Title 22—FOREIGN RELATIONS

Chapter I—Department of State

[Dept. Reg. 108.586]

PART 41—VISAS: DOCUMENTATION OF NONIMMIGRANTS UNDER THE IMMIGRATION AND NATIONALITY ACT, AS AMENDED

Application for Nonimmigrant Visas

Part 41, Chapter I, Title 22 of the Code of Federal Regulations is amended by revising § 41.114(a) to extend the discretionary authority in waiving personal appearance by applicants for various categories of nonimmigrant visas to the responsible consular officer.

Section 41.114(a)(8) is amended to read as follows:

§ 41.114 **Personal appearance.**

(a) * * *

(8) A nonimmigrant in any category in whose case the responsible consular officer determines that a waiver of personal appearance in the individual case is warranted in the national interest or because of unusual circumstances, including hardship to the visa applicant.

* * * * *

Effective date. The amendment to the regulation contained in this order shall become effective upon publication in the FEDERAL REGISTER.

The provisions of section 4 of the Administrative Procedure Act (80 Stat. 383; 5 U.S.C. 553) relative to notice of proposed rule making are inapplicable to this order because the regulation contained herein involves foreign affairs functions of the United States.

(Sec. 104, 66 Stat. 174; 8 U.S.C. 1104)

BARBARA M. WATSON,
Acting Administrator, Bureau of Security and Consular Affairs, Department of State.

MAY 16, 1968.

[F.R. Doc. 68-6188; Filed, May 23, 1968; 8:46 a.m.]

Title 14—AERONAUTICS AND SPACE

Chapter I—Federal Aviation Administration, Department of Transportation

SUBCHAPTER E—AIRSPACE

[Airspace Docket No. 67-AL-27]

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

Alteration of Control Zone, Designation of Transition Area, and Revocation of Control Area Extension

On March 9, 1968, a notice of proposed rule making was published in the FEDERAL REGISTER (33 F.R. 4375) stating that the Federal Aviation Administration was considering amendments to Part 71 of the Federal Aviation Regulations that would alter the controlled airspace in the vicinity of Adak, Alaska.

Interested persons were afforded an opportunity to participate in the proposed rule making through the submission of comments. No comments were received.

In consideration of the foregoing, Part 71 of the Federal Aviation Regulations is amended effective 0901 G.m.t., July 25, 1968, as hereinafter set forth.

1. In § 71.165 (33 F.R. 2057) the Adak, Alaska, control area extension is revoked.

2. In § 71.171 (33 F.R. 2058) the Adak, Alaska, control zone is amended to read as follows:

ADAK, ALASKA

Within a 5-mile radius of the NS Adak Airport (lat. 51°52'59" N., long. 176°38'54" W.); within 2 miles each side of the 054° bearing from the Adak RBN, extending from the 5-mile radius zone to 8 miles northeast of the RBN, and within 2 miles each side of the Navy Adak TACAN 067° radial, extending from the 5-mile radius zone to 8 miles northeast of the TACAN.

3. In § 71.181 (33 F.R. 2137) the Adak, Alaska, transition area is added as follows:

ADAK, ALASKA

That airspace extending upward from 700 feet above the surface within the arc of a 15-mile radius circle centered on the NS Adak Airport (lat. 51°52'59" N., long. 176°38'54" W.), extending clockwise from the 033° bearing to the 090° bearing from the airport; and that airspace extending upward from 1,200 feet above the surface within 5 miles each side of the Navy Adak TACAN 250° radial extending from the TACAN to 12 miles West of the TACAN.

(Secs. 307(a), 1110 Federal Aviation Act of 1958 (49 U.S.C. 1348, 1510); Executive Order 10854 (24 F.R. 9565))

Issued in Washington, D.C. on May 15, 1968.

JEROME F. BIRON,
Acting Chief, Airspace and Air Traffic Rules Division.

[F.R. Doc. 68-6164; Filed, May 23, 1968; 8:45 a.m.]

[Airspace Docket No. 67-WE-54]

PART 73—SPECIAL USE AIRSPACE

Designation of Restricted Area

On November 28, 1967, a notice of proposed rule making (NPRM) was published in the FEDERAL REGISTER (32 F.R. 16222) stating that the Federal Aviation Administration (FAA) was considering an amendment to Part 73 of the Federal Aviation Regulations that would designate a new joint use restricted area near Oceanside, Calif.

Interested persons were afforded an opportunity to participate in the proposed rule making through the submission of comments. Due consideration was given to all relevant matter presented.

The Director of Aeronautics for the State of California conditionally objected to the proposal stating that the restricted area should be designated only on a temporary basis with periodic reviews or, if approved, it should be widely publicized to all general aviation and VFR traffic users beyond the mere regular inclusion in NOTAMs. The FAA does conduct annual reviews of usage of restricted areas and will provide wide publicity in the form of depiction on local and sectional Aeronautical and En Route Low Altitude Charts.

Objections were received from the Palomar, Calif., Airport Manager and from Flight Trails, with signatures of eight additional Palomar Airport pilots stating that IFR procedures would not be approved during the time the proposed restricted area is in use. Their concern is valid since previously air traffic control has curtailed approach procedures to Palomar Airport when the Camp Pendleton Maneuver area was in use. However, a new instrument approach procedure which may be used when the restricted area is activated will be established prior to or coincident with the restricted area designation.

The objection from Mr. Stu Marshall, on behalf of the pilots of Fallbrook and the Fallbrook Community Airpark, states that the proposed area would infringe on a VFR flyway. This appears to stem from a misunderstanding as the restricted airspace will only extend to 2,000 feet MSL. Recognizing the need for general aviation pilots to transit this area in VFR conditions, the Using Agency will not request activation of the restricted area when the ceiling within the lateral confines of the restricted area is less than 3,500 feet MSL, or when the flight visibility is less than 5 miles. If either condition occurs after the inception of the active period, the Using Agency will return the restricted area to the Controlling Agency. It shall be the responsibility of the Using Agency to conduct in-flight weather observations and to avoid requesting or continuing restricted area activation when the ceiling and/or visibility is less than the stipulated minimums.

The Air Transport Association of America interposed no objection to the proposal, but did express concern over a potential hazard from fighter type aircraft maneuvers supporting the mission at hand with abrupt pull-ups at high speed. It will be the responsibility of the fighter pilots to contain themselves within restricted airspace by visual reference to landmarks and cross-checks with radials from the Oceanside VORTAC while performing hazardous maneuvers.

In consideration of the foregoing, Part 73 of the Federal Aviation Regulations is amended, effective 0901 G.m.t., July 25, 1968, as hereinafter set forth.

In § 73.25 (33 F.R. 2302) the following is added:

R-2533 OCEANSIDE, CALIF.

Boundaries: Beginning at lat. 33°27'48" N., long. 117°33'15" W.; thence to lat. 33°18'-

20'' N., long. 117°21'48'' W.; thence to lat. 33°17'30'' N., long. 117°16'40'' W.; thence to lat. 33°13'20'' N., long. 117°29'00'' W.; thence 3 nautical miles from and parallel to the shoreline to lat. 33°22'30'' N., long. 117°39'-45'' W.; thence to the point of beginning.

Designated altitudes: Surface to 2,000 feet MSL.
Time of designation: Continuous.
Controlling agency: FAA, El Toro RATCC.
Using agency: Commanding Officer, U.S. Marine Corps Air Station, El Toro, Calif.

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

Issued in Washington, D.C., on May 15, 1968.

FERRIS J. HOWLAND,
Acting Director, Air Traffic Service.

[F.R. Doc. 68-6165; Filed, May 23, 1968; 8:45 a.m.]

SUBCHAPTER F—AIR TRAFFIC AND GENERAL OPERATING RULES

[Reg. Docket No. 8872, Amdt. 597]

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 § 97.11 of Subpart B to establish low or medium frequency range (L/MF), automatic direction finding (ADF) and very high frequency omnirange (VOR) procedures as follows:

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE NDB (ADF)

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. 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			
					2-engine or less		More than 2-engine, more than 65 knots
From—	To—	Course and distance	Minimum altitude (feet)	Condition	65 knots or less	More than 65 knots	
ARG VORTAC	Paragould NDB	Direct	2000	T-dn	300-1	300-1	NA
				C-dn	700-1	700-1	NA
				S-dn-05	700-1	700-1	NA
				A-dn	NA	NA	NA

Procedure turn W side of crs, 230° Outbnd, 050° Inbnd, 2100′ within 10 miles of PGR NDB.
Minimum altitude over Walcott Int on final approach crs, 2100′; over PGR NDB, 991′.
Crs and distance, Walcott Int to airport, 050°—5 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished after passing Paragould NDB, climb to 2100′ left turn heading 230°; hold S of Paragould NDB on bearing 230°-050° Inbnd, 1-minute left turns.
NOTE: Use Walnut Ridge, Ark., FSS altimeter setting.
MSA within 25 miles of facility: 000°-360°—2000′.

City, Paragould; State, Ark.; Airport name, Paragould Municipal; Elev., 291′; Fac. Class., MHW; Ident., PGR; Procedure No. NDB (ADF) Runway 5, Amdt. Orig.; Eff. date, 13 June 68

2. By amending § 97.11 of Subpart B to amend low or medium frequency range (L/MF), automatic direction finding (ADF) and very high frequency omnirange (VOR) procedures as follows:

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE NDB (ADF)

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. 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			
					2-engine or less		More than 2-engine, more than 65 knots
From—	To—	Course and distance	Minimum altitude (feet)	Condition	65 knots or less	More than 65 knots	
Surry Int	LOM	Direct	1600	T-dn	300-1	300-1	200-½
Norfolk VOR	LOM	Direct	1600	C-dn	500-1	500-1	500-1½
Franklin VOR	LOM	Direct	1600	S-dn-6	400-1	400-1	400-1
Cape Charles VOR#	LOM	Direct	1600	A-dn	800-2	800-2	800-2

Radar available.
Procedure turn W side of crs, 245° Outbnd, 065° Inbnd, 1600′ within 10 miles of LOM.
Minimum altitude over facility on final approach crs, 800′.
Crs and distance, facility to airport, 065°—2.7 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 2.7 miles after passing LOM, climb to 1600′ on crs 320°, then proceed direct to PH LOM. Hold SW, 065° Inbnd, 1-minute right turns.
#ATC approval required before using Cape Charles transition.
MSA within 25 miles of facility: 000°-090°—1400′; 090°-180°—2100′; 180°-270°—2100′; 270°-360°—1500′.

City, Newport News; State, Va.; Airport name, Patrick Henry; Elev., 41′; Fac. Class., LOM; Ident, PH; Procedure No. NDB (ADF) Runway 6, Amdt. 13; Eff date, 13 June 68; Sup. Amdt. No. ADF 1, Amdt. 12; Dated, 31 Dec. 66

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR

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. 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			
					2-engine or less		More than 2-engine, more than 65 knots
From—	To—	Course and distance	Minimum altitude (feet)	Condition	65 knots or less	More than 65 knots	
Ridgely Int	Waterloo VORTAC	Direct	1600	T-d	300-1	300-1	
Sea Isle VORTAC	Waterloo VORTAC	Direct	1600	C-d	700-1	700-1	
				A-d	NA	NA	NA

ATR VOR holding fix, 180° Inbnd, 360° Outbnd, 1-minute left turns, 1600'.
Minimum altitude over facility on final approach crs, 1600'.
Crs and distance, facility to airport, 153°—6.4 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 6.4 miles after passing ATR VORTAC, make right-climbing turn direct ATR VORTAC, 1600'. Hold N, R 360°, 180° Inbnd, 1-minute left turns.
NOTE: Use Salisbury, Md., altimeter setting.
MSA within 25 miles of facility: 000°-090°—1700'; 090°-180°—1400'; 180°-270°—1700'; 270°-360°—1500'.

City, Rehoboth Beach; State, Del.; Airport name, Rehoboth Aircrafters; Elev., 28'; Fac. Class., L-BVORTAC; Ident., ATR; Procedure No. VOR-1, Amdt. 2; Eff. date, 13 June 68; Sup. Amdt. No. VOR Runway 16, Amdt. 1; Dated, 14 Mar. 68

3. By amending § 97.11 of Subpart B to delete low or medium frequency range (L/MF), automatic direction finding (ADF) and very high frequency omnirange (VOR) procedures as follows:

Columbus, Ohio—Ohio State University, ADF 1, Orig., 24 Sept. 1966 (established under Subpart C).
Islip, N.Y.—Long Island-MacArthur, ADF 1, Amdt. 7, 1 Aug. 1964 (established under Subpart C).
Midland, Tex.—Midland-Odessa Regional Air Terminal, NDB (ADF) Runway 10, Amdt. 1, 27 May 1967 (established under Subpart C).
San Angelo, Tex.—Mathis Field, ADF 1, Amdt. 3, 22 June 1963 (established under Subpart C).
Buffalo, N.Y.—Buffalo Airpark, VOR 1, Amdt. 1, 15 Oct. 1966 (established under Subpart C).
Houlton, Maine—Houlton International, VOR 1, Amdt. 4, 12 June 1965 (established under Subpart C).
Jamestown, N.Y.—Jamestown Municipal, VOR 1, Amdt. 3, 16 July 1966 (established under Subpart C).
La Grange, Tex.—Rocky Creek Ranch, VOR 1, Orig., 17 Dec. 1966 (established under Subpart C).
Midland, Tex.—Midland-Odessa Regional Air Terminal, VOR 1, Amdt. 14, 5 Nov. 1966 (established under Subpart C).
San Angelo, Tex.—Mathis Field, VOR 1, Amdt. 8, 24 July 1965 (established under Subpart C).
Victoria, Tex.—Victoria County-Foster Field, VOR 1, Amdt. 2, 1 June 1963 (established under Subpart C).

4. By amending § 97.11 of Subpart B to cancel low or medium frequency range (L/MF), automatic direction finding (ADF) and very high frequency omnirange (VOR) procedures as follows:

Tacoma, Wash.—Tacoma Industrial, ADF 2, Amdt. 2, 9 Oct. 1965, canceled effective 13 June 1968.

5. By amending § 97.15 of Subpart B to delete very high frequency omnirange-distance measuring equipment (VOR/DME) procedures as follows:

Midland, Tex.—Midland-Odessa Regional Air Terminal, VOR/DME No. 2, Amdt. 1, 5 Nov. 1966 (established under Subpart C).

6. By amending § 97.17 of Subpart B to amend instrument landing system (ILS) procedures as follows:

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS

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. 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			
					2-engine or less		More than 2-engine, more than 65 knots
From—	To—	Course and distance	Minimum altitude (feet)	Condition	65 knots or less	More than 65 knots	
Cape Charles VORTAC#	LOM	Direct	1600	T-dn††	300-1	300-1	200-½
Norfolk VORTAC	LOM	Direct	1600	C-dn	500-1	500-1	500-1½
Franklin VORTAC	LOM	Direct	1600	S-dn-6 * †	200-½	200-½	200-½
Surry Int	Rushmere Int	Direct	1600	A-dn	600-2	600-2	600-2
Rushmere Int	LOM (final)	Direct	1000				

Radar available.
Procedure turn W side of SW crs, 245° Outbnd, 065° Inbnd, 1600' within 10 miles of LOM.
Minimum altitude at glide slope interception Inbnd, 1100'.
Altitude of glide slope and distance to approach end of runway at OM, 973'—2.7 miles; at MM, 272'—0.5 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 2.7 miles after passing LOM, make left-climbing turn to 1600', proceed to Williamsburg int via ORF VORTAC, R 322°. Hold SE, 1-minute right turns, 322° Inbnd.
NOTE: ILS restrictions: LOC (BC) unusable below 1500' beyond 5NMi. nautical miles account of crs roughness.
†† RVR 2400' authorized Runway 6.
*400-1 required with glide slope inoperative. 400-½ authorized, with operative ALS, except for 4-engine turbojets.
#ATC approval required before using Cape Charles transition.
†RVR 2400'; Descent below 241' not authorized unless approach lights are visible.
MSA within 25 miles of PH LOM: 000°-090°—1400'; 090°-180°—2100'; 180°-270°—2100'; 270°-360°—1500'.

City, Newport News; State, Va.; Airport name, Patrick Henry; Elev., 41'; Fac. Class., ILS; Ident., I-PHF; Procedure No. ILS Runway 6, Amdt. 15; Eff. date, 13 June 68; Sup. Amdt. No. ILS-6, Amdt. 14; Dated, 31 Dec. 66

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS—Continued

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. 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: 65 knots or less	2-engine or less: More than 65 knots	More than 2-engine, more than 65 knots
Cape Charles VORTAC	York Point Int (or 5-mile Radar Fix)	Direct	1600	T-dn	300–1	300–1	200–½
Harcum VOR	York Point Int (or 5-mile Radar Fix)	Direct	1600	C-dn	500–1	500–1	500–1¼
Norfolk VORTAC	York Point Int (or 5-mile Radar Fix)	Direct	1600	S-dn-24*	400–1	400–1	400–1
				A-dn	800–2	800–2	800–2

Radar available.
Procedure turn N side of crs, 065° Outbnd, 245° Inbnd, 1600′ within 10 miles of York Point Fix.
Minimum altitude over York Point/5-mile Radar Fix on final approach crs, 1600′.
Crs and distance York Point Fix to airport, 245°—5 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5 miles after passing York Point Int, make right-climbing turn to 1600′ proceed to Williamsburg Int via ORF VORTAC, R 322°. Hold SE, 1-minute right turns, 322° Inbnd.
*400–¾ authorized with operative HIRL, except for 4-engine turbojets.
ILS restrictions: Localizer back crs unusable below 1500′ beyond 5 miles account of crs roughness.

City, Newport News; State, Va.; Airport name, Patrick Henry; Elev., 41′; Fac. Class., ILS; Ident., I-PHF; Procedure No. LOC (BC) Runway 24, Amdt. 2; Eff. date, 13 June 68; Sup. Amdt. No. ILS–24 (back crs), Amdt. 1; Dated, 31 Dec. 66

7. By amending § 97.17 of Subpart B to delete instrument landing system (ILS) procedures as follows:

Islip, N.Y.—Long Island-MacArthur, ILS–6, Amdt. 8, 1 Aug. 1964 (established under Subpart C).
Islip, N.Y.—Long Island-MacArthur, LOC (BC) Runway 24, Amdt. 2, 26 Aug. 1967 (established under Subpart C).
Jamestown, N.Y.—Jamestown Municipal, ILS Runway 25, Orig., 25 Nov. 1967 (established under Subpart C).
Midland, Tex.—Midland-Odessa Regional Air Terminal, ILS Runway 10, Amdt. 2, 27 May 1967 (established under Subpart C).
Midland, Tex.—Midland-Odessa Regional Air Terminal, ILS–28 (back crs), Amdt. 2, 31 July 1965 (established under Subpart C).
San Angelo, Tex.—Mathis Field, ILS–3, Amdt. 6, 22 June 1963 (established under Subpart C).
San Angelo, Tex.—Mathis Field, ILS–21 (back crs), Amdt. 3, 24 July 1965 (established under Subpart C).

8. By amending § 97.23 of Subpart C to establish very high frequency omnirange (VOR) and very high frequency-distance measuring equipment (VOR/DME) procedures as follows:

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL, except HAT, HAA, and RA: Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or hundreds of feet RVR.
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. Initial approach minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: 4.9 miles after passing BUF VORTAC.
				Climb to 2500′ on 225° crs within 10 miles, left turn to BUF VORTAC and hold. Supplementary charting information: Hold E of BUF VORTAC, 1-minute right turns, 284° Inbnd. Approaches Runway 6–24 trees 20:1. Trees in 7:1 transition Runway 6–24 and 17–35.

Procedure turn S side of crs, 045° Outbnd, 225° Inbnd, 2500′ within 10 miles of BUF VORTAC.
FAF, BUF VORTAC. Final approach crs, 225°. Distance FAF to MAP, 4.9 miles.
Minimum altitude over BUF VORTAC, 1500′.
MSA: 000°–090°—2200′; 090°–180°—3900′; 180°–270°—3900′; 270°–360°—2600′.
NOTES: (1) Radar vectoring. (2) Use Buffalo altimeter setting.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C	D
	MDA	VIS	HAT	MDA	VIS	HAT	VIS	VIS
S–24	1120	1	452	1120	1	452	NA	NA
	MDA	VIS	HAA	MDA	VIS	HAA		
C	1180	1	512	1180	1	512	NA	NA
A	Not authorized.		T 2-eng. or less—Runways 6–24, 100–1; Standard all other runways.				T over 2-eng.—Runways 6–24, 100–1; Standard all other runways.	

City, Buffalo; State, N.Y.; Airport name, Buffalo Airpark; Elev., 668′; Facility, BUF; Procedure No. VOR Runway 24, Amdt. 2; Eff. date, 13 June 68; Sup. Amdt. No. VOR 1, Amdt. 1; Dated, 15 Oct. 66

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR—Continued

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: 4.9 miles after passing HUL VOR.
Prentiss Int	HUL VOR (NOPT)	Direct	2300	Climbing left turn to 2300' direct to HUL VOR and hold. Supplementary Charting Information: Hold SW of HULVOR, 1-minute left turns, 044° inbnd, 915' antenna 0.5 mile SSE of airport. Final approach crs intercepts runway centerline 0.5 mile from threshold.

Procedure turn W side of crs, 217° Outbnd, 037° Inbnd, 2300' within 10 miles of HUL VOR.
FAF, HUL VOR. Final approach crs, 037°. Distance FAF to MAP, 4.9 miles.
Minimum altitude over HUL VOR, 2300'.
MSA: 000°-090°—2700'; 090°-180°—2300'; 180°-270°—2300'; 270°-360°—3500'.
NOTE: Night operations Runways 5/23 only.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	VIS
S-5	1160	1	667	1160	1	667	1160	1¼	667	NA
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	VIS
C	1220	1	727	1220	1	727	1220	1½	727	NA
A	1200-2.		T 2-eng. or less—Runway 19, 500-1; Standard all other runways.				T over 2-eng.—Runway 19, 500-1; Standard all other runways.			

City, Houlton; State, Maine; Airport name, Houlton International; Elev., 493'; Facility, HUL; Procedure No. VOR Runway 5, Amdt. 5; Eff. date, 13 June 68; Sup. Amdt. No. VOR 1, Amdt. 4; Dated 12 June 65

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: 6.1 miles after passing JHW VOR.
Gerry Int	JHW VOR	Direct	3600	Climb to 3600', right turn, to JHW VOR via R 258° and hold. Supplementary charting information: Hold E of JHW VOR, 1-minute right turns, 258° Inbnd. Steel tower, 1.5 miles SE of airport, 1890'. Rotating beacon 1790' and antenna pole, 1770', N of Runway 25 threshold. WT 1841'S of Runway 25 threshold. TBZ elevation, 1723'.

Procedure turn N side of crs, 078° Outbnd, 258° Inbnd, 3600' within 10 miles of JHW VOR.
FAF, JHW VOR. Final approach crs, 258°. Distance FAF to MAP, 6.1 miles.
Minimum altitude over JHW VOR, 2800'.
MSA: 000°-090°—3500'; 090°-180°—3500'; 180°-270°—3400'; 270°-360°—3200'.
NOTE: Component inoperative table does not apply to ALS or REIL Runway 25.
*When control zone is not effective, use Bradford FSS altimeter setting; increase circling/straight-in MDA 155' and alternate minimums not authorized.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	VIS
*S-25	2180	1	457	2180	1	457	2180	1	457	NA
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	VIS
*C	2180	1	457	2180	1	457	2180	1½	457	NA
A	Standard.*		T 2-eng. or less Runway 13, 200-1; Standard all other runways.				T over 2-eng.—Runway 13, 200-1; Standard all other runways.			

City, Jamestown; State, N.Y.; Airport name, Jamestown Municipal; Elev., 1723'; Facility, JHW; Procedure No. VOR Runway 25, Amdt. 4; Eff. date, 13 June 68; Sup. Amdt. No. VOR 1, Amdt. 3; Dated, 16 July 66

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR—Continued

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: 12.5 miles after passing IDU VOR.
Bellville Int	IDU VOR (NOPT)	Direct	2000	Climb to 2000′ right turn direct to IDU VOR.

Procedure turn N side of crs, 073° Outbnd, 253° Inbnd, 2000′ within 10 miles of IDU VOR.
FAF, IDU VOR. Final approach crs, 253°. Distance FAF to MAP, 12.5 miles.
Minimum altitude over IDU VOR, 2000′.
MSA: 000°-360°—1800′.
NOTE: Use CLL altimeter setting.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D	
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA		VIS
C	1320	1	930	1320	1	930	1320	1½	930		NA
A	Not authorized.		T 2-eng. or less—Standard.				T over 2-eng.—Standard.				

City, La Grange; State, Tex.; Airport name, Rocky Creek Ranch; Elev., 390′; Facility, IDU; Procedure No. VOR-1, Amdt. 1; Eff. date, 13 June 68; Sup. Amdt. No. VOR 1, Orig.; Dated, 17 Dec. 66

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: 3.4 miles after passing MAF VORTAC.
Tarzan Int	MAF VOR	Direct	4400	Climb to 4500′ on R 150° within 20 miles.
R 235°, MAF VORTAC clockwise	R 001°, MAF VORTAC	12-mile Arc MAF, R 351° lead radial.	4500	Supplementary charting information: TDZ elevation, 2870′.
R 117°, MAF VORTAC counterclockwise	R 001°, MAF VORTAC	12-mile Arc MAF, R 011° lead radial.	4500	
12-mile DME Arc	MAF VOR (NOPT)	R 181°	3900	

Procedure turn E side of crs, 001° Outbnd, 181° Inbnd, 4400′ within 10 miles of MAF VORTAC.
FAF, MAF VORTAC. Final approach crs, 181°. Distance FAF to MAP, 3.4 miles.
Minimum altitude over MAF VORTAC, 3900′.
MSA: 000°-180°—4300′; 180°-360°—5100′.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-16R	3180	1	310	3180	1	310	3180	1	310	3180	1	310
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	3320	1	450	3320	1	450	3320	1½	450	3420	2	550
A	Standard.		T 2-eng. or less—Standard.				T over 2-eng.—Standard.					

City, Midland; State, Tex.; Airport name, Midland-Odessa Regional Air Terminal; Elev., 2870′; Facility, MAF; Procedure No. VOR Runway 16R, Amdt. 15; Eff. date, 13 June 68; Sup. Amdt. No. VOR 1, Amdt. 14; Dated, 6 Nov. 66

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: 1.8 miles after passing SJT VORTAC.
R 014°, SJT VORTAC clockwise	R 055°, SJT VORTAC	10-mile Arc SJT, R 044° lead radial.	3500	Climb to 4000′ on SJT VORTAC R 235° within 20 miles.
R 102°, SJT VORTAC counterclockwise	R 055°, SJT VORTAC	10-mile Arc SJT, R 066° lead radial.	3500	Supplementary charting information: Depict MAP also as 1.8-mile DME. TDZ elevation, 1905′.
10-mile DME Arc	SJT VOR (NOPT)	R 235°	2500	

Procedure turn E side of crs, 055° Outbnd, 235° Inbnd, 3400′ within 10 miles of SJT VORTAC.
FAF, SJT VORTAC. Final approach crs, 235°. Distance FAF to MAP, 1.8 miles.
Minimum altitude over SJT VORTAC, 2500′.
MSA: 000°-360°—3900′.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D	
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT		VIS
S-21	2280	¾	375	2280	¾	375	2280	¾	375		NA
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA		
C	2320	1	405	2380	1	465	2380	1½	465		NA
A	Standard.		T 2-eng. or less—Standard.				T over 2-eng.—Standard.				

City, San Angelo; State, Tex.; Airport name, Mathis Field; Elev., 1915′; Facility, SJT; Procedure No. VOR Runway 21, Amdt. 9; Eff. date, 13 June 68; Sup. Amdt. No. VOR 1, Amdt. 8; Dated, 24 July 65

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR—Continued

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: 3.2 miles after passing VCT VOR.
PSX VORTAC	VCT VOR	Direct	1600	Climb to 1600′ on R 124° within 10 miles of VCT VOR.
Bayside Int	VCT VOR	VCT VOR, R 173°	1600	Supplementary charting information: Five TV and radio antennas up to 547′ along E edge of city from N through S within 3 to 5 miles of airport. Towers 175′ W side of airport. TDZ elevation, 110′.

Procedure turn W side of crs, 304° Outbnd, 124° Inbnd, 1600′ within 10 miles of VCT VOR.
FAF, VCT VOR. Final approach crs, 124°. Distance FAF to MAP, 3.2 miles.
Minimum altitude over VCT VOR, 1000′.
MSA: 000°–180°—1500′; 180°–360°—1600′.
NOTE: Night operations authorized Runways 12L/30R only.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-12L	400	¾	290	400	¾	290	400	¾	290	400	1	290
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	480	1	365	580	1	465	580	1½	465	680	2	565
A	Standard.		T 2-eng. or less—Standard.				T over 2-eng.—Standard.					

City, Victoria; State, Tex.; Airport name, Victoria County-Foster Field; Elev., 115′; Facility, VCT; Procedure No. VOR Runway 12L, Amdt. 3; Eff. date, 13 June 68; Sup. Amdt. No. VOR 1, Amdt. 2; Dated, 1 June 63

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR/DME

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL, except HAT, HAA, and RA. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or hundreds of feet RVR.
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. Initial approach minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: 5.5 mile DME Fix MAF VORTAC;
R 301° MAF VORTAC Counterclockwise	R 175°, MAF VORTAC	17-mile Arc MAF, R 182° lead radial.	4900	Climb to 4500′ on R 355° within 15 miles of VORTAC.
R 047°, MAF VORTAC Clockwise	R 175°, MAF VORTAC	17-mile Arc MAF, R 168° lead radial.	4500	Supplementary charting information: TDZ elevation, 2848′.
MAF VOR	Odle DME Fix	Direct	4500	
17-mile DME Fix, R 175°	Odle DME Fix (NOPT)	R 175°	4400	

Procedure turn E side of crs, 175° Outbnd, 355° Inbnd, 4400′ within 10 miles of Odle DME Fix.
Final approach crs, 355°.
Minimum altitude over Odle 10-mile DME Fix, 4400′; over 5.5-DME Fix, 3180′.
MSA: 000°–180°—4300′; 180°–360°—5100′.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-34L	3180	1	332	3180	1	332	3180	1	332	3180	1	332
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	3320	1	450	3320	1	450	3320	1¼	450	3420	2	550
A	Standard.		T 2-eng. or less—Standard.				T over 2-eng.—Standard.					

City, Midland; State, Tex.; Airport name, Midland-Odessa Regional Air Terminal; Elev., 2870′; Facility, MAF; Procedure No. VOR/DME Runway 34L, Amdt. 2; Eff. date, 13 June 68; Sup. Amdt. No. VOR/DME No. 2, Amdt. 1; Dated, 5 Nov. 66

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR/DME—Continued

Terminal routes			Minimum altitudes (feet)	Missed approach
From—	To—	Via		MAP: 28-mile DME HRV, R 139°.
HRV VORTAC	12-mile DME HRV, R 139°	Direct	1500	Climb to 1500′ right turn direct to GNI VORTAC.
12-mile DME, R 139° HRV VOR	22-mile DME, R 139° HRV VOR	Direct	1500	

Procedure turn not authorized. Approach crs (profile) starts at 12-mile DME HRV, R 139°.
Final approach crs, 139°.
Minimum altitude over 12-mile DME, 1500′; over 22-mile DME, 1500′.
MSA: 000°-360°—2000′.
*Use New Orleans altimeter setting when Port Sulphur altimeter not available.
*MDA increased 120′ when Port Sulphur altimeter not available.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C	D
	MDA	VIS	HAA	MDA	VIS	HAA	VIS	VIS
C-d*	560	1	560	560	1	560	NA	NA
A	Not authorized.		T 2-eng. or less—Standard.				T over 2-eng.—Standard.	

City, Port Sulphur; State, La.; Airport name, Port Sulphur Seaplane; Elev., 0′; Facility, HRV VORTAC; Procedure No. VOR/DME-1, Amdt. Orig.; Eff. date, 13 June 68

Terminal routes			Minimum altitudes (feet)	Missed approach
From—	To—	Via		MAP: 27.6-mile DME GNI VOR R 045°.
GNI VORTAC	12-mile DME, R 045° GNI VOR	Direct	1500	Climb to 1500′ right turn direct to GNI VOR.
12-mile DME, R 045°	22-mile DME, R 045° GNI VOR	Direct	1500	

Procedure turn not authorized. Approach crs (profile) starts at 12-mile DME, R 045° GNI VOR.
Final approach crs, 045°.
Minimum altitude over 12-mile DME, 1500′; over 22-mile DME, 1500′.
MSA: 000°-360°—1500′.
*Use New Orleans altimeter setting when Port Sulphur altimeter not available.
*MDA increased 80′ when Port Sulphur altimeter not available.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C	D
	MDA	VIS	HAA	MDA	VIS	HAA	VIS	VIS
C-d*	600	1	600	600	1	600	NA	NA
A	Not authorized.		T 2-eng. or less—Standard.				T over 2-eng.—Standard.	

City, Port Sulphur; State, La.; Airport name, Port Sulphur Seaplane; Elev., 0′; Facility, GNI VORTAC; Procedure No. VOR/DME-2, Amdt. Orig.; Eff. date, 13 June 68

9. By amending § 97.25 of Subpart C to establish localizer (LOC) and localizer-type directional aid (LDA) procedures as follows:

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE LOC

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

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. Initial approach minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Terminal routes			Minimum altitudes (feet)	Missed approach
From—	To—	Via		MAP: 2.5 miles after passing Selden Int.
Riverhead VOR	Coram Int	RVH, R-282°	1800	Climbing right turn to 2000′ direct to RVH VOR and hold. Supplementary charting information: Hold NE, 1-minute right turns, 238° Inbnd. TDZ elevation, 98′.

Procedure turn not authorized. Approach crs (profile) starts at Coram Int.
FAF, Selden Int. Final approach crs, 237°. Distance FAF to MAP, 2.5 miles.
Minimum altitude over Coram Int, 1800′; over Selden Int, 1100′.
NOTES: (1) Runways 10-28 closed nights. (2) Dual VOR receivers required. (3) Inoperative table does not apply to HIRL Runway 24.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-24	440	1	342	440	1	342	440	1	342	440	1	342
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	540	1	442	560	1	462	560	1½	462	660	2	562
A	Standard.		T 2-eng. or less—Standard.				T over 2-eng.—Standard.					

City, Islip; State, N.Y.; Airport name, Long Island-MacArthur; Elev., 98'; Facility, I-ISP; Procedure No. LOC (BC) Runway 24, Amdt. 3; Eff. date, 13 June 68; Sup. Amdt No. 2; Dated, 26 Aug. 67

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: 3.6 miles after passing Octane Int.
MAF VOR	Octane Int	Direct	4500	Climb to 4500' on NW crs ILS within 20 miles.
MAF LOM	Octane Int	Direct	4500	
By Pass Int	Derrick Int	Direct	4500	Supplementary charting information: TDZ elevation, 2853'.
Johnson Int	Derrick Int	Direct	4500	
Derrick Int	Octane Int (NOPT)	Direct	4000	

Procedure turn N side of crs, 103° Outbnd, 283° Inbnd, 4500' within 10 miles of Octane Int.
FAF, Octane Int. Final approach crs, 283°. Distance FAF to MAP, 3.6 miles.
Minimum altitude over Octane Int, 4000'.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-28	3160	¾	307	3160	¾	307	3160	¾	307	3160	1	307
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	3320	1	450	3320	1	450	3320	1½	450	3420	2	550
A	Standard.		T 2-eng. or less—Standard.				T over 2-eng.—Standard.					

City, Midland; State, Tex.; Airport name, Midland-Odessa Regional Air Terminal; Elev., 2870'; Facility, I-MAF; Procedure No. LOC (BC) Runway 28, Amdt. 3; Eff. date 13 June 68; Sup. Amdt. No. ILS-28, (back crs), Amdt. 2; Dated, 31 July 65

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: 2.2 miles after passing Concho Int.
R 014°, SJT VORTAC Clockwise	SJT LOC (BC)	10-mile Arc SJT, R 017° lead radial.	3500	Climb to 4000' direct SJ LOM, or, climb to 4000', left turn, intercept and proceed to Christoval Int via SJT VORTAC, R 171°.
R 102°, SJT VORTAC Counterclockwise	SJT LOC (BC)	10-mile Arc SJT, R 040° lead radial.	3500	
SJ LOM	Concho Int	Direct	3500	Supplementary charting information: TDZ elevation, 1905'.
SJT VORTAC	Concho Int	Direct	3500	
10-mile DME Arc	Concho Int (NOPT)	LOC crs	2500	

Procedure turn E side of crs, 033° Outbnd, 213° Inbnd, 3400' within 10 miles of Concho Int.
FAF, Concho Int. Final approach crs, 213°. Distance FAF to MAP, 2.2 miles.
Minimum altitude over Concho Int, 2500'.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	VIS
S-21	2280	¾	375	2280	¾	375	2280	¾	375	NA
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	
C	2320	1	405	2380	1	465	2380	1½	465	NA
A	Standard.		T 2-eng. or less—Standard.				T over 2-eng.—Standard.			

City, San Angelo; State, Tex.; Airport name, Mathis Field; Elev., 1915'; Facility, I-SJT; Procedure No. LOC (BC) Runway 21, Amdt. 4; Eff. date, 13 June 68; Sup. Amdt. No. ILS-21 (back crs), Amdt. 3; Dated, 24 July 65

10. By amending § 97.27 of Subpart C to establish nondirectional beacon (automatic direction finder) (NDB/ADF) procedures as follows:

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE NDB (ADF)

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MLS, except HAT, HAA, and RA. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or hundreds of feet RVR.
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. Initial approach minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: OSU NDB.
Dublin Int	OSU NDB	Direct	2500	Climb to 3000′ direct Appleton VORTAC and hold.
Plain City Int	OSU NDB	Direct	2500	
London Int	OSU NDB	Direct	2500	Supplementary charting information: Hold NE, 1-minute right turns, 231° Inbnd.
CM LOM	OSU NDB	Direct	2500	

Procedure turn N side of crs, 275° Outbnd, 095° Inbnd, 2500′ within 10 miles of OSU NDB.
Final approach crs, 095°.
*Minimum altitude over 3-mile Radar Fix, 1600′.
MSA: 000°-360°—2600′.
NOTE: Radar vectoring.
CAUTION: 1110′ tower, 1.8 miles S. All circling and maneuvering N of airport.
*Use Columbus altimeter setting when control zone not effective and raise MDA 20′.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D	
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	VIS	
C*	1600	1	695	1600	1	695	1600	1½	695	NA	
NDB/Radar Minimums:											
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	VIS	
C*	1280	1	375	1360	1	455	1360	1½	455	NA	
A	Not authorized.		T 2-eng. or less—Standard.				T over 2-eng.—Standard.				

City, Columbus; State, Ohio; Airport name, Ohio State University; Elev., 905′; Facility, OSU; Procedure No. NDB(ADF)-1, Amdt. 1; Eff. date, 13 June 68; Sup. Amdt. No. ADF 1, Orig.; Dated, 24 Sept. 66

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: 5.2 miles after passing IS LOM.
Riverhead VOR	IS LOM	Direct	1800	Climbing right turn to 1800′ direct to IS LOM and hold. Supplementary charting information: Hold SW, 1-minute right turns, 057° Inbnd. TDZ elevation, 93′.

Procedure turn S side of crs, 237° Outbnd, 057° Inbnd, 1800′ within 10 miles of IS LOM.
FAF, IS LOM. Final approach crs, 057°. Distance FAF to MAP, 5.2 miles.
Minimum altitude over IS LOM, 1600′.
MSA: 000°-090°—1700′; 090°-180°—1500′; 180°-270°—1400′; 270°-360°—1700′.
NOTES: (1) Radar vectoring. (2) Runways 10-28 closed nights.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-6	460	1	367	460	1	367	460	1	367	460	1	367
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	540	1	442	560	1	462	560	1½	462	660	2	562
A	Standard.		T 2-eng. or less—Standard.				T over 2-eng.—Standard.					

City, Islip; State, N.Y.; Airport name, Long Island MacArthur; Elev., 98′; Facility, IS; Procedure No. NDB(ADF) Runway 6, Amdt. 8; Eff. date, 13 June 68; Sup. Amdt. No. ADF 1, Amdt. 7; Dated, 1 Aug. 64

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE NDB (ADF)—Continued

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: 6.1 miles after passing MA LOM.
MAF VORTAC	MA LOM	Direct	4600	Climb to 4500′ on bearing of 103° within 20 miles.
Goldsmith Int	MA LOM (NOPT)	Direct	4600	
Penwell Int	MA LOM	Direct	5000	Supplementary charting information: TDZ elevation, 2867′.
Mustang Int	MA LOM	Direct	5000	
Pipeline Int	MA LOM	Direct	5000	

Procedure turn S side of crs, 283° Outbnd, 103° Inbnd, 4600′ within 10 miles of MA LOM.
FAF, MA LOM. Final approach crs, 103°. Distance FAF to MAP, 6.1 miles.
Minimum altitude over MA LOM, 4600′.
MSA: 090°-180°—4400′; 180°-270°—5500′; 270°-090°—5100′.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-10	3240	¾	373	3240	¾	373	3240	¾	373	3240	1	373
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	3320	1	450	3320	1	450	3320	1¼	450	3420	2	550
A	Standard.		T 2-eng. or less—Standard.				T over 2-eng.—Standard.					

City, Midland; State, Tex.; Airport name, Midland-Odessa Regional Air Terminal; Elev., 2870′; Facility, MA; Procedure No. NDB (ADF) Runway 10, Amdt. 2; Eff. date, 13 June 68; Sup. Amdt. No. 1; Dated, 27 May 67

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: 5.8 miles after passing SJ LOM.
R 313°, SJT VORTAC counterclockwise	SJ LOM bearing 213°	12-mile Arc SJT R 224° lead radial.	4000	Climb to 3500′, right turn to SJT VORTAC, R 083° within 20 miles or climb to 3500′ on SJ LOM bearing 033° within 15 miles.
SJT VORTAC	SJ LOM	Direct	4000	Supplementary charting information: TDZ elevation, 1915′.
Tanker Int	SJ LOM	Direct	4000	
Christoval Int	Nicker Int	Direct	4000	
Nicker Int	SJ LOM (NOPT)	Direct	3600	
Edwards Int	SJ LOM	Direct	4000	

Procedure turn S side of crs, 213° Outbnd, 033° Inbnd, 4000′ within 10 miles of SJ LOM.
FAF, SJ LOM. Final approach crs, 033°. Distance FAF to MAP, 5.8 miles.
Minimum altitude over SJ LOM, 3600′.
MSA: 000°-360°—3900′.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	VIS
S-3	2340	¾	425	2340	¾	425	2340	¾	425	NA
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	
C	2340	1	425	2380	1	465	2380	1¼	465	NA
A	Standard.		T 2-eng. or less—Standard.				T over 2-eng.—Standard.			

City, San Angelo; State, Tex.; Airport name, Mathis Field; Elev., 1915′; Facility, SJ; Procedure No. NDB(ADF) Runway 3, Amdt. 4; Eff. date, 13 June 68; Sup. Amdt. No. ADF 1, Amdt. 3; Dated, 22 June 63

11. By amending § 97.29 of Subpart C to establish instrument landing system (ILS) procedures as follows:

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS

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

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. Initial approach minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Terminal routes			Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: ILS DH, 343'. LOC, 5.2 miles after passing IS LOM.
Riverhead VOR	IS LOM	Direct	1800	Climbing right turn to 1800' direct to IS LOM and hold. Supplementary charting information: Hold SW, 1-minute right turns, 057° Inbnd. Elevation of glide slope at MM, 309' not necessarily a flight altitude. TDZ elevation, 93'.

Procedure turn S side of crs, 237° Outbnd, 057° Inbnd, 1800' within 10 miles of IS LOM.
FAF, IS LOM. Final approach crs, 057°. Distance FAF to MAP, 5.2 miles.
Minimum glide slope interception altitude, 1700'. Glide slope altitude at OM, 1681'; at MM, 309'.
Distance to runway threshold at OM, 5.2 miles; at MM, 0.5 mile.
MSA: 000°–090°—1700'; 090°–180°—1500'; 180°–270°—1400'; 270°–360°—1700'.
NOTES: (1) Radar vectoring. (2) Runways 10–28 closed nights.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT
S–6	343	¾	250	343	¾	250	343	¾	250	343	¾	250
LOC:	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S–6	380	¾	287	380	¾	287	380	¾	287	380	1	287
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	540	1	442	560	1	462	560	1½	462	660	2	562
A	Standard.		T 2-eng. or less—Standard.				T over 2-eng.—Standard.					

City, Islip; State, N.Y.; Airport name, Long Island-MacArthur; Elev., 98'; Facility, I–ISP; Procedure No. ILS Runway 6, Amdt. 9; Eff. date, 13 June 68; Sup. Amdt. No. ILS–6, Amdt. 8; Dated, 1 Aug. 64

Terminal routes			Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: ILS DH, 2023'. LOC, 4.6 miles after passing JHW OM.
Jamestown VOR	JHW CM	JHW, R 289°, 1.9 miles	3600	Climb to 3600', right turn, direct to JHW VOR and hold. Supplementary charting information: Hold NE of JHW VOR, 1-minute right turns, 258° Inbnd. Steel tower, 1.5 miles SE of airport 1890'. Rotating beacon 1790' and antenna pole 1770', N of Runway 25 threshold. WT 1841' S of Runway 25 threshold. TDZ elevation, 1723'.

Procedure turn N side of crs, 066° Outbnd, 246° Inbnd, 3600' within 10 miles of JHW OM.
FAF, JHW OM. Final approach crs, 246°. Distance FAF to MAP, 4.6 miles.
Minimum glide slope interception altitude, 3300'. Glide slope altitude at OM, 3238'; at MM, 1950'.
Distance to runway threshold at OM, 4.6 miles; at MM, 0.6 mile.
NOTE: Component inoperative table does not apply to ALS or REIL Runway 25.
#When control zone is not effective, use Bradford FSS altimeter setting and increase DH/MDA's 155'.
*When control zone is not effective, increase visibility value ¼ mile.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D
	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT	VIS
S–25#*	2023	¾	300	2023	¾	300	2023	¾	300	NA
LOC:	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	VIS
S–25#	2160	1	437	2160	1	437	2160	1	437	NA
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	VIS
C#	2180	1	457	2180	1	457	2180	1½	457	NA
A	Not authorized.		T 2-eng. or less—Runway 13, 200–1; Standard all other runways.				T over 2-eng.—Runway 13, 200–1; Standard all other runways.			

City, Jamestown; State, N.Y.; Airport name, Jamestown Municipal; Elev., 1723'; Facility I–JHW; Procedure No. ILS Runway 25, Amdt. 1; Eff. date, 13 June 68; Sup. Amdt. No. Orig.; Dated, 25 Nov. 67

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS—Continued

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: ILS DH, 3067′, LOC, 6.1 miles after passing MA LOM.
MAF VORTAC	MA LOM	Direct	4600	Climb to 4500′ on SE crs, ILS within 20 miles.
Pipeline Int	MA LOM	Direct	5000	
Goldsmith Int	MA LOM (NOPT)	Direct	4600	Supplementary charting information: TDZ elevation, 2867′.
Penwell Int	MA LOM	Direct	5000	
Mustang Int	MA LOM	Direct	5000	
INK VORTAC	MAF ILS (NOPT)	INK, R 065°	5500	
INK VORTAC, R 065° and MAF ILS front crs.	MA LOM (NOPT)	Direct	4600	

Procedure turn S side of crs, 283° Outbnd, 103° Inbnd, 4600′ within 10 miles of MA LOM.
FAF, MA LOM. Final approach crs, 103°. Distance FAF to MAP, 6.1 miles.
Minimum glide slope interception altitude, 4600′. Glide slope altitude at OM, 4533′; at MM, 3070′.
Distance to runway threshold at OM, 6.1 miles; at MM, 0.5 mile.
MSA: 090°–180°—4400′; 180°–270°—5500′; 270°–090°—5100′.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT
S-10	3067	½	200	3067	½	200	3067	½	200	3067	½	200
LOC:	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-10	3180	½	313	3180	½	313	3180	½	313	3180	¾	313
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	3320	1	450	3320	1	450	3320	1½	450	3420	2	550
A	Standard.		T 2-eng. or less—Standard.				T over 2-eng.—Standard.					

City, Midland; State, Tex.; Airport name, Midland-Odessa Regional Air Terminal; Elev., 2870′; Facility, I-MAF; Procedure No. ILS Runway 10, Amdt. 3; Eff. date, 13 June 68; Sup. Amdt. No. 2; Dated 27 May 67

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: ILS DH, 2115′, LOC, 5.8 miles after passing SJ LOM.
R 313°, SJT VORTAC counterclockwise	SJT ILS (FC)	12-mile Arc SJT, R 224° lead radial.	4000	Climb to 3500′, right turn to R 083°, SJT VORTAC within 20 miles, or, climb to
SJT VORTAC	SJ LOM	Direct	4000	3600′ on R 013° SJT VORTAC within
Tanker Int	SJ LOM	Direct	4000	20 miles.
Christoval Int	Nicker Int	Direct	4000	Supplementary charting information: TDZ
Nicker Int	SJ LOM (NOPT)	Direct	3600	elevation, 1915′.
Edwards Int	SJ LOM	Direct	4000	

Procedure turn S side of crs, 213° Outbnd, 033° Inbnd, 4000′ within 10 miles of SJ LOM.
FAF, SJ LOM. Final approach crs, 033°. Distance FAF to MAP, 5.8 miles.
Minimum glide slope interception altitude, 3600′. Glide slope altitude at OM, 3512′; at MM 2110′.
MSA: 000°–360°—3900′.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D
	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT	VIS
S-3	2115	½	200	2115	½	200	2115	½	200	NA
LOC:	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	
S-3	2280	½	365	2280	½	365	2280	½	365	NA
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	
C	2320	1	405	2380	1	465	2380	1½	465	NA
A	Standard.		T 2-eng. or less—Standard.				T over 2-eng.—Standard.			

City, San Angelo; State, Tex.; Airport name, Mathis Field; Elev., 1915′; Facility, I-SJT; Procedure No. ILS Runway 3, Amdt. 7; Eff. date, 13 June 68; Sup. Amdt. No. ILS-3, Amdt. 6; Dated, 22 June 63

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 6, 1968.

JAMES F. RUDOLPH,
Director, Flight Standards Service.

[F.R. Doc. 68-5689; Filed, May 23, 1968; 8:45 a.m.]

Title 17—COMMODITY AND SECURITIES EXCHANGES

Chapter II—Securities and Exchange Commission

[Release Nos. 33-4906; 34-8813; 35-16063]

DISCLOSURE DETRIMENTAL TO NATIONAL DEFENSE OR FOREIGN POLICY

The Securities and Exchange Commission has adopted certain amendments to its rules relating to the disclosure of documents and information detrimental to the national defense or foreign policy. (The proposal to amend these rules was published in Release No. 33-4897 etc., and at 33 F.R. 4209 on Mar. 6, 1968.) The rules involved are Rule 171 (17 CFR 230.171) under the Securities Act of 1933, Rule 0-6 (17 CFR 240.0-6) under the Securities Exchange Act of 1934 and Rule 105 (17 CFR 250.105) under the Public Utility Holding Company Act of 1935. These rules, as amended, provide that no registration statement, report, proxy statement, notification, or similar document filed with the Commission shall contain any document or information which, pursuant to Executive order, has been classified by an appropriate department or agency of the United States for protection in the interests of national defense or foreign policy. The rules require the furnishing of statements from such department or agency as to the classification or clearance of such documents or information.

The amendments bring the language of the rules into conformity with the recently adopted Public Information Act and make clear that it is the duty of the registrant to submit the documents or information to the appropriate department or agency prior to filing them with the Commission and to obtain and submit to the Commission the statements regarding the classification or clearance of such documents and information. The amended rules provide that a registrant may rely upon such statements in filing or omitting documents or information.

The above-described action was taken pursuant to authority conferred upon the Commission by the Securities Act of 1933, particularly section 19(a) thereof, the Securities Exchange Act of 1934, particularly section 23(a) thereof and the Public Utility Holding Company Act of 1935, particularly section 20 thereof.

PART 230—GENERAL RULES AND REGULATIONS, SECURITIES ACT OF 1933

Commission action. I. Section 230.171 of Chapter II of the Title 17 of the Code of Federal Regulations is amended to read as follows:

§ 230.171 Disclosure detrimental to the national defense or foreign policy.

(a) Any requirement to the contrary notwithstanding, no registration statement, prospectus, or other document filed with the Commission or used in connection with the offering or sale of any securities shall contain any document or information which, pursuant to Executive order, has been classified by an appropriate department or agency of the United States for protection in the interests of national defense or foreign policy.

(b) Where a document or information is omitted pursuant to paragraph (a) of this section, there shall be filed, in lieu of such document or information, a statement from an appropriate department or agency of the United States to the effect that such document or information has been classified or that the status thereof is awaiting determination. Where a document is omitted pursuant to paragraph (a) of this section, but information relating to the subject matter of such document is nevertheless included in material filed with the Commission pursuant to a determination of an appropriate department or agency of the United States that disclosure of such information would not be contrary to the interests of national defense or foreign policy, a statement from such department or agency to that effect shall be submitted for the information of the Commission. A registrant may rely upon any such statement in filing or omitting any document or information to which the statement relates.

(c) The Commission may protect any information in its possession which may require classification in the interests of national defense or foreign policy pending determination by an appropriate department or agency as to whether such information should be classified.

(d) It shall be the duty of the registrant to submit the documents or information referred to in paragraph (a) of this section to the appropriate department or agency of the United States prior to filing them with the Commission and to obtain and submit to the Commission, at the time of filing such documents or information, or in lieu thereof, as the case may be, the statements from such department or agency required by paragraph (b) of this section. All such statements shall be in writing.

PART 240—GENERAL RULES AND REGULATIONS, SECURITIES EXCHANGE ACT OF 1934

II. Section 240.0-6 of Chapter II of Title 17 of the Code of Federal Regulations is amended to read as follows:

§ 240.0-6 Disclosure detrimental to the national defense or foreign policy.

(a) Any requirement to the contrary notwithstanding, no registration statement, report, proxy statement of other document filed with the Commission or any securities exchange shall contain any document or information which, pursuant to Executive order, has been classified by an appropriate department or agency of the United States for protection in the interests of national defense or foreign policy.

(b) Where a document or information is omitted pursuant to paragraph (a) of this section, there shall be filed, in lieu of such document or information, a statement from an appropriate department or agency of the United States to the effect that such document or information has been classified or that the status thereof is awaiting determination. Where a document is omitted pursuant to paragraph (a) of this section, but information relating to the subject matter of such document is nevertheless included in material filed with the Commission pursuant to a determination of an appropriate department or agency of the United States that disclosure of such information would not be contrary to the interests of national defense or foreign policy, a statement from such department or agency to that effect shall be submitted for the information of the Commission. A registrant may rely upon any such statement in filing or omitting any document or information to which the statement relates.

(c) The Commission may protect any information in its possession which may require classification in the interests of national defense or foreign policy pending determination by an appropriate department or agency as to whether such information should be classified.

(d) It shall be the duty of the registrant to submit the documents or information referred to in paragraph (a) of this section to the appropriate department or agency of the United States prior to filing them with the Commission and to obtain and submit to the Commission, at the time of filing such documents or information, or in lieu thereof, as the case may be, the statements from such department or agency required by paragraph (b) of this section. All such statements shall be in writing.

PART 250—GENERAL RULES AND REGULATIONS, PUBLIC UTILITY HOLDING COMPANY ACT OF 1935

III. Section 250.105 of Chapter II of Title 17 of the Code of Federal Regulations is amended to read as follows:

§ 250.105 Disclosure detrimental to the national defense or foreign policy.

(a) Any requirement to the contrary notwithstanding, no notification, statement, application, declaration, report, or other document filed with the Commission shall contain any document or information which, pursuant to Executive order, has been classified by an appropriate department or agency of the United States for protection in the interests of national defense or foreign policy.

(b) Where a document or information is omitted pursuant to paragraph (a) of this section, there shall be filed, in lieu of such document or information, a statement from an appropriate department or agency of the United States to the effect that such document or information has been classified or that the status thereof is awaiting determination. Where a document is omitted pursuant to paragraph (a) of this section, but information relating to the subject matter of such document is nevertheless included

in material filed with the Commission pursuant to a determination of an appropriate department or agency of the United States that disclosure of such information would not be contrary to the interests of national defense or foreign policy, a statement from such department or agency to that effect shall be submitted for the information of the Commission. A registrant may rely upon such statement in filing or omitting any document or information to which the statement relates.

(c) The Commission may protect any information in its possession which may require classification in the interests of national defense or foreign policy pending determination by an appropriate department or agency as to whether such information should be classified.

(d) It shall be the duty of the registrant to submit the documents or information referred to in paragraph (a) of this section to the appropriate department or agency of the United States prior to filing them with the Commission and to obtain and submit to the Commission, at the time of filing such documents or information, or in lieu thereof, as the case may be, the statements from such department or agency required by paragraph (b) of this section. All such statements shall be in writing.

(Sec. 19(a), 48 Stat. 85, 15 U.S.C. 77s(a); sec. 23(a), 48 Stat. 901, sec. 8, 49 Stat. 1379, 15 U.S.C. 78w(a); sec. 20(a), 49 Stat. 833, 15 U.S.C. 79t(a))

Effective date. The foregoing action shall become effective June 14, 1968.

By the Commission, May 14, 1968.

[SEAL] ORVAL L. DUBOIS, *Secretary.*

[F.R. Doc. 68-6181; Filed, May 23, 1968; 8:45 a.m.]

Title 29—LABOR

Chapter V—Wage and Hour Division, Department of Labor

SUBCHAPTER C—AGE DISCRIMINATION IN EMPLOYMENT

PART 850—RECORDS TO BE MADE OR KEPT RELATING TO AGE; NOTICES TO BE POSTED; ADMINISTRATIVE EXEMPTIONS

Under authority in sections 7, 8, and 9 of the Age Discrimination in Employment Act of 1967, 29 U.S.C. 629, and section 11 of the Fair Labor Standards Act of 1938, 29 U.S.C. 211, 29 CFR Chapter V is amended by adding a new Subchapter C entitled "Age Discrimination in Employment" and is further amended by adding immediately subsequent thereto a new part numbered 850 entitled "Records to be Made or Kept Relating to Age; Notices to be Posted; Administrative Exemptions", to read as set out below.

The need for regulations of the type here provided to be effective coincident with the June 12, 1968 effective date of the substantive provisions of the Age Discrmination in Employment Act of 1967, coupled with the need to give as much advance notice of what will be required as possible, cause me to, and I do hereby, find that notice and public procedure pursuant thereto prior to the initial promulgation of such regulations is impracticable. These same reasons lead me to, and I do hereby, find good cause to, and make the regulations here provided effective June 12, 1968.

In order to give and receive the benefits of public comment as fully as is compatible with this objective, any person interested in the regulations here provided is invited to present written data, views, or argument to the Administrator, Wage and Hour and Public Contracts Divisions, U.S. Department of Labor, 14th Street and Constitution Avenue NW., Washington, D.C. 20210 until June 30, 1968. Such comments will be considered as fully, with a view to prompt revision of the regulations, as though they had been received responsive to a proposal.

The new Part 850 reads as follows:

Sec.
- 850.1 Forms of records.
- 850.2 Records to be kept by employers.
- 850.3 Records to be kept by employment agencies.
- 850.4 Records to be kept by labor organizations.
- 850.5 Availability of records for inspection.
- 850.6 Transcriptions and reports.
- 850.7–850.9 [Reserved]
- 850.10 Notices to be posted.
- 850.11–850.14 [Reserved]
- 850.15 Administrative exemptions.

AUTHORITY: The provisions of this Part 850 issued under sec. 7, 81 Stat. 604, 29 U.S.C. 626; sec. 11, 52 Stat. 1066, as amended, 29 U.S.C. 211.

§ 850.1 Forms of records.

No particular order or form of records is required by the regulations in this Part 850. It is required only that the records contain in some form the information specified. If the information required is available in records kept for other purposes, or can be obtained readily by recomputing or extending data recorded in some other form, no further records are required to be made or kept on a routine basis by this Part 850.

§ 850.2 Records to be kept by employers.

(a) Every employer who has an obligation under the Age Discrimination in Employment Act of 1967 shall make and keep for 3 years payroll or other records for each of his employees which contain:

(1) Name,
(2) Address,
(3) Date of birth,
(4) Occupation,
(5) Rate of pay,
(6) Days worked each week, and
(7) Compensation earned each week.

(b) To the extent he makes or keeps other personnel or employment records in the regular course of his business operation, however, he shall keep for 3 years such of them as are made or obtained relating to:

(1) Hiring individuals,
(2) Promoting or discharging employees,
(3) Job descriptions,
(4) Occupational qualifications,
(5) Collective bargaining agreements,
(6) Employee benefit plans (such as retirement, pension, and insurance plans),
(7) Hiring and promotion policies and practices,
(8) Seniority systems,
(9) Merit systems,
(10) Job orders,
(11) Advertisements,
(12) Job applications (except that an employer need not keep job applications of individuals under the age of 40 who are not hired), and
(13) Other matters which may be pertinent to a determination whether an action, limitation, or classification is based on a factor other than age.

§ 850.3 Records to be kept by employment agencies.

Every employment agency which has an obligation under the Age Discrimination in Employment Act of 1967 shall keep for 3 years all office copies of:

(a) Referrals,
(b) Job orders,
(c) Advertisements, and
(d) Job applications or résumés

which the agency makes or receives in the course of its operations.

§ 850.4 Records to be kept by labor organizations.

Every labor organization which has an obligation under the Age Discrimination in Employment Act of 1967 shall keep for 3 years its records identifying:

(a) Its members,
(b) Applicants seeking membership,
(c) Job orders, and
(d) Other records containing requests from employers, and referrals made pursuant thereto in the course of its membership or job placement operations.

§ 850.5 Availability of records for inspection.

(a) *Place records are to be kept.* The records required to be kept by this part shall be kept safe and accessible at the place of employment or business at which the individual to whom they relate is employed or has applied for employment or membership, or at one or more established central recordkeeping offices.

(b) *Inspection of records.* All records required by this part to be kept shall be made available for inspection and transcription by authorized representatives of the Secretary of Labor during business hours generally observed by the office at which they are kept or in the community generally. Where records are maintained at a central recordkeeping office pursuant to paragraph (a) of this section, such records shall be made available at the office at which they would otherwise be required to be kept within 72 hours following request from the Secretary of Labor or his authorized representative.

§ 850.6 Transcriptions and reports.

Every person required to maintain records under the Act shall make such extension, recomputation or transcriptions of his records and shall submit such reports concerning actions taken and limi-