 may exceed a 5-mile radius, the FAA agrees that the proposal was too narrow. As adopted, new § 45.22(a)(3)(i) applies to flights within the airport control zone of the takeoff airport (as designated in Subpart F of Part 71 of the Federal Aviation Regulations), or within 5 miles of that airport if it has no designated control zone. In summary, the FAA believes that allowing operation of aircraft for exhibition purposes without nationality and registration marks is fully justified under the conditions prescribed.

New § 45.22(b) extends present § 45.21(e) to all aircraft built at least 30 years ago, or having the same external configuration as an aircraft built at least 30 years ago. The 30 years are measured from the date an aircraft was built without regard to the date the aircraft was certificated or otherwise approved by the United States, or to the place it was built (in this country or a foreign country). Comments received requested clarification of these points. Other comments opposed the 30-year standard for antique aircraft in proposed § 45.21(e)(1), suggested a shorter period, but failed to present any new or convincing arguments for the shorter period. The FAA believes that 30 years is a reasonable standard for antique aircraft. Aircraft operators who do not come under § 45.22(b) may exhibit their authentically marked aircraft under § 45.22(a). Comments also asked the FAA to clarify the term "same external configuration." The term "configuration" is commonly defined to mean "arrangement of parts; form or figure determined by the disposition of parts." While the term "same external configuration" does not require aircraft to be "mirror images," it would perclude major differences in the external configuration of the aircraft involved. The FAA is adopting these provisions as proposed.

New § 45.22(b)(1) is based on § 45.21(e)(5) and the following flush paragraph proposed in the notice. One comment asked whether any marks might be displayed on the wings. With one exception, if the aircraft properly displays the marks that § 45.22(b)(1) requires, it may display other marks anywhere on the aircraft. The exception, in new § 45.22(b)(2), prohibits the display of any other mark that begins with "N" unless it is the same as the mark displayed under

§ 45.22(b)(1). Since other marks beginning with "N" might be too easily confused with the marks that § 45.22(b)(1) requires, their display is prohibited. However, the aircraft could display in any size, manner, or place (on the wings or elsewhere) the same mark that must be displayed on the fuselage or vertical tail surface. Other marks not beginning with "N" could be displayed anywhere.

In addition to prohibiting operations in an ADIZ or DEWIZ, § 45.22(c) specifies the other operations of exhibition and antique aircraft that are generally prohibited. New § 45.22(c)(2) combines the prohibitions proposed in §§ 45.21(e)(2) and 45.21(f)(4), and new § 45.22(c)(3) extends proposed § 45.21(e)(4) to both exhibition and antique aircraft. The language of § 45.22(c)(3) is changed from that proposed in the notice in response to comments received. Notice 67–15 proposed to prohibit operations of antique aircraft "for compensation or hire under an operating certificate." This was intended to prohibit holders of operating certificates from conducting operations under Parts 121, 127, 133, 135, and 137 with antique aircraft bearing nonstandard marks. However, the FAA does intend to allow holders of operating certificates to operate those aircraft if the operation is one that does not come within the applicability of Part 121, 127, 133, 135, or 137. In addition, the prohibition is also extended to operators of exhibition aircraft, since it would be inappropriate to allow holders of operating certificates to use either exhibition or antique aircraft bearing nonstandard marks in air carrier or commercial operations.

To the extent that these amendments impose new burdens or modify proposals in Notice 67–15, the notice, public procedure, and effective date requirements of section 553 of Title 5 of the United States Code do not apply because these amendments either relieve existing restrictions or involve military functions of the United States. Therefore, these amendments may be made effective upon publication in the FEDERAL REGISTER.

In consideration of the foregoing, effective January 12, 1968, Part 45 of the Federal Aviation Regulations is amended by amending §§ 45.21 and 45.23, and by adding a new § 45.22, to read as follows:

§ 45.21 General.

(a) Except as provided in § 45.22, no person may operate a U.S.-registered aircraft unless that aircraft displays nationality and registration marks in accordance with the requirements of this section and §§ 45.23 through 45.33.

(b) Unless otherwise authorized by the Administrator, no person may place on any aircraft a design, mark, or symbol that modifies or confuses the nationality and registration marks.

(c) Aircraft nationality and registration marks must—

(1) Except as provided in paragraph (d) of this section, be painted on the aircraft or affixed by any other means insuring a similar degree of permanence;

(2) Have no ornamentation;

(3) Contrast in color with the background; and

(4) Be legible.

(d) The aircraft nationality and registration marks may be affixed to an aircraft with readily removable material if—

(1) It is intended for immediate delivery to a foreign purchaser;

(2) It is bearing a temporary registration number; or

(3) It is marked temporarily to meet the requirements of § 45.22(c)(1).

§ 45.22 Exhibition, antique, and other aircraft: Special rules.

(a) When display of aircraft nationality and registration marks in accordance with §§ 45.21 and 45.23 through 45.33 would be inconsistent with exhibition of that aircraft, a U.S.-registered aircraft may be operated without displaying those marks anywhere on the aircraft if:

(1) It is operated for the purpose of exhibition, including a motion picture or television production, or an airshow;

(2) Except for practice and test flights necessary for exhibition purposes, it is operated only at the location of the exhibition, between the exhibition locations, and between those locations and the base of operations of the aircraft; and

(3) For each flight in the United States:

(i) It is operated with the prior approval of the General Aviation District Office, in the case of a flight within the designated airport control zone of the takeoff airport, or within 5 miles of that airport if it has no designated control zone; or

(ii) It is operated under a flight plan filed under § 91.83 of this chapter describing the marks it dispalys, in the case of any other flight.

(b) When it was built at least 30 years ago or has the same external configuration as an aircraft built at least 30 years ago, a U.S.-registered aircraft may be operated without displaying marks in accordance with §§ 45.21 and 45.23 through 45.33 if:

(1) It displays in accordance with § 45.21(c) marks at least 2 inches high on each side of the fuselage or vertical tail surface consisting of the Roman capital letter "N" followed by:

(i) The U.S. registration number of the aircraft; or

(ii) The symbol appropriate to the airworthiness certificate of the aircraft ("C", standard; "R", restricted; "L", limited; or "X", experimental) followed by the U.S. registration number of the aircraft; and

(2) It displays no other mark that begins with the letter "N" anywhere on the aircraft, unless it is the same mark that is displayed under subparagraph (1) of this paragraph.

(c) No person may operate an aircarft under paragraph (a) or (b) of this section—

(1) In an ADIZ or DEWIZ described in Part 99 of this chapter unless it temporarily bears marks in accordance with §§ 45.21 and 45.23 through 45.33;

(2) In a foreign country unless that country consents to that operation; or

(3) In any operation conducted under Part 121, 127, 133, 135, or 137 of this chapter.

(d) If, due to the configuration of an aircraft, it is impossible for a person to mark it in accordance with §§ 45.21 and 45.23 through 45.33, he may apply to the Administrator for a different marking procedure.

§ 45.23 Display of marks; general.

(a) Each operator of an aircraft shall display on that aircraft marks consisting of the Roman capital letter "N" (denoting U.S. registration) followed by the registration number of the aircraft.

(b) When marks that include only the Roman capital letter "N" and the registration number are displayed on limited or restricted category aircraft or experimental or provisionally certificated aircraft, the operator shall also display on that aircraft near each entrance to the cabin or cockpit, in letters not less than 2 inches nor more than 6 inches in height, the words "limited," "restricted," "experimental," or "provisional airworthiness," as the case may be.

(Secs. 307(a) 307(c), 313(a), 501, 502, 601, 603, 1202, Federal Aviation Act of 1958; 49 U.S.C. 1348(a), 1348(c), 1354(a), 1401, 1402, 1421, 1423, 1522)

Issued in Washington, D.C., on January 5, 1968.

WILLIAM F. MCKEE,
Administrator.

[F.R. Doc. 68–443; Filed, Jan. 11, 1968; 8:45 a.m.]

SUBCHAPTER E—AIRSPACE

[Airspace Docket No. 67–CE–115]

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

Alteration of Control Zone and Transition Area

On page 15118 of the FEDERAL REGISTER dated November 1, 1967, the Federal Aviation Administration published a notice of proposed rule making which would amend §§ 71.171 and 71.181 of Part 71 of the Federal Aviation Regulations so as to alter the control zone and transition area at Hutchinson, Kans.

Interested persons were given 45 days to submit written comments, suggestions, or objections regarding the proposed amendments.

No objections have been received and the proposed amendments are hereby adopted without change and are set forth below.

These amendments shall be effective 0001 e.s.t., February 29, 1968.

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

Issued in Kansas City, Mo., on December 22, 1967.

JOHN A. HARGRAVE,
Acting Director, Central Region.

(1) In § 71.171 (32 F.R. 2071), the following control zone is amended to read:

HUTCHINSON, KANS.

Within a 5-mile radius of Hutchinson Municipal Airport (latitude 38°03'55" N., longitude 97°51'35" W.); and within 2 miles each side of the Hutchinson VORTAC 042° radial, extending from the 5-mile radius zone to the VORTAC.

(2) In § 71.181 (32 F.R. 2148), the following transition area is amended to read:

HUTCHINSON, KANS.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of Hutchinson Municipal Airport (latitude 38°03'55" N., longitude 97°51'35" W.); within 8 miles northwest and 5 miles southeast of the Hutchinson VORTAC 042° and 222° radials extending from the 8-mile radius area to 12 miles southwest of the VORTAC; and within 8 miles northeast and 5 miles southwest of the Hutchinson ILS localizer northwest course, extending from the 8-mile radius area to 12 miles northwest of the OM; and that airspace extending upward from 1,200 feet above the surface within a 30-mile radius of Hutchinson VORTAC; within 10 miles west and 6 miles east of the Hutchinson VORTAC 025° radial, extending from the 30-mile radius area to 44 miles north of the VORTAC; within 6 miles southwest and 10 miles northeast of the Hutchinson VORTAC 296° radial, extending from the 30-mile radius area to 44 miles northwest of the VORTAC; within 6 miles north and 10 miles south of the Hutchinson VORTAC, 266° radial extending from the 30-mile radius area to 41 miles west of the VORTAC; and the area southwest of Hutchinson bounded on the northeast by the 30-mile radius area, on the south by the north edge of V-12N, and on the northwest by the southeast edge of V-280, excluding the portion which overlies the Wichita and Salina, Kans., transition areas.

[F.R. Doc. 68-444; Filed, Jan. 11, 1968; 8:45 a.m.]

[Airspace Docket No. 67-CE-118]

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

Alteration of Control Zone and Transition Area

On page 15119 of the FEDERAL REGISTER dated November 1, 1967, the Federal Aviation Administration published a notice of proposed rule making which would amend §§ 71.171 and 71.181 of Part 71 of the Federal Aviation Regulations so as to alter the control zone and transition area at Bloomington, Ind.

Interested persons were given 45 days to submit written comments, suggestions, or objections regarding the proposed amendments.

No objections have been received and the proposed amendments are hereby adopted without change and are set forth below.

These amendments shall be effective 0001 e.s.t., February 29, 1968.

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

Issued in Kansas City, Mo., on December 22, 1967.

JOHN A. HARGRAVE,
Acting Director, Central Region.

(1) In § 71.171 (32 F.R. 2071), the following control zone is amended to read:

BLOOMINGTON, IND.

Within a 5-mile radius of Monroe County Airport (latitude 39°08'25" N., longitude 86°37'00" W.) and within 2 miles each side of the Bloomington, Ind., VOR 072°, 181°, 236°, and 341° radials extending from the 5-mile radius zone to 8 miles east, south, southwest, and north of the VOR. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airman's Information Manual.

(2) In § 71.181 (32 F.R. 2148), the following transition area is amended to read:

BLOOMINGTON, IND.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of Monroe County Airport (latitude 39°08'25" N., longitude 86°37'00" W.) and within 2 miles each side of the Bloomington, Ind., VOR 072°, 181°, 236°, and 341° radials extending from the 6-mile radius area to 8 miles east, south, southwest, and north of the VOR.

[F.R. Doc. 68-445; Filed, Jan. 11, 1968; 8:45 a.m.]

[Airspace Docket No. 67-CE-119]

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

Alteration of Control Zone and Transition Area

On pages 15118 and 15119 of the FEDERAL REGISTER dated November 1, 1967, the Federal Aviation Administration published a notice of proposed rule making which would amend §§ 71.171 and 71.181 of Part 71 of the Federal Aviation Regulations so as to alter the control zone and transition area at Escanaba, Mich.

Interested persons were given 45 days to submit written comments, suggestions, or objections regarding the proposed amendments.

No objections have been received and the proposed amendments are hereby adopted without change as set forth below.

In consideration of the foregoing, Part 71 of the Federal Aviation Regulations is amended effective 0001 e.s.t., February 29, 1968, as hereinafter set forth:

(1) In § 71.171 (32 F.R. 2071), the following control zone is amended to read:

ESCANABA, MICH.

Within a 5-mile radius of Escanaba Municipal Airport (latitude 45°43'25" N., longitude 87°05'40" W.); within 2 miles each side of the Escanaba VORTAC 007°, 101°, and 266° radials, extending from the 5-mile radius zone to 8 miles north, east, and west of the VORTAC; and within 2 miles each side of the 349° bearing from Escanaba Municipal Airport, extending from the 5-mile radius zone to 11 miles north of the airport. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airman's Information Manual.

(2) In § 71.181 (32 F.R. 2148), the following transition area is amended to read:

ESCANABA, MICH.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Escanaba Municipal Airport (latitude 45°43'25" N., longitude 87°05'40" W.); within 8 miles west and 5 miles east of the Escanaba VORTAC 007° radial, within 8 miles north and 5 miles south of the Escanaba VORTAC 101° radial and within 8 miles south and 5 miles north of the Escanaba VORTAC 266° radial, extending from the VORTAC to 12 miles north, east, and west of the VORTAC; and within 8 miles west and 5 miles east of the 349° bearing from Escanaba Municipal Airport, extending from the airport to 15 miles north of the airport; and that airspace extending upward from 1,200 feet above the surface within a 15-mile radius of Escanaba VORTAC.

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

Issued at Kansas City, Mo., on December 22, 1967.

JOHN A. HARGRAVE,
Acting Director, Central Region.

[F.R. Doc. 68-446; Filed, Jan. 11, 1968; 8:45 a.m.]

[Airspace Docket No. 67-CE-105]

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

Alteration of Federal Airways

On October 11, 1967, a notice of proposed rule making was published in the FEDERAL REGISTER (32 F.R. 14111) stating that the Federal Aviation Administration was considering amendments to Part 71 of the Federal Aviation Regulations that would realign V-38, V-144, and V-177 by deleting reference to the Monterey, Ind., VOR.

Interested persons were afforded an opportunity to participate in the proposed rule making through the submission of comments. The Air Transport Association of America concurred with the proposal. The Fulton County Board of Commissions, Rochester, Ind., and several users of Rochester Airport objected to the proposal to decommission the Monterey VOR. Interested persons were notified of the proposal to decommission the Monterey VOR. This proposal was considered by nonrule making procedures as Case 67-CE-17NR and all objections to the proposed action were taken under advisement at that time. Inasmuch as the actions considered in this docket are directed only toward alteration of Federal airways, objections to decommissioning the VOR are not considered herein.

In consideration of the foregoing, Part 71 of the Federal Aviation Regulations is amended, effective 0001 e.s.t., February 29, 1968, as hereinafter set forth.

Section 71.123 (32 F.R. 2009, 6390, 16435) is amended as follows:

1. In V-38 "6 miles wide, 12 AGL Monterey, Ind.;" is deleted.

2. In V-144, "6 miles wide, 12 AGL Monterey, Ind.;" is deleted.

3. In V–177 all before "From Naperville, Ill.," is deleted and "From Fort Wayne, Ind., 12 AGL INT Peotone, Ill., 098° and Chicago Heights, Ill., 140° radials; 12 AGL Chicago Heights." is substituted therefor.

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

Issued in Washington, D.C., on January 5, 1968.

H. B. HELSTROM,
Chief, Airspace and Air Traffic Rules Division.

[F.R. Doc. 68–447; Filed, Jan. 11, 1968; 8:46 a.m.]

[Airspace Docket No. 67–CE–109]

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

Designation of Federal Airway

On October 10, 1967, a notice of proposed rule making was published in the FEDERAL REGISTER (32 F.R. 14063) stating that the Federal Aviation Administration was considering the designation of V–420 from Green Bay, Wis., direct to Traverse City, Mich.

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

In consideration of the foregoing, Part 71 of the Federal Aviation Regulations is amended, effective 0001 e.s.t., February 29, 1968, as hereinafter set forth.

In § 71.123 (32 F.R. 2009) the following is added:

V–420 From Green Bay, Wisc., 12 AGL Traverse City, Mich.

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

Issued in Washington, D.C., on January 5, 1968.

H. B. HELSTROM,
Chief, Airspace and Air Traffic Rules Division.

[F.R. Doc. 68–448; Filed, Jan. 11, 1968; 8:46 a.m.]

[Airspace Docket No. 67–WE–56]

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

Alteration of Federal Airway

On October 3, 1967 a notice of proposed rule making was published in the FEDERAL REGISTER (32 F.R. 13776) stating that the Federal Aviation Administration was considering an amendment to Part 71 of the Federal Aviation Regulations that would realign and extend a segment of VOR Federal airway No. 263.

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

In consideration of the foregoing, Part 71 of the Federal Aviation Regulations is amended, effective 0001 e.s.t., February 29, 1968, as hereinafter set forth.

In § 71.123 (32 F.R. 2009, 7251) V–263 is amended by deleting "12 AGL Kiowa, Colo." and substituting "12 AGL INT Hugo 327° and Gill, Colo., 157° radials; 12 AGL Gill." therefor.

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

Issued in Washington, D.C., on January 5, 1968.

H. B. HELSTROM,
Chief, Airspace and Air Traffic Rules Division.

[F.R. Doc. 68–449; Filed, Jan. 11, 1968; 8:46 a.m.]

[Airspace Docket No. 67–CE–127]

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

Alteration of Transition Area; Correction

On December 8, 1967, a final rule was published in the FEDERAL REGISTER (32 F.R. 17575), F.R. Doc. 67–14292, which altered the Peru, Ind., transition area. However, in this redesignation the coordinates "latitude 41°00'00" N., longitude 86°33'00" W." were erroneously omitted from the 1,200-foot floor transition area. Action is taken herein to make this correction.

Since this amendment is editorial in nature and imposes no additional burden on any person, notice and public procedure hereon are unnecessary.

In consideration of the foregoing, the redesignation of the Peru, Ind., 1,200-foot floor transition area, as set forth in F.R. Doc. 67–14292, is corrected effective immediately as follows: After the phrase "to latitude 40°07'00" N., longitude 86°33'00" W.," add the phrase "to latitude 41°00'00" N., longitude 86°33'00" W.;".

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

Issued in Kansas City, Mo., on December 22, 1967.

JOHN A. HARGRAVE,
Acting Director, Central Region.

[F.R. Doc. 68–450; Filed, Jan. 11, 1968; 8:46 a.m.]

SUBCHAPTER F—AIR TRAFFIC AND GENERAL OPERATING RULES

[Docket No. 8340; Amdt. 91–50]

PART 91—GENERAL OPERATING AND FLIGHT RULES

Priority Handling Reports

The purpose of this amendment to Part 91 of the Federal Aviation Regulations is to eliminate the mandatory report from a pilot who is given priority by Air Traffic Control in an emergency. A report will now be required only if requested by ATC.

FAR 91.75(d) presently requires that the pilot must submit a detailed report to the nearest FAA Regional Office within 48 hours when, in an emergency, he has been given a priority by ATC.

The requirement for submitting this report was inserted into the air traffic rules in 1947 to minimize the practice of a pilot declaring an emergency in order to receive preferential handling by ATC. At this time turbojet aircraft were being introduced into the air traffic control system and pilots of those aircraft often declared emergencies in order to obtain priorities.

Since 1947, various factors have changed. Advancements in turbojet operational capability (especially fuel management), improved pilot familiarization, and improved procedures for handling these aircraft have made priority emergencies virtually nonexistent.

On August 23, 1966, the U.S. Air Force requested an exemption from § 91.75(d) citing as a primary reason the fact that, in many instances, ATC may grant a pilot priority and not inform the pilot. This regulation requires a pilot to file a report whether or not he may be aware that he has received priority handling. Therefore, it appears that the basis for the Air Force request is applicable to other pilots also. Since the need for the regulation has lessened proportionately with the decrease in priority emergencies, it now appears desirable to require priority reports only upon request of the ATC facility involved. This would reflect the diminishing basis for the requirement and avoid the incongruity of automatically requiring a report from a pilot receiving priority handling who may not be aware of the service received.

On August 10, 1967, a notice of proposed rule making was issued which proposed to amend FAR 91.75(d) as indicated above. Interested persons were afforded an opportunity to participate in the proposed rule making through the submission of comments. Twelve comments were received in response to the notice. All were favorable.

In consideration of the foregoing, paragraph (d) of § 91.75 is amended, effective February 11, 1968, to read as follows:

§ 91.75 **Compliance with ATC clearance and instructions.**

* * * * *

(d) Each pilot in command who (though not deviating from a rule of this subpart) is given priority by ATC in an emergency, shall, if requested by ATC, submit a detailed report of that emergency within 48 hours to the chief of that ATC facility.

(Secs. 307, 313, Federal Aviation Act of 1958; 49 U.S.C. 1348, 1354)

Issued in Washington, D.C., on January 5, 1[illegible].

WILLIAM F. MCKEE,
Administrator.

[F.R. Doc. 68–451; Filed, Jan. 11, 1968; 8:46 a.m.]

[Reg. Docket No. 8615; Amdt. 575]

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	
BHM VORTAC	ROE NDB	Direct	2800	T-dn	300-1	300-1	*200-½
Lewis Int	ROE NDB	Direct	2800	C-dn	900-1	900-1	900-1½
Helena Int	ROE NDB	Direct	2800	S-dn-23#	900-1	900-1	900-1
Bessemer Int	ROE NDB	Direct	2800	A-dn	1000-2	1000-2	1000-2
Trussville Int	ROE NDB (final)	Direct	1900				

Radar available.
Procedure turn N side of crs, 053° Outbnd, 233° Inbnd, 2800′ within 10 miles of ROE NDB.
Minimum altitude over facility on final approach crs, 1900′.
Crs and distance, facility to airport, 233°—4 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4 miles after passing ROE NDB, climb to 3000′ on crs 233° within 15 miles.
NOTE: VASI Runway 23.
CAUTION: Tower 1375′, 1.6 miles S of final approach crs.
*Runways 5 and 23 only.
#Reduction not authorized.
MSA within 25 miles of facility: 000°–360°—2900′.

City, Birmingham; State, Ala.; Airport name, Municipal; Elev., 643′; Fac. Class., MHW; Ident., ROE; Procedure No. NDB(ADF) Runway 26, Amdt. 6; Eff. date, 27 Jan. 68; Sup. Amdt. No. ADF2, Amdt. 5; Dated, 5 Nov. 66

API VOR	LOM	Direct	2500	T-dn	300-1	300-1	200-½
Surf Int	LOM	Direct	2500	C-dn	500-1	500-1	500-1½
Big Run Int	LOM	Direct	2500	S-dn-13R/L	500-1	500-1	500-1
MX RBn	LOM	Direct	2500	A-dn	800-2	800-2	800-2
Griffith Int	MX RBn	Direct	2500				

Radar available.
Procedure turn W side of crs, 312° Outbnd, 132° Inbnd, 2500′ within 10 miles.
Minimum altitude over facility on final approach crs, 2200′.
Crs and distance, facility to airport, 132°—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 LOM, make right turn, climb to 2300′ and proceed to Peotone VOR Inbnd on R 001°.
MSA within 25 miles of facility: 000°–090°—2600′; 090°–180°—2100′; 180°–270°—2400′; 270°–360°—2600′.

City, Chicago; State, Ill.; Airport name, Chicago-Midway; Elev., 619′; Fac. Class., LOM; Ident., MD; Procedure No. NDB(ADF) Runway 13 L/R, Amdt. 23; Eff. date, 27 Jan. 68; Sup. Amdt. No. ADF 1, Amdt. 22; Dated, 26 June 65

Portland VORTAC	SVY NDB	Direct	3400	T-dn%	300-1	300-1	200-½
Newberg VORTAC	SVY NDB	Direct	3400	C-dn	700-1	700-1	700-1½
Scappoose Int	SVY NDB (final)	Direct	3200	A-dn	800-2	800-2	800-2

Radar available.
Procedure turn S side of crs, 278° Outbnd, 098° Inbnd, 3400′ within 10 miles of Sauvies Island NDB.
Minimum altitude over SVY NDB on final approach crs, 3200′; over OM, 1600′; over LMM, 900′.
Crs and distance, facility to airport, 098°—9.5 miles; OM to airport, 098°—4 miles; LMM to airport, 098°—0.6 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.6 mile after passing LMM, climb direct to IA LOM, continue climb to 3400′ in a 1-minute left turn, 278° Inbnd, holding pattern E of IA LOM.
%200-½ authorized on Runways 10 R and L/28 R and L only. 700-2 required on Runways 2 and 20. Takeoffs all runways—Climb direct to PDX VORTAC, continue climb on R 329° PDX VORTAC within 10 miles to cross PDX VORTAC at or above: Northeastbound, V448, 5500′; northeastbound V448S, 2600′; eastbound V112, 2900′.
MSA within 25 miles of facility: 000°–090°—5400′; 090°–180°—3200′; 180°–270°—4600′; 270°–360°—4000′.

City, Portland; State, Oreg.; Airport name, Portland International; Elev., 26′; Fac. Class., MHW; Ident., SVY; Procedure No. NDB(ADF) Runway 10R, Amdt. 14; Eff. date, 27 Jan. 68; Sup. Amdt. No. ADF 1, Amdt. 13; Dated, 27 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	
Groves Int	IA LOM	Direct	6100	T-dn%	300-1	300-1	200-½
PDX VORTAC	IA LOM	Direct	3400	C-dn	700-1	700-1	700-1½
Oswego Int	IA LOM	Direct	3600	S-dn-28R$	700-1	700-1	700-1
Mount Scott Int	IA LOM	Direct	3500	A-dn	800-2	800-2	800-2

Radar available.
Procedure turn S side of crs, 098° Outbnd, 278° Inbnd, 3400′ within 10 miles.
Final approach from holding pattern at IA LOM not authorized, procedure turn required.
Minimum altitude over facility on final approach crs, 1700′.
Crs and distance, facility to airport 278°—5 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5 miles after passing IA LOM, climb direct to SVY NDB, continue climb to 3200′ in standard holding pattern W of SVY NDB or, when directed by ATC, turn right, climb direct PDX VORTAC, continue climb to 4000′ on R 329° PDX VORTAC within 10 miles.
$Sliding scale not authorized for landing.
%200-½ authorized Runways 10 R/L and 28 R/L. 700-2 required Runways 2 and 20. Takeoffs all runways—Climb direct to PDX VORTAC, continue climb on R 329° PDX VORTAC within 10 miles to cross PDX VORTAC at or above: Northeastbound, V448, 5500′; northeastbound V448S, 2600′; eastbound V112, 2900′.
MSA within 25 miles of facility: 000°-180°—6000′; 180°-270°—3200′; 270°-360°—5400′.

City, Portland; State, Oreg.; Airport name, Portland International; Elev., 26′; Fac. Class., LOM; Ident., IA; Procedure No. NDB(ADF) Runway 28R, Amdt. 2; Eff. Date, 27 Jan. 68; Sup. Amdt. No. ADF 2, Amdt. 1; Dated, 27 May 65

TKA VOR	TKA NDB	Direct	2300	T-d	300-1	300-1	200-½
				C-d	700-2	700-2	700-2
				S-d	NA	NA	NA
				A-d	1000-2	1000-2	1000-2

Procedure turn S side of crs, 211° Outbnd, 031° Inbnd, 2300′ within 10 miles.
Minimum altitude over facility on final approach crs, 1100′.
Facility on airport.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile of TKA NDB, turn left, climb to 2300′ on 211° bearing within 10 miles.
CAUTION: (1) 575′ terrain 1.1 miles S of airport. (2) Mountain range NE through SE within 2 to 4 miles of airport rises to 1400′.
MSA within 25 miles of facility: 070°-160°—9000′; 160°-250°—2000′; 250°-340°—8000′; 340°-070°—5000′.

City, Talkeetna; State, Alaska; Airport name, Talkeetna; Elev., 358′; Fac. Class., BH; Ident., TKA; Procedure No. NDB(ADF)-1, Amdt. 8; Eff. date, 27 Jan. 68; Sup. Amdt. No. ADF 1, Amdt. 7; Dated, 20 June 64

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

VOR STANDARD INSTRUMENT APPROACH PROCEDURE

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

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	

PROCEDURE CANCELED, EFFECTIVE 27 JAN. 1968.

City, Bristol; State, Pa.; Airport name, 3-M; Elev., 35′; Fac. Class., T-VOR; Ident., PNE; Procedure No. 1, Amdt. 1; Eff. date, 5 June 65; Sup. Amdt. No. Orig.; Dated, 5 Sept. 64

				T-dn%	300-1	300-1	200-½
				C-dn	800-2	800-2	800-2
				S-dn-20	400-1	400-1	400-1
				A-dn	1000-3	1000-3	1000-3

Procedure turn N side of crs, 022° Outbnd, 202° Inbnd, 3500′ within 10 miles.
Minimum altitude over facility on final approach crs, 2800′.
Crs. and distance, facility to airport, 202°—4.9 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.9 miles after passing EPH VOR, turn left, climb direct to EPH VOR. Continue climb to 4000′ on R 060° within 10 miles.
% Takeoffs all runways—Climb direct to EPH VOR, thence continue climb on R 060 EPH VOR within 10 miles so as to cross EPH VOR at or above: Southwestbound V-2 and V-448, 2800′; westbound V-2N, 2800′; all turns N side R 060°.
MSA within 25 miles of facility: 000°-090°—3600′; 090°-180°—2800′; 180°-360°—4700′.

City, Ephrata; State, Wash.; Airport name, Ephrata Municipal; Elev., 1272′; Fac. Class., H-BVORTAC; Ident., EPH; Procedure No. VOR Runway 20, Amdt. 11; Eff. date, 27 Jan. 68; Sup. Amdt. No. 10; Dated, 7 Dec. 67

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	
10-mile DME Fix, R 329°	PDX VORTAC (final)	Direct	2500	T-dn%	300–1	300–1	200–½
10-mile DME Fix, R 070°	PDX VORTAC	Direct	4000	C-d	900–1	900–1	900–1½
10-mile DME Fix, R 274° clockwise	10-mile DME Fix, R 329°	10-mile DME Arc	3500	C-n	900–2	900–2	900–2
				A-dn	900–2	900–2	900–2
10-mile DME Fix, R 039°	PDX VORTAC	Direct	5000	DME minimums:			
10-mile DME Fix, R 054°	PDX VORTAC	Direct	5000	C-dn	700–1	700–1	700–1½

Radar available.
Procedure turn W side of crs, 329° Outbnd, 149° Inbnd, 4000′ within 10 miles.
Minimum altitude over facility on final approach crs, 2500′; over 5-mile DME Fix, R 150°, 926′.
Crs and distance, facility to airport, 150°—9.2 miles; from 5-mile DME Fix, R 159, 159°—4.2 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 9.2 miles after passing PDX VORTAC, turn left, climb direct PDX VORTAC, continue climb to 4000′ on R 329° within 10 miles.
%200–½ authorized on 10 R and L/28 R and L. 700–2 required on Runways 2 and 20. Takeoffs all runways—Climb direct to PDX VORTAC, climb on R 329° PDX VORTAC within 10 miles to cross PDX VORTAC at or above: Northeastbound V448, 5500′; Northeastbound V448S, 2600′; eastbound V112, 2900′.
MSA within 25 miles of facility: 090°–180°—5000′; 180°–270°—3300′; 270°–090°—6000′.

City, Portland; State, Oreg.; Airport name, Portland International; Elev., 26′; Fac. Class., H-BVORTAC; Ident., PDX; Procedure No. VOR–1, Amdt. Orig.; Eff. date, 27 Jan. 68

TKA NDB	TKA VOR	Direct	2300	T-d	300–1	300–1	200–½
				C-d	600–1	600–1	600–1½
				A-d	800–2	800–2	800–2

Procedure turn W side of crs, 156° Outbnd, 336° Inbnd, 2300′ within 10 miles.
Minimum altitude over facility on final approach crs, 980′.
Crs and distance, facility to airport, 345°—1.1 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile of TKA VOR, turn left, climb to 2300′ on R 156° within 10 miles.
CAUTION: (1) 575′ terrain 1.1 miles S of airport. (2) Mountain range NE through SE within 2 to 4 miles of airport rises to 1400′.
MSA within 25 miles of facility; 070°–160°—9000′; 160°–250°—2000′; 250°–340°—8000′; 340°–070°—5000′.

City, Talkeetna; State, Alaska; Airport name, Talkeetna; Elev., 358′; Fac. Class., L-BVOR; Ident., TKA; Procedure No. VOR–1, Amdt. 2; Eff. date, 27 Jan. 68; Sup. Amdt. No. VOR 1, Amdt. 1; Dated 20 June 64

3. 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	

PROCEDURE CANCELED, EFFECTIVE 27 JAN. 1968.

City, Portland; State, Oreg.; Airport name, Portland, International; Elev., 26′ Fac. Class., H-BVORTAC; Ident., PDX; Procedure No. VOR/DME No. 1, Amdt. 5; Eff. date, 30 Apr. 66; Sup. Amdt. No. 4; Dated, 7 Aug. 65

4. 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	
BHM VORTAC	ROE NDB	Direct	2800	T-dn %%	300–1	300–1	*200–½
Lewis Int	ROE NDB	Direct	2800	C-dn	600–1	600–1	**600–1½
Helena Int	ROE NDB	Direct	2800	S-dn-23#	600–1	600–1	600–1
Bessemer Int	ROE NDB	Direct	2800	A-dn	800–2	800–2	800–2
Trussville Int	ROE NDB (final)	Direct	1900				

Radar available.
Procedure turn N side of crs. 052° Outbnd, 232° Inbnd, 2800′ within 10 miles of ROE NDB.
Minimum altitude abeam Roebuck NDB on final approach crs, 1900′.
Crs and distance, abeam Roebuck NDB to airport, 232°—4 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4 miles after passing Roebuck NDB, climb to 3000′ on crs 232° and proceed to the BH LOM or, when directed by ATC, turn right, climb to 3000′ and proceed to BHM VORTAC.
NOTE: VASI Runway 23.
%% RVR 2400′ authorized Runway 5 for aircraft with more than two engines. RVR 5000′ for aircraft with two engines or less.
*Runways 5–23 only.
#Reduction not authorized.
**Circling not authorized E of airport between centerline extended of Runways 36 and 23.
MSA within 25 miles of ROE NDB: 000°–360°—2900′.

City, Birmingham; State, Ala.; Airport name, Municipal; Elev., 643′; Fac. Class., ILS; Ident., I-BHM; Procedure No. LOC (BC) Runway 23, Amdt. Orig.; Eff. date 27 Jan 68

MX NDB	LOM	Direct	2500	T-dn%	300–1	300–1	200–½
API VOR	LOM	Direct	2500	C-dn	500–1	500–1	500–1½
				S-dn-13R*	300–¾	300–¾	300–¾
				A-dn	600–2	600–2	600–2

Radar available.
Procedure turn W side of crs, 312° Outbnd, 132° Inbnd, 2500′ within 10 miles.
Minimum altitude at glide slope interception Inbnd, 2500′.
Altitude of glide slope and distance to approach end of runway at LOM, 2255′—5.1 miles; at LMM, 868′—0.6 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished make right turn, climb to 2300′ and proceed to EON VOR Inbnd on R 001°.
NOTES: (1) Glide slope not usable below 868′. (2) Back crs unusable.
*500–1 required with glide slope inoperative. No reduction authorized for ALS and HIRLS.
%RVR 2400′ authorized for takeoff Runway 13R.
MSA within 25 miles of LOM: 000°–090°—2600′; 090°–180°—2100′; 180°–270°—2400′; 270°–360°—2600′.

City, Chicago; State, Ill.; Airport name, Chicago-Midway; Elev., 619′; Fac. Class., ILS; Ident., I-MDW; Procedure No. ILS Runway 13R, Amdt. 23; Eff. date, 27 Jan. 68; Sup. Amdt. No. ILS–13R, Amdt. 22; Dated, 26 June 65

13.8-mile DME Fix, R 329° PDX VORTAC	SVY NDB	Direct	3400	T-dn*%%	300–1	300–1	200–½
Scappoose Int	SVY NDB (final)	Direct	3200	C-dn	700–1	700–1	700–1½
UBG VORTAC	SVY NDB	Direct	3400	S-dn-10R# ##	200–½	200–½	200–½
PDX VORTAC	SVY NDB	Direct	3400	A-dn	700–2	700–2	700–2
15-mile DME Fix, R 175° PDX VORTAC	SVY NDB	Direct	3400				

Radar available.
Procedure turn S side of crs, 278° Outbnd, 098° Inbnd, 3400′ within 10 miles.
Minimum altitude at glide slope interception Inbnd, 3200′.
Altitude of glide slope and distance to approach end of runway at SVY NDB, 3111′—9.5 miles; at OM, 1371′—4 miles; at MM, 280′—0.6 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished climb direct to IA LOM, continue climb to 3400′ in a 1-minute left turn, 278° Inbnd holding pattern E of IA LOM or, when directed by ATC, climb direct to PDX VORTAC, continue climb to 4000′ on R 329° PDX VORTAC within 10 miles.
#500–1 required when glide slope inoperative. OM altitude, 1600′. 500–¾ authorized with operative ALS, except for 4-engine turbojets. Sliding scale not authorized.
%%200–½ authorized Runways 10 R/L and 28 R/L only. 700–2 required on Runways 2/20. Takeoffs all runways—Climb direct to PDX VORTAC, continue climb on R 329° PDX VORTAC within 10 miles to cross PDX VORTAC at or above: Northeastbound, V448, 5500′; Northeastbound V448S, 2600′; Eastbound V112, 2900′.
*RVR 2400′ authorized Runway 10R.
##RVR 2400′. Descent below 226′ not authorized unless approach lights are visible.
MSA within 25 miles of SVY NDB: 000°–090°—5400′; 090°–180°—3200′; 180°–270°—4600′; 270°–360°—4000′.

City, Portland; State, Oreg.; Airport name, Portland International; Elev., 26′; Fac. Class., ILS; Ident., I-PDX; Procedure No. ILS Runway 10R, Amdt. 16; Eff. date, 27 Jan. 68; Sup. Amdt. No. ILS–10R, Amdt. 15; Dated, 27 May 65

PDX VOR	Levee Int	Direct	3400	T-dn%%	300–1	300–1	200–½
UBG VOR	Levee Int	Direct	4000	C-dn	700–1	700–1	700–1½
Pearson Int	Levee Int	Direct	3400	S-dn-10L$ $$	600–1	600–1	600–1
Buxton Int	Levee Int (final)	Direct	3100	A-dn	800–2	800–2	800–2

Radar available.
Procedure turn S side of crs, 278° Outbnd, 098° Inbnd, 3400′ within 10 miles of Levee Int.
Minimum altitude over Levee Int on final approach course, 3100′; over Portal Int, 1500′.
Crs and distance, Levee Int to airport, 098°—9.8 miles; Portal Int to airport, 098°—4.4 miles.
No glide slope.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.4 miles after passing Portal Int, climb direct to IA LOM, continue climb to 3400′ in a 1-minute left turn, 278° Inbnd holding pattern E of IA LOM or, when directed by ATC, turn left, climb direct to PDX VORTAC, continue climb to 4000′ on R 329° PDX VORTAC within 10 miles.
NOTE: Dual VHF receivers required for this approach.
%%200–½ authorized Runways 10 R/L and 28 R/L only. 700–2 required on Runways 2 and 20. Takeoffs all runways—Climb direct to PDX VORTAC, continue climb on R 329° PDX VORTAC within 10 miles to cross PDX VORTAC at or above: northeastbound V448, 5500′; northeastbound V448S, 2600′; eastbound V112, 2900′.
$Sliding scale not authorized for landing.
$$600–¾ authorized with operative HIRL, except for 4-engine turbojets.

City, Portland; State, Oreg.; Airport name, Portland International; Elev., 26′; Fac. Class., ILS; Ident., I-IAP; Procedure No. LOC (BC) Runway 10L, Amdt. 4; Eff. date, 27 Jan. 68; Sup. Amdt. No. ILS–10L (BC), Amdt. 3; Dated, 30 Apr. 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	
Groves Int	IA LOM	Direct	6100	T-dn%*	300–1	300–1	200–½
PDX VORTAC	IA LOM	Direct	3400	C-dn	700–1	700–1	700–1½
				S-dn-28R#	300–1	300–1	300–1
Mount Scott Int	IA LOM	Direct	3500	A-dn	700–2	700–2	700–2
Oswego Int	IA LOM	Direct	3600				

Radar available.
Procedure turn S side of crs, 098° Outbnd, 278° Inbnd, 3400′ within 10 miles.
Final approach from holding pattern at IA LOM not authorized, procedure turn required.
Minimum altitude at glide slope interception Inbnd, 2900′.
Altitude of glide slope and distance to approach end of runway at OM, 1708′—5 miles; at MM, 284′—0.6 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5 miles after passing IA LOM, climb direct to SVY NDB, continue climb to 3200′ in standard holding pattern W of SVY NDB or, when directed by ATC, turn right, climb direct to PDX VORTAC, continue climb to 4000′ on R 329° PDX VORTAC within 10 miles.
#600–1 required when glide slope inoperative. OM altitude 1800′. Sliding scale not authorized.
%200–½ authorized Runways 10 R/L and 28 R/L only. 700–2 required on Runways 2 and 20. Takeoffs all runways—Climb direct to PDX VORTAC, continue climb on R 329° PDX VORTAC within 10 miles to cross PDX VORTAC at or above: Northeastbound, V448, 5500′; northeastbound V448S, 2600′; eastbound V112, 2900′.
*RVR 2400′ authorized Runway 28R.
MSA within 25 miles of IA LOM: 000°–180°—6000′; 180°–270°—3200′; 270°–360°—5400′.

City, Portland; State, Oreg.; Airport name, Portland International; Elev., 26′; Fac. Class., ILS; Ident., I-IAP; Procedure No. ILS Runway 28R, Amdt. 2; Eff. date, 27 Jan. 68; Sup. Amdt. No. ILS-28R, Amdt. 1; Dated, 27 May 65

5. 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	

PROCEDURE CANCELED, EFFECTIVE 27 JAN. 1968.

City, Detroit; State, Mich.; Airport name, Detroit City; Elev., 626′; Fac. Class. and Ident., Detroit City Radar; Procedure No. 1, Amdt. 3; Eff. date, 17 Dec. 66; Sup. Amdt. No. 2; Dated, 5 Mar. 66

				Precision approach			
				T-dn#%	300–1	300–1	200–½
				C-dn	700–1	700–1	700–1½
				S-dn-10R##	200–½	200–½	200–½
				A-dn	700–2	700–2	700–2
				Surveillance approach			
				T-dn%	300–1	300–1	200–½
				C-dn	800–1	800–1	800–1½
				S-dn-28R/10R**$	700–1	700–1	700–1
				S-dn-20**	800–1	800–1	800–1
				A-dn	800–2	800–2	800–2

As established by Portland ASR minimum altitude vectoring chart.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished: All runways—Climb direct to PDX VORTAC, continue climb to 4000′ R 329° PDX VORTAC within 10 miles or, when directed by ATC; Runway 10R—Climb direct to IA LOM, continue climb to 3400′ in 1-minute left turn, 278° Inbnd holding pattern East of IA LOM; Runway 28R—Climb direct to SVY NDB, continue climb to 3200′ in standard holding pattern W of SVY NDB.
%200–½ authorized for Runways 10 R–L and 28 R–L only. 700–2 required for Runways 2 and 20. Takeoffs all runways—Climb direct to PDX VORTAC, continue climb on R 329° PDX VORTAC within 10 miles to cross PDX VORTAC at or above: Northeastbound V448, 5500′; northeastbound V448S, 2600′; eastbound V112, 2900′.
$Minimum altitude over 3-mile radar fix Inbound on final to Runway 10R, 900′.
#RVR 2400′ authorized Runway 10R.
##RVR 2400′. Descent below 226′ not authorized unless approach lights are visible.
**Visibility reduction not authorized.

City, Portland; State, Oreg.; Airport name, Portland International; Elev., 26′; Fac. Class. and Ident., Portland Radar; Procedure No. Radar-1, Amdt. 12; Eff. date, 27 Jan. 68; Sup. Amdt. No. 1, Amdt. 11; Dated, 23 Apr. 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 December 20, 1967.

R. S. SLIFF,
Acting Director, Flight Standards Service.

[F.R. Doc. 68–28; Filed, Jan. 11, 1968; 8:45 a.m.]