

without regard to their race, creed, color, or national origin. Such action shall include, but not be limited to, the following: Employment, upgrading, demotion, or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The crusher agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the Contracting Officer setting forth the provisions of this nondiscrimination clause.

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

(3) The crusher will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice, to be provided by the agency Contracting Officer, advising the labor union or workers' representative of the crusher's commitments under this nondiscrimination clause, and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

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

(5) The crusher will furnish all information and reports required by Executive Order No. 11246 of September 24, 1965, and by the rules, regulations, and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records, and accounts by the contracting agency and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations, and orders.

(6) In the event of the crusher's non-compliance with the nondiscrimination clause of this contract, or with any of such rules, regulations, or orders, the contract may be canceled, terminated, or suspended in whole or in part and the crusher may be declared ineligible for further Government contracts in accordance with procedures authorized in Executive Order No. 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in the said Executive order or by rule, regulation, or order of the Secretary of Labor, or as otherwise provided by law.

(7) The crusher will include the provisions of subparagraphs (1) through (7) of this paragraph in every subcontract or purchase order unless exempted by rules, regulations, or orders of the Secretary of Labor issued pursuant to section 204 of Executive Order No. 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The crusher will take such action with respect to any subcontract or purchase order as the contract-

ing agency may direct as a means of enforcing such provisions, including sanctions for noncompliance: *Provided, however*, That in the event the crusher becomes involved in, or is threatened with, litigation with a subcontractor or vendor as a result of such direction by the contracting agency, the crusher may request the United States to enter into such litigation to protect the interests of the United States.

(c) *Certification of nonsegregated facilities.* (Applicable to contracts and subcontracts exceeding \$10,000 which are not exempt from the provisions of the Equal Opportunity clause.) By the submission of a tender under this subpart, the crusher certifies that he does not maintain or provide for his employees any segregated facilities at any of his establishments, and that he does not permit his employees to perform their services at any location, under his control, where segregated facilities are maintained. He certifies further that he will not maintain or provide for his employees any segregated facilities at any of his establishments, and that he will not permit his employees to perform their services at any location, under his control, where segregated facilities are maintained. The crusher agrees that a breach of this certification is a violation of the Equal Opportunity clause in the contract. As used in this certification, the term "segregated facilities" means any waiting rooms, work areas, rest rooms, and wash rooms, restaurants and other eating areas, time clocks, locker rooms and other storage or dressing areas, parking lots, drinking fountains, recreation or entertainment areas, transportation, and housing facilities provided for employees which are segregated by explicit directive or are in fact segregated on the basis of race, creed, color, or national origin, because of habit, local custom, or otherwise. He further agrees that (except where he has obtained identical certifications from proposed subcontractors for specific time periods) he will obtain identical certifications from proposed subcontractors prior to the award of subcontracts exceeding \$10,000 which are not exempt from the provisions of the Equal Opportunity clause; that he will retain such certifications in his files; and that he will forward the following notice to such proposed subcontractors (except where the proposed subcontractors have submitted identical certifications for specific time periods):

NOTICE TO PROSPECTIVE SUBCONTRACTORS OF REQUIREMENT FOR CERTIFICATIONS OF NON-SEGREGATED FACILITIES

A Certification of Nonsegregated Facilities, as required by the May 9, 1967, order (32 F.R. 7439, May 19, 1967) on Elimination of Segregated Facilities, by the Secretary of Labor, must be submitted prior to the award of a subcontract exceeding \$10,000 which is not exempt from the provisions of the Equal Opportunity clause. The certification may be submitted either for each subcontract or for all subcontracts during a period (i.e., quarterly, semiannually, or annually).

NOTE: The penalty for making false statements in offers is prescribed in 18 U.S.C. 1001 or 15 U.S.C. 714m(a).

The reporting and/or recordkeeping requirements contained herein have been approved by the Bureau of the Budget in accordance with the Federal Reports Act of 1942.

Effective date: Upon publication in the FEDERAL REGISTER.

Signed at Washington, D.C., on July 15, 1968.

E. A. JAENKE,
Acting Executive Vice President,
Commodity Credit Corporation.

Incorporation by reference provisions approved by the Director of the Federal Register on July 18, 1968.

[F.R. Doc. 68-8607; Filed, July 18, 1968; 8:48 a.m.]

Title 24—HOUSING AND HOUSING CREDIT

Chapter II—Federal Housing Administration, Department of Housing and Urban Development

SUBCHAPTER A—GENERAL

PART 200—INTRODUCTION

Subpart D—Delegations of Basic Authority and Functions

FIELD OFFICE DIRECTORS ET AL.

Section 200.96 is amended to read as follows:

§ 200.96 Field Office Directors, Deputy Directors and Assistant Directors; and Director, Multifamily Housing Insuring Office (New York).

To the position of Field Office Director, and to each of them; and to the position of Deputy Field Office Director, and to each of them; and to the position of Assistant Field Office Director, and to each of them; and with respect to insurance and servicing of multifamily housing project mortgages to the position of Director, Multifamily Housing Insuring Office (New York), there is delegated the following duties and functions:

(a) The duties and functions as set forth in § 200.95.

(b) To act for the Commissioner in determining applicable mortgage limits for communities in the insuring office jurisdiction for all mortgage insurance programs for which the Commissioner is authorized to increase basic mortgage limits provided by law where cost levels so require, except mortgage insurance for mobile home courts under section 207 of the National Housing Act.

(Sec. 2, 48 Stat. 1246, as amended; sec. 211, 52 Stat. 23, as amended; sec. 607, 55 Stat. 61, as amended; sec. 712, 62 Stat. 1281, as amended; sec. 907, 65 Stat. 301, as amended; sec. 807, 69 Stat. 651, as amended; 12 U.S.C. 1703, 1715b, 1742, 1747k, 1748f, 1750f)

Issued at Washington, D.C., July 16, 1968.

PHILIP N. BROWNSTEIN,
Federal Housing Commissioner.

[F.R. Doc. 68-8585; Filed, July 18, 1968; 8:46 a.m.]

Title 14—AERONAUTICS AND SPACE

Chapter I—Federal Aviation Administration, Department of Transportation

SUBCHAPTER F—AIR TRAFFIC AND GENERAL OPERATING RULES

[Reg. Docket No. 8994; Amdt. 605]

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 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		Course and distance	Minimum altitude (feet)	Condition	Ceiling and visibility minimums		
From—	To—				2-engine or less 65 knots or less	More than 2-engine, more than 65 knots	More than 2-engine, more than 65 knots
Central Int.	ALX RBN	Direct	2200	T-dn	300-1	300-1	NA
Miller Int.	ALX RBN	Direct	2200	C-dn	500-1	500-1	NA
Fayetteville Int.	ALX RBN	Direct	2300	S-dn-306	500-1	500-1	NA
				A-dn	NA	NA	NA

Procedure turn E side of crs, 169° Outbnd, 349° Inbnd, 2200' within 10 miles.

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

Crs and distance, facility to airport, 349°—1.5 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 1.5 miles after passing ALX RBN, make left climbing turn to 2200', proceed direct to ALX RBN and hold S, 169° Outbnd, 349° Inbnd, 1-minute right turns.

NOTES: (1) Aircraft will cancel flight plan with MGM approach control when landing assured or upon reaching visual flight conditions. Aircraft will not take off under IFR conditions without prior ATC approval. (2) Use Montgomery, Ala., altimeter setting. (3) Airport weather information not available.

#Reduction not authorized.

MSA within 25 miles of facility: 000°-090°—2100'; 090°-180°—2000'; 180°-270°—2100'; 270°-360°—2800'.

City, Alexander City; State, Ala.; Airport name, Thomas C. Russell Field; Elev., 685'; Fae. Class., MHW; Ident., ALX; Procedure No. NDB (ADF) Runway 36, Amdt. 1; Eff. date, 8 Aug. 68; Sup. Amdt. No. Orig.; Dated, 14 Oct. 67

2. 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:

Atlanta, Ga.—Atlanta, ADF 1, Amdt. 26, 27 Aug. 1966 (established under Subpart C).
 Atlanta, Ga.—Atlanta, ADF 4, Amdt. 4, 27 Aug. 1966 (established under Subpart C).
 Atlanta, Ga.—Atlanta, ADF 3, Amdt. 3, 27 Aug. 1966 (established under Subpart C).
 Atlanta, Ga.—Atlanta, ADF 2, Amdt. 7, 27 Aug. 1966 (established under Subpart C).
 Mineral Wells, Tex.—Mineral Wells, ADF 1, Amdt. 3, 14 Dec. 1963 (established under Subpart C).
 Paragould, Ark.—Paragould Municipal, Orig., 13 June 1968 (established under Subpart C).
 Atlanta, Ga.—Atlanta, VOR 2, Amdt. 4, 27 Aug. 1966 (established under Subpart C).
 Lufkin, Tex.—Angelina County, VOR 1, Amdt. 8, 19 June 1965 (established under Subpart C).
 Mineral Wells, Tex.—Mineral Wells, VOR Runway 31, Amdt. 6, 4 Mar. 1967 (established under Subpart C).
 Sherman, Tex.—Sherman Municipal, VOR Runway 16, Orig., 21 Mar. 1964 (established under Subpart C).

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

Atlanta, Ga.—Atlanta, ILS-9L, Amdt. 29, 19 Nov. 1966 (established under Subpart C).
 Atlanta, Ga.—Atlanta, ILS Runway 9R, Amdt. 8, 16 Sept. 1967 (established under Subpart C).
 Atlanta, Ga.—Atlanta, Dual ILS, Runways 9L and 9R, Amdt. 6, 16 Sept. 1967 (established under Subpart C).
 Atlanta, Ga.—Atlanta, ILS-27L, Amdt. 1, 2 Apr. 1966 (established under Subpart C).
 Atlanta, Ga.—Atlanta, ILS-33, Amdt. 11, 19 Nov. 1966 (established under Subpart C).

4. By amending § 97.19 of Subpart B to delete radar procedures as follows:

Atlanta, Ga.—Atlanta, Radar 1, Amdt. 11, 27 Aug. 1966 (established under Subpart C).

5. 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: 7.7 miles Runways 27L, or 7.2 miles Runways 27R after passing REG VORTAC.
				27L—Climbing left turn to 3000' direct to ATL VORTAC. 27R—Climb to 3000', R 270° REG VORTAC. Supplementary charting information: TDZ elevation, 27L, 981'; 27R, 996'.

Procedure turn S side of crs, 090° Outbnd, 270° Inbnd, 2500' within 10 miles of REG VORTAC.
FAF, REG VORTAC. Final approach crs, 263°—27L; 270°—27R. Distance FAF to MAP, 7.7 miles—27L; 7.2 miles—27R.
Minimum altitude over REG VORTAC, 2500'; over ATL NDB, 1480'; over Karen Int, 1500'.
MSA: 000°—090°—3100'; 090°—180°—2300'; 180°—270°—2300'; 270°—360°—3100'.
NOTE: ASR.
%RVR 24 authorized Runways 9L, 33.
%RVR 18 authorized Runway 9R for Category A, B, and C.
%RVR 20 authorized Runway 9R for Category D.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-27L	1500	RVR 40	519	1500	RVR 40	519	1500	RVR 40	519	1500	RVR 50	519
S-27R	1480	¾	484	1480	¾	484	1480	¾	484	1480	1	484
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	1560	1	536	1560	1	536	1560	1½	536	1580	2	556
VOR/NDB:												
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-27L	1400	RVR 40	419	1400	RVR 40	419	1400	RVR 40	419	1400	RVR 50	419
S-27R	1400	¾	404	1400	¾	404	1400	¾	404	1400	1	404
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	1500	1	476	1500	1	476	1500	1½	476	1580	2	556
A	Standard.			T 2-eng. or less—Standard. %			T over 2-eng.—Standard. %					

City, Atlanta; State, Ga.; Airport name, Atlanta; Elev., 1024'; Facility, REG; Procedure No. VOR Runways 27L and 27R, Amdt. 5; Eff. date, 8 Aug. 68; Sup. Amdt. No. VOR 2, Amdt. 4; Dated, 27 Aug. 68

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: 4.3 miles after passing LFK VORTAC.
10-mile DME	LFK VOR (NOPT)	LFK R 153°	1500	Climb to 2000' on LFK VORTAC R 329°
10-mile DME	LFK VOR (NOPT)	LFK R 168°	1500	within 15 miles.
10-mile DME	LFK VOR (NOPT)	LFK R 138°	1500	Supplementary charting information: TDZ elevation, 286'.

Procedure turn E side of crs, 140° Outbnd, 329° Inbnd, 1800' within 10 miles of LFK VORTAC.
FAF, LFK VORTAC. Final approach crs, 329°. Distance FAF to MAP, 4.3 miles.
Minimum altitude over LFK VORTAC, 1500'.
MSA 25 miles LFK VORTAC: 000°—090°—1900'; 090°—180°—1700'; 180°—270°—1800'; 270°—360°—2000'.
CAUTION: Category B, C, D, aircraft check runway load bearing ability.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-33	640	1	354	640	1	354	640	1	354	640	1	354
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	700	1	410	740	1	450	740	1½	450	840	2	550
A	Standard.			T 2-eng. or less—Standard.			T over 2-eng.—Standard.					

City, Lufkin; State, Tex.; Airport name, Angelina County; Elev., 290'; Facility, LFK; Procedure No. VOR Runway 33, Amdt. 9; Eff. date, 8 Aug. 68; Sup. Amdt. No. VOR 1, Amdt. 8; Dated, 19 June 65

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR—Continued

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: 4.3 miles after passing MWL VORTAC.
				Climb to 2500' on R 308° within 20 miles. Supplementary charting information: TDZ elevation, 964'.

Procedure turn S side of crs, 128° Outbnd, 308° Inbnd, 2500' within 10 miles of MWL VORTAC.
FAF, MWL VORTAC. Final approach crs, 308°. Distance FAF to MAP, 4.3 miles.
Minimum altitude over MWL VORTAC, 2000'.
MSA: 000°-360°-2500'.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-31.....	1320	1	356	1320	1	356	1320	1	356	1320	1	356
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	1360	1	396	1420	1	456	1420	1½	456	1520	2	556
A.....	Standard.			T 2-eng. or less—Standard.			T over 2-eng.—Standard.					

City, Mineral Wells; State, Tex.; Airport name, Mineral Wells; Elev., 964'; Facility, MWL; Procedure No. VOR Runway 31, Amdt. 7; Eff. date, 8 Aug. 68; Sup. Amdt. No. 6, Dated, 4 Mar. 67

Terminal routes			Minimum altitudes (feet)	Missed approach
From—	To—	Via		MAP: 6.9 miles after passing PNK VOR.
Gunter Int.....	PNK VOR.....	Direct.....	2500	Climb to 2500' on R 130° within 20 miles.

Procedure turn E side of crs, 331° Outbnd, 151° Inbnd, 2500' within 10 miles of PNK VOR.
FAF, PNK VOR. Final approach crs, 130°. Distance FAF to MAP, 6.9 miles.
Minimum altitude over PNK VOR, 2000'.
MSA: 000°-090°-2200'; 090°-180°-2100'; 180°-270°-2300'; 270°-360°-2900'.
*Use Perrin AFB altimeter setting.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C	D
	MDA	VIS	HAA	MDA	VIS	HAA	VIS	VIS
C*.....	1460	1	715	1460	1	715	NA	NA
A.....	Not authorized.			T 2-eng. or less—Standard.			T over 2-eng.—standard.	

City, Sherman; State, Tex.; Airport name, Sherman Municipal; Elev., 745'; Facility, PNK; Procedure No. VOR Runway 16, Amdt. 1; Eff. date, 8 Aug. 68; Sup. Amdt. No. 1, Dated, 21 Mar. 64

6. By amending § 97.23 of Subpart C to amend 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. Cellings 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: Upon descent to MDA after completion of procedure turn.
UN LFR.....	UNK VOR.....	Direct.....	2800	If visual contact not established upon descent to MDA, turn left, climb to 2800' on R 205° within 15 miles. Supplementary charting information: Terrain rising to 710', 1.9 miles NE of airport; 500', 1 mile NE of airport.

Procedure turn N side of crs, 205° Outbnd, 025° Inbnd, 1000' within 15 miles of UNK VOR.
Shuttle descent below 2800' not authorized. Proceed Outbnd 5 miles on R 205° not below 1800' before starting procedure turn.
Final approach crs, 025°.
Descent to MDA immediately after completion of procedure turn.
MSA: 000°-090°-3000'; 090°-180°-4100'; 180°-270°-2900'; 270°-360°-3100'.
NOTES: (1) Visual flight required from missed approach point to airport. (2) Maneuvering N through E of airport not authorized.
#Air carrier reduction not authorized.
\$Reduction in visibility not authorized.

RULES AND REGULATIONS

10321

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C-dn.....	500	2	479	500	2	479	500	2	479	580	2	559
A.....	Standard.\$			T 2-eng. or less—Standard.#			T over 2-eng.—Standard.#					

City, Unalakleet; State, Alaska; Airport name, Unalakleet; Elev., 21'; Facility, UNK; Procedure No. VOR-1, Amdt. 3; Eff. date, 8 Aug. 68; Sup. Amdt. No. 2; Dated, 27 June 6

7. 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. Cellings 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: 5.2 miles after passing Conley Int.	
Lakeside LOM.....	Conley Int.....	Direct.....	2500	Climbing left turn to 3000' direct to ATL VORTAC. Supplementary charting information: No glide slope. TDZ elevation, 981'.	
Red Oak LOM.....	Conley Int.....	Direct.....	2500		
REG VORTAC.....	Conley Int (NOPT).....	Direct.....	2000		

Procedure turn S side of crs, 089° Outbnd, 269° Inbnd, 2500' within 10 miles of Conley Int.

FAF, Conley Int. Final approach crs, 269°. Distance FAF to Map, 5.2 miles.

Minimum altitude over Conley Int, 2000'.

Note: ASR.

% RVR 24 authorized Runways 9L, 33.

% RVR 18 authorized Runway 9R for Category A, B, and C.

% RVR 20 authorized Runway 9R for Category D.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
LOC:												
S-27L.....	1400	RVR 40	419	1400	RVR 40	419	1400	RVR 40	419	1400	RVR 50	419
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	1500	1	476	1500	1	476	1500	1½	476	1580	2	556
A.....	Standard.			T 2-eng. or less—Standard.%			T over 2-eng.—Standard.%					

City, Atlanta; State, Ga.; Airport name, Atlanta; Elev., 1024'; Facility, I-ALR; Procedure No. LOC (BC) Runway 27L, Amdt. 2; Eff. date, 8 Aug. 68; Sup. Amdt. No. ILS-27L, Amdt. 1; Dated, 2 Apr. 66

8. 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 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: 5.2 miles after passing Lakeside LOM.	
Atlanta NDB.....	Lakeside LOM.....	Direct.....	2700	Climbing left turn to 3000' direct Tucker Int via ATL VOR, R 033°. Supplementary charting information: TDZ elevation, 1024'.	
Atlanta VORTAC.....	Lakeside LOM.....	Direct.....	2700		
Harrison Int.....	Lakeside LOM.....	Direct.....	3000		
Chattahoochee Int.....	Lakeside LOM (NOPT).....	Direct.....	2700		

Procedure turn S side of crs, 260° Outbnd, 089° Inbnd, 2700' within 10 miles of Lakeside LOM (AT).

FAF, Lakeside LOM. Final approach crs, 089°. Distance FAF to MAP, 5.2 miles.

Minimum altitude over Lakeside LOM, 2700'.

MSA: 000°-090°-3100'; 090°-180°-2200'; 180°-270°-2700'; 270°-360°-2900'.

NOTE: ASR.

% RVR 24 authorized Runways 9L, 33.

% RVR 18 authorized Runways 9R for Category A, B, and C.

% RVR 20 authorized Runway 9R for Category D.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-9L.....	1520	RVR 40	496	1520	RVR 40	496	1520	RVR 40	496	1520	RVR 50	496
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	1520	1	496	1520	1	496	1520	1½	496	1580	2	556
A.....	Standard.			T 2-eng. or less—Standard %.			T over 2-eng.—Standard %.					

City, Atlanta; State, Ga.; Airport name, Atlanta; Elev., 1024'; Facility, AT; Procedure No. NDB (ADF) Runway 9L, Amdt. 27; Eff. date, 8 Aug. 68; Sup. Amdt. No. ADF 1, Amdt. 26; Dated, 27 Aug. 66

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: 5 miles after passing Red Oak LOM	
Atlanta NDB.....	Red Oak LOM.....	Direct.....	2500	Climbing right turn to 3000' direct to ATL VORTAC and hold. Supplementary charting information: Hold S., 1-minute right turns, 354° Inbnd. TDZ elevation, 1016'.	
Atlanta VORTAC.....	Red Oak LOM.....	Direct.....	2500		
Harrison Int.....	Red Oak LOM.....	Direct.....	3000		
Chattahoochee Int.....	Red Oak LOM (NOPT).....	Direct.....	2500		

Procedure turn S side of crs, 260° Outbnd, 089° Inbnd, 2500' within 10 miles of Red Oak LOM (AL).

FAF, Red Oak LOM. Final approach crs, 089°. Distance FAF to MAP, 5 miles.

Minimum altitude over Red Oak LOM, 2500'.

MSA: 000°-090°-3100'; 090°-180°-2300'; 180°-270°-2700'; 270°-360°-2900'.

NOTE: ASR.

% RVR 24 authorized Runways 9L, 33.

% RVR 18 authorized Runway 9R for Category A, B, and C.

% RVR 20 authorized Runway 9R for Category D.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-9R.....	1520	RVR 40	504	1520	RVR 40	504	1520	RVR 40	504	1520	RVR 60	504
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	1520	1	496	1520	1	496	1520	1½	496	1580	2	556
A.....	Standard.			T 2-eng. or less—Standard %.			T over 2-eng.—Standard %.					

City, Atlanta; State, Ga.; Airport name, Atlanta; Elev., 1024'; Facility, AL; Procedure No. NDB (ADF) Runway 9R, Amdt. 5; Eff. date, 8 Aug. 68; Sup. Amdt. No. AD4F, Amdt. 4; Dated, 27 Aug. 66

RULES AND REGULATIONS

10323

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

Terminal routes			Minimum altitudes (feet)	Missed approach MAP: 5.3 miles Runway 27L, or 4.7 miles Runway 27R after passing ATL NDB.
From—	To—	Via		
Lakeside LOM.....	ATL NDB.....	Direct.....	2500	27L—Climbing left turn to 3000' direct to
Red Oak LOM.....	ATL NDB.....	Direct.....	2500	ATL VORTAC.
Jonesboro LOM.....	ATL NDB.....	Direct.....	2500	27R—Climb to 3000' on bearing of 270°
ATL VORTAC.....	ATL NDB.....	Direct.....	2500	from ATL NDB.
McDonough Int.....	ATL NDB.....	Direct.....	2500	Supplementary charting information: TDZ
REG VORTAC.....	ATL NDB (NOPT).....	Direct.....	2000	elevation, 27L, 981'; 27R, 996'.

Procedure turn S side of crs, 090° Outbnd, 270° Inbnd, 2500' within 10 miles of ATL NDB.
FAF, ATL NDB. Final approach crs, 261°—27L; 270°—27R. Distance FAF to MAP, 5.3 miles—27L; 4.7 miles—27R.
Minimum altitude over ATL NDB, 2000'.
MSA: 000°—090°—3100'; 090°—180°—2300'; 180°—270°—2300'; 270°—360°—3100'.
Note: ASR.
% RVR 24 authorized Runways 9L, 33.
% RVR 18 authorized Runway 9R for Category A, B, and C.
% RVR 20 authorized Runway 9R for Category D.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-27L.....	1460	1	479	1460	1	479	1460	1	479	1460	1	479
S-27R.....	1460	1	464	1460	1	464	1460	1	464	1460	1	464
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	1500	1	476	1500	1	476	1500	1½	476	1580	2	556
A.....	Standard.			T 2-eng. or less—Standard. %			T over 2-eng.—Standard. %					

City, Atlanta; State, Ga.; Airport name, Atlanta; Elev., 1024'; Facility ATL; Procedure No. NDB (ADF) Runway 27L and 27R Amdt. 4; Eff. date, 8 Aug. 68; Sup. Amdt. No. ADF 3, Amdt. 3; Dated, 27 Aug. 66

Terminal routes			Minimum altitudes (feet)	Missed approach MAP: 4.3 miles after passing Jonesboro LOM.
From—	To—	Via		
Atlanta VORTAC.....	Jonesboro LOM.....	Direct.....	2200	Climbing right turn to 3000' direct to REG
Tucker Int.....	Jonesboro LOM.....	Direct.....	3000	VORTAC.
Harrison Int.....	Jonesboro LOM.....	Direct.....	3000	Supplementary charting information: TDZ
McDonough Int.....	Jonesboro LOM (NOPT).....	Direct.....	2200	elevation, 986'.

Procedure turn E side of crs, 149° Outbnd, 329° Inbnd, 2200' within 10 miles of Jonesboro LOM (AZ).
FAF, Jonesboro LOM. Final approach crs, 329°. Distance FAF to MAP, 4.3 miles.
Minimum altitude over AZ LOM, 2200'.
MSA: 000°—090°—3100'; 090°—180°—2300'; 180°—270°—2700'; 270°—360°—3100'.
Note: ASR.
% RVR 24 authorized Runways 9L, 33.
% RVR 18 authorized Runway 9R for Category A, B, and C.
% RVR 20 authorized Runway 9R for Category D.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-33.....	1380	RVR 40	394	1380	RVR 40	394	1380	RVR 40	394	1380	RVR 50	394
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	1500	1	476	1500	1	476	1500	1½	476	1580	2	556
A.....	Standard.			T 2-eng. or less—Standard. %			T over 2-eng.—Standard. %					

City, Atlanta; State, Ga.; Airport name, Atlanta; Elev., 1024'; Facility, AZ; Procedure No. NDB (ADF) Runway 33, Amdt. 8; Eff. date, 8 Aug. 68; Sup. Amdt. No. ADF 2, Amdt. 7; Dated, 27 Aug. 66

RULES AND REGULATIONS

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

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: MWL NDB.
MWL VORTAC.....	MWL NDB.....	Direct.....	2500	Climb to 2500' on bearing of 311° within 20 miles. Supplementary charting information: TDZ elevation, 964'.

Procedure turn S side of crs, 131° Outbnd, 311° Inbnd, 2500' within 10 miles of MWL NDB.
Final approach crs, 311°.
Minimum altitude over MWL NDB, 1420'.
MSA: 000°-270°-2500'; 270°-360°-2800'.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-31.....	1420	1	456	1420	1	456	1420	1	456	1420	1	456
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	1420	1	456	1420	1	456	1420	1½	456	1520	2	556
A.....	Standard.			T 2-eng. or less—Standard.			T over 2-eng.—Standard.					

City, Mineral Wells; State, Tex.; Airport name, Mineral Wells; Elev., 964'; Facility, MWL; Procedure No. NDB (ADF) Runway 31, Amdt. 4; Eff. date, 8 Aug. 68; Sup. Amdt No. ADF 1, Amdt. 3; Dated, 14 Dec. 63

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: PGR NDB.
AGR VORTAC.....	PGR NDB.....	Direct.....	2100	Climb to 2100', left turn direct PGR NDB and hold. Supplementary charting information: Hold S of PGR NDB on bearing 230°-030° inbnd, 1-minute left turns.

Procedure turn W side of crs, 230° Outbnd, 050° Inbnd, 2100' within 10 miles of PGR NDB.
Final approach crs, 050°.
Minimum altitude over PGR NDB, 1000'.
MSA: 000°-360°-2000'.
NOTE: Use Walnut Ridge, Ark., FSS altimeter setting.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C	D
	MDA	VIS	HAT	MDA	VIS	HAT	VIS	VIS
S-05.....	1000	1	709	1000	1	709	NA	NA
	MDA	VIS	HAA	MDA	VIS	HAA		
C.....	1000	1	709	1000	1	709	NA	NA
A.....	Not authorized.			T 2-eng. or less—Standard.			T over 2-eng.—Standard.	

City, Paragould; State, Ark.; Airport name, Paragould Municipal; Elev., 291'; Facility, PGR; Procedure No. NDB (ADF) Runway 5, Amdt. 1; Eff. date, 8 Aug. 68; Sup. Amdt. No. Orig.; Dated, 13 June 68

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: 2.9 miles after passing TAD NDB.
Rattlesnake Int.....	Cordova Int.....	Direct.....	8000	Climbing left turn to 7600' direct to TAD NDB. Hold N on the 339° bearing of TAD NDB. Supplementary charting information: Final approach to intersection of runways. \$Chart in Plan View.
Cordova Int.....	Trinidad NDB (NOPT).....	Direct.....	6700	
Garcia Int.....	Trinidad NDB.....	Direct.....	8000	
Tobe VORTAC.....	Trinidad NDB.....	Direct.....	8800	

Procedure turn E side of crs, 339° Outbnd, 159° Inbnd, 7600' within 10 miles of TAD NDB.
FAF, TAD NDB. Final approach crs, 173°. Distance FAF to MAP, 2.9 miles.
Minimum altitude over TAD NDB, 6700'.
MSA: 000°-090°-7500'; 090°-180°-10,700'; 180°-360°-13,800'.
CAUTION: Abruptly rising terrain 8 miles SSW, 9629' terrain 12 miles SSW of airport.
%IFR departure procedures: Takeoff all runways, shuttle climb on 339° bearing from TAD NDB within 10 miles to minimum crossing altitude required for direction of flight: 160° clockwise to 225°, 8,200'; 225° clockwise to 290°, 11,500'.
*Night circling minimums to Runways 3-21 only.
\$Final approach from holding pattern not authorized at TAD NDB; procedure turn required.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	VIS
C.....	6120	1	359	6220	1	459	6220	1½	459	NA
A.....	Standard.			T 2-eng. or less—Standard. %			T over 2-eng.—Standard. %			

City, Trinidad; State, Colo.; Airport name, Las Animas County; Elev., 5761'; Facility, TAD; Procedure No. NDB (ADF)-1, Amdt Orig.; Eff. date, 8 Aug. 68

9. By amending § 97.27 of Subpart C to amend 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 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: 4.4 miles after passing AN LOM.	
AC LFR.....	AN LOM.....	Direct.....	1500	Climbing right turn to 1500' direct to AN LOM or, when directed by ATC, right-climbing turn to 1500' on S crs AC LFR within 15 miles. Supplementary charting information: Radar antenna 368', 1.1 miles, SW, Runway 6, Antenna 275', 0.9 mile W, Runway 13, TV antenna 488', 1.5 miles, NE, Runway 24.	
Delta Island Int.....	AN LOM (NOPT).....	Direct.....	1500		

Procedure turn S side of crs, 244° Outbnd, 064° Inbnd, 1500' within 10 miles of AN LOM.

FAF, AN LOM. Final approach crs, 064°. Distance FAF to MAP, 4.4 miles.

Minimum altitude over AN LOM, 1300'.

MSA: 000°-090°-8000'; 090°-180°-6400'; 180°-270°-3000'; 270°-360°-5400'.

Notes: (1) ASR. (2) IFR departures must comply with published Anchorage SID's.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-8.....	680	RVR 40	559	680	RVR 40	559	680	RVR 40	559	680	RVR 50	559
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	680	1	559	680	1	559	800	1½	679	800	2	679
A.....	Standard.			T 2-eng or less—Standard.			T over 2-eng.—Standard.					

City, Anchorage; State, Alaska; Airport name, Anchorage International; Elev., 121'; Facility, AN; Procedure No. NDB (ADF) Runway 6, Amdt. 19; Eff. date, 8 Aug. 68; Sup. Amdt. No. 18; Dated, 18 Apr. 68

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: EMV NDB	
McKenney Int.....	Emporia NDB.....	Direct.....	2000	Make climbing right turn to 1600' direct to the EMV NDB and hold. Supplementary charting information: Hold SE of EMV NDB, 1-minute right turns, 321° Inbnd.	
Mason Int.....	Emporia NDB.....	Direct.....	2000		
Lawrenceville VOR.....	Emporia NDB.....	Direct.....	2000		

Procedure turn E side of crs, 141° Outbnd, 321° Inbnd, 1600' within 10 miles of Emporia NDB.

Final approach crs, 321°.

Minimum altitude over EMV NDB, 660'.

MSA: 000°-090°-1400'; 090°-180°-1500'; 180°-270°-1700'; 270°-360°-1800'.

Note: Use Blackstone, Va., altimeter setting.

*When Blackstone, Va., altimeter setting not available, use Richmond, Va., altimeter setting and increase circling and straight-in MDA's by 100', and increase straight-in visibility minimums by ¼ mile for Category C aircraft.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	VIS
S-33*	660	1	534	660	1	534	660	1	534	NA
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	
C*	660	1	534	660	1	534	660	1½	534	NA
A	Not authorized.			T 2-eng. or less—Standard.			T over 2-eng.—Standard.			

City, Emporia; State, Va.; Airport name, Emporia Municipal; Elev., 126'; Facility, EMV; Procedure No. NDB (ADF) Runway 33, Amdt. 1; Eff. date, 8 Aug. 68; Sup. Amdt. No. Orig.; Dated, 23 May 68

RULES AND REGULATIONS

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

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: HTL NDB.	
Lake City Int.	HTL NDB	Direct	2900	Climb to 2900' turn right and return to NDB.	

Procedure turn N side of crs, 085° Outbnd, 265° Inbnd, 2900' within 10 miles of HTL NDB.
 Final approach crs, 265°.
 Minimum altitude over HTL NDB, 1740'.
 MSA: 000°-090°-2800'; 090°-180°-2200'; 180°-270°-2600'; 270°-360°-2800'.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D	
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	VIS	
S-27	1740	1	590	1740	1	590	1740	1	590	NA	
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA		
C	1740	1	590	1740	1	590	1740	1½	590	NA	
A	Not authorized.			T 2-eng. or less—Standard.			T over 2-eng.—Standard.				

City, Houghton Lake; State, Mich.; Airport name, Roscommon County; Elev., 1150'; Facility, HTL; Procedure No. NDB (ADF) Runway 27, Amdt. 1; Eff. date, 8 Aug. 68; Sup. Amdt. No. Orig.; Dated, 28 Mar. 68 pending commissioning of facility

10. 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. Cellings 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, 1324. LOC 5.2 miles after passing AT LOM.	
ATL NDB	Lakeside LOM	Direct	2700	Climbing left turn to 3000' direct to Tucks Int via ATL VORTAC, R 033°. Supplementary charting information: Back crs unusable. TDZ elevation, 1024'.	
ATL VORTAC	Lakeside LOM	Direct	2700		
Harrison Int.	Lakeside LOM	Direct	3000		
Chattahoochee Int.	Lakeside LOM (NOPT)	Direct	2700		

Procedure turn S side of crs, 260° Outbnd, 089° Inbnd, 2700' within 10 miles of Lakeside LOM.
 FAF, Lakeside LOM. Final approach crs, 089°. Distance FAF to MAP, 5.2 miles.
 Minimum glide slope interception altitude, 2700'. Glide slope altitude at OM, 2660'; at MM, 1236'.
 Distance to runway threshold at OM, 5.2 miles; at MM, 0.5 mile.
 MSA: 000°-090°-3100'; 090°-180°-2200'; 180°-270°-2700'; 270°-360°-2900'.

Note: ASR.

% RVR 24 authorized Runways 9L, 33.
 % RVR 18 authorized Runway 9R for Category A, B, and C.
 % RVR 20 authorized Runway 9R for Category D.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT
S-9L	1324	RVR 40	200	1324	RVR 40	200	1324	RVR 40	200	1324	RVR 40	200
LOC:	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-9L	1400	RVR 40	376	1400	RVR 40	376	1400	RVR 40	376	1400	RVR 50	376
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	1500	1	476	1500	1	476	1500	1½	476	1580	2	555
A	Standard.			T 2-eng. or less—Standard.%			T over 2-eng.—Standard.%					

City, Atlanta; State, Ga.; Airport name, Atlanta; Elev., 1024'; Facility, I-ATL; Procedure No. ILS 9L, Amdt. 30; Eff. date, 8 Aug. 68; Sup. Amdt. No. ILS-9L, Amdt. 29; Dated, 19 Nov. 66

STANDARD INSTRUMENT APPROACH PROCEDURE—Type ILS—Continued

Terminal routes			Minimum altitudes (feet)	Missed approach
From—	To—	Via		
ATL NDB.....	Red Oak LOM.....	Direct.....	2500	MAP: CAT I, ILS DH, 1216. LOC 5 miles after passing Red Oak LOM. CAT II, if no contact with visual guidance system at DH. Climbing right turn to 3000' direct to ATL VORTAC and hold. Supplementary charting information: Hold S, 1-minute right turns, 354° Inbnd. TDZ elevation, 1016'.
ATL VORTAC.....	Red Oak LOM.....	Direct.....	2500	
Harrison Int.....	Red Oak LOM.....	Direct.....	3000	
Chattahoochee Int.....	Red Oak LOM (NOPT).....	Direct.....	2500	

Procedure turn S side of crs, 269° Outbnd, 089° Inbnd, 2500' within 10 miles of Red Oak LOM (AL).
FAF, Red Oak LOM. Final approach crs, 089°. Distance FAF to MAP, 5 miles.
Minimum glide slope interception altitude, 2500'. Glide slope altitude at OM, 2439'; at MM, 1227'; at IM, 1116'.
Distance to runway threshold at OM, 5 miles; at MM, 0.6 mile; at IM, 1110'.
MSA: 000°-090°-3100'; 090°-180°-2300'; 180°-270°-2700'; 270°-360°-2900'.
NOTE: ASR.
% RVR 24 authorized Runways 9L, 33.
% RVR 18 authorized Runway 9R for Category A, B, and C.
% RVR 20 authorized Runway 9R for Category D.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT
S-9R.....	1216	RVR 18	200	1216	RVR 18	200	1216	RVR 18	200	1216	RVR 20	200
LOC:	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-9R.....	1480	RVR 24	464	1480	RVR 24	464	1480	RVR 24	464	1480	RVR 40	464
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	1500	1	476	1500	1	476	1500	1½	476	1580	2	556

Category II, Special authorization required. TDZ elevation, 1016'. S-dn-9R DH 1166', RVR 1600', RA 153', S-N-9R DH 1116', RVR 1200', RA 104'.

A..... Standard. T 2-eng. or less—Standard.%. T over 2-eng.—Standard.%

City, Atlanta; State, Ga.; Airport name, Atlanta; Elev., 1024'; Facility, I-ALR; Procedure No. ILS Runway 9R, Amdt. 9; Eff. date, 8 Aug. 68; Sup. Amdt. No. 8; Dated, 16 Sept. 67

Terminal routes			Minimum altitudes (feet)	Missed approach
From—	To—	Via		
				MAP: 09R—ILS DH 1216, 09L—ILS DH 1324. 9R—Climbing right turn to 3000' direct to ATL VORTAC and hold. 9L—Climbing left turn to 3000' direct Tucker Int via ATL VOR, R 033°. Supplementary charting information: 9R—Hold S., 1-minute right turns, 354° Inbnd. 9L—Back crs unusable. TDZ elevation, 9R—1016'; 9L—1024'.

Radar vector to intercept final approach crs at established vectoring altitudes.
Procedure turn not authorized.
FAF, AL, or AT LOM. Final approach crs, 089°. Distance FAF to MAP, 9R—5 miles; 9L—5.2 miles.
Altitudes as advised by radar controller.
Minimum glide slope interception altitude, 9R—2500'; 9L—3500'.* Glide slope altitude at OM, 9R—2439'; 9L—2660'; at MM, 9R—1227'; 9L—1236'.
Distance to runway threshold at OM, 9R—5 miles; 9L—5.2 miles; at MM, 9R—0.6 mile; 9L—0.5 mile.
MSA: 000°-090°-3100'; 090°-180°-2300'; 180°-270°-2700'; 270°-360°-2900'.
NOTE: Radar required.
*Or as directed by Radar Controller.
% RVR 24 authorized Runways 9L, 33.
% RVR 18 authorized Runway 9R for Category A, B, and C.
% RVR 20 authorized Runway 9R for Category D.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT
S-9R.....	1216	RVR 18	200	1216	RVR 18	200	1216	RVR 18	200	1216	RVR 20	200
S-9L.....	1324	RVR 40	200	1324	RVR 40	200	1324	RVR 40	200	1324	RVR 40	200
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	1500	1	476	1500	1	476	1500	1½	476	1580	2	556
A.....	Standard.			T 2-eng. or less—Standard.%			T over 2-eng.—Standard.%					

City, Atlanta; State, Ga.; Airport name, Atlanta; Elev., 1024'; Facility, I-ALR, I-ATL; Procedure No. Dual ILS, Runways 9L and 9R, Amdt. 7; Eff. date, 8 Aug. 68; Sup. Amdt. No. 6; Dated, 16 Sept. 67

RULES AND REGULATIONS

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS—Continued

Terminal routes				Minimum altitudes (feet)	Missed approach MAP: ILS DH, 1185, LOC 4.2 miles after passing Jonesboro LOM.
From—	To—	Via			
ATL VORTAC.....	Jonesboro LOM.....	Direct.....		2200	Climbing right turn to 3000' direct REG
Tucker Int.....	Jonesboro LOM.....	Direct.....		3000	VORTAC.
Harrison Int.....	Jonesboro LOM.....	Direct.....		3000	Supplementary charting information:
McDonough Int.....	Jonesboro LOM (NOPT).....	Direct.....		2200	Localizer back crs unusable, TDZ elevation, 986'.

Procedure turn E side of crs, 140° Outbnd, 329° Inbnd, 2200' within 10 miles of Jonesboro LOM (AZ).
FAF, Jonesboro LOM. Final approach crs, 329°. Distance FAF to MAP, 4.2 miles.
Minimum glide slope interception altitude, 2200'. Glide slope altitude at OM, 2140'; at MM, 1185'.
Distance to runway threshold at OM, 4.2 miles; at MM, 0.5 mile.
MSA: 000°-090°-3100'; 090°-180°-2300'; 180°-270°-2700'; 270°-360°-3100'.
NOTE: ASR.
% RVR 24 authorized Runways 9L, 33.
% RVR 18 authorized Runway 9R or Category A, B, and C.
% RVR 20 authorized Runway 9R for Category D.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT
S-33.....	1186	RVR 24	200	1186	RVR 24	200	1186	RVR 24	200	1186	RVR 24	200
LOC:	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-33.....	1280	RVR 24	294	1280	RVR 24	294	1280	RVR 24	294	1280	RVR 40	294
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	1500	1	476	1500	1	476	1500	1½	476	1580	2	456
A.....	Standard.			T 2-eng. or less—Standard. %			T over 2-eng.—Standard. %					

City, Atlanta; State, Ga.; Airport name, Atlanta; Elev., 1024'; Facility, I-AZA; Procedure No. ILS Runway 33, Amdt. 12; Eff. date, 8 Aug. 68; Sup. Amdt. No. ILS-33, Amdt. 11; Dated, 19 Nov. 66

11. By amending § 97.29 of Subpart C 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, 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 MAP: ILS DH 321', LOC 4 miles after passing AN LOM.
From—	To—	Via			
AC LFR.....	AN LOM.....	Direct.....		1500	Climb straight ahead to 500', turn right, climbing to 1500' on the S crs of the AC LFR within 15 miles or, when directed by ATC, climb straight ahead to 500', turn right, proceed direct to the AN LOM via the SW crs of the ANC LOC, climbing to 1500' within 15 miles of AN LOM.
Delta Island Int.....	AN LOM (NOPT).....	KE LFR N crs and SW crs ANC LOC.....		1500	Supplementary charting information: Radar antenna 368', 1.1 miles SW Runway 6. Antenna 275', 0.9 mile W, Runway 13. TV antenna 488', 1.5 miles NE, Runway 24.
ANC VOR.....	AN LOM.....	Direct.....		1500	

Procedure turn S side of crs, 244° Outbnd, 064° Inbnd, 1500' within 10 miles of AN LOM.
FAF, AN LOM. Final approach crs, 064°. Distance FAF to MAP, 4 miles.
Minimum glide slope interception altitude, 1490'. Glide slope altitude at OM, 1490'; at MM, 330'.
Distance to runway threshold at OM, 4.4 miles; at MM, 0.6 mile.
MSA: 000°-090°-8000'; 090°-180°-6400'; 180°-270°-3000'; 270°-360°-5400'.

NOTES: (1) ASR. (2) IFR departures must comply with published Anchorage SID's.
*700-2 Category C and D.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT
S-6.....	321	RVR 24	200	321	RVR 24	200	321	RVR 24	200	321	RVR 24	200
LOC:	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-6.....	440	RVR 24	319	440	RVR 24	319	440	RVR 24	319	440	RVR 40	319
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	680	1	559	680	1	559	800	1½	679	800	2	679
A.....	Standard Category A & B.*			T 2-eng. or less—RVR 24 Runway 6, 1 mile for all others.			T over 2-eng.—RVR 24 Runway 6, ½ mile for all others					

City, Anchorage; State, Alaska; Airport name, Anchorage International; Elev., 121'; Facility, I-ANC; Procedure No. ILS Runway 6, Amdt. 16; Eff. date, 8 Aug. 68; Sup. Amdt. No. 15; Dated, 18 Apr. 68

12. By amending § 97.31 of Subpart C to establish precision approach radar (PAR) and airport surveillance radar (ASR) procedures as follows:

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE RADAR

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 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 authorized for such airport by the Administrator. Initial approach minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below. Positive identification must be established with the radar controller. From initial contact with radar to final authorized landing minimums, the instructions of the radar controller are mandatory except when (A) visual contact is established on final approach at or before descent to the authorized landing minimums, or (B) at Pilot's discretion if it appears desirable to discontinue the approach. Except when the radar controller may direct otherwise prior to final approach, a missed approach shall be executed as provided below when (A) communication on final approach is lost for more than 5 seconds during a precision approach, or for more than 30 seconds during a surveillance approach; (B) directed by radar controller; (C) visual contact is not established upon descent to authorized landing minimums; or (D) if landing is not accomplished.

Radar terminal area maneuvering sectors and altitudes (sectors and distances measured from radar antenna)

From—	To—	Distance	Altitude	Distance	Altitude	Distance	Altitude	Distance	Altitude	Distance	Altitude	Notes
070°	290°	15	2500									FAF all ASR runways, 5 miles from thresholds.
290°	070°	15	3000									% RVR 24 authorized Runways 9L, 33.
000°	360°	15-25	3000									% RVR 18 authorized Runway 9R for Category A, B, and C.
												% RVR 20 authorized Runway 9R for Category D.
												TDZ elevations:
												Runway 9L—1024'.
												Runway 27R—990'.
												Runway 9R—1016'.
												Runway 33—986'.
												Runway 15—1004'.
												Runway 27L—981'.

Missed approach:

- 9L and 3: Climb to 3000' to Tucker Int via ATL VORTAC, R 033°.
- 27R and 33: Climb to 3000' to Chattahoochee Int via Rex VORTAC, R 269°.
- 9R: Climbing right turn to 3000' direct to ATL VORTAC.
- 27L: Climbing left turn to 3000' direct to ATL VORTAC.
- 15: Climb to 3000' direct to ATL VORTAC.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-9L	1480	RVR 40	456	1480	RVR 40	456	1480	RVR 40	456	1480	RVR 50	456
S-9R	1480	RVR 24	464	1480	RVR 24	464	1480	RVR 24	464	1480	RVR 40	464
S-33	1340	RVR 24	354	1340	RVR 24	354	1340	RVR 24	354	1340	RVR 40	354
S-27L	1420	RVR 40	439	1420	RVR 40	439	1420	RVR 40	439	1420	RVR 50	439
S-27R	1420	3/4	424	1420	3/4	424	1420	3/4	424	1420	1	424
S-3	1300	1	292	1300	1	292	1300	1	292	1300	1	292
S-15	1520	1	516	1520	1	516	1520	1	516	1520	1 1/2	516
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	1520	1	496	1520	1	496	1520	1 1/2	496	1580	2	566
A	Standard.			T 2-eng. or less—Standard. %			T over 2-eng.—Standard. %					

City, Atlanta; State, Ga.; Airport name, Atlanta; Elev., 1024'; Facility, Atlanta Radar; Procedure No. Radar 1, Amdt. 12; Eff. date, 8 Aug. 68; Sup. Amdt. No. 11; Dated, 27 Aug. 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 July 2, 1968.

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

[F.R. Doc. 68-8221; Filed, July 18, 1968; 8:45 a.m.]

SUBCHAPTER G—AIR CARRIER AND COMMERCIAL OPERATOR CERTIFICATION AND OPERATIONS

[Docket No. 7654; Amdts. 121-42, 127-8]

PART 121—CERTIFICATION AND OPERATIONS: DOMESTIC, FLAG, AND SUPPLEMENTAL AIR CARRIERS AND COMMERCIAL OPERATORS OF LARGE AIRCRAFT

PART 127—CERTIFICATION AND OPERATIONS OF SCHEDULED AIR CARRIERS WITH HELICOPTERS

Aircraft Proving Tests

The purpose of these amendments is to eliminate the requirement that aircraft proving tests be conducted by Part 121 and 127 certificate holders over "authorized routes," and to except aircraft proving tests from the deviation authority contained in § 127.17(b).

A notice of proposed rule making was published in the FEDERAL REGISTER on October 25, 1967 (32 F.R. 14777), containing proposed amendments to Parts 121 and 127. The notice was issued in response to the petition of the Airline Transport Association of America (ATA) for amendment of § 121.163 by deleting the requirement for conduct of proving tests over "authorized routes" and by deleting the further requirement that such tests be conducted under the supervision of the Administrator. While the ATA petition related only to § 121.163, the FAA felt that the proving test requirements for helicopters under Part 127 involved the same considerations and should be identical with the requirements for airplanes. For that reason, amendments to §§ 127.17(b) and 127.73 were also proposed in the notice.

Interested persons were afforded an opportunity to participate in the rule making through submission of written

comments. Due consideration has been given to all relevant matter presented.

The Air Transport Association of America and the Airline Pilots Association commented on the notice of proposed rule making. The ATA, while commenting favorably on the elimination of the requirement that proving tests be conducted over authorized routes, restated its objection to the requirement that the tests be conducted under the supervision of the Administrator. It further objected to the possibility that the phrase "representative number of flights into en route airports, as approved by the Administrator," might be subject to differences in understanding, and result in the certificate holder being required to fly a greater number of hours than presently required, over greater distances, and over routes where operations are not initially planned.

On behalf of helicopter operators, the ATA suggested that since helicopter

operations by a certificate holder are typically conducted over short route segments and at a limited number of stations, accomplishment of proving tests for helicopters should be based on a limited number of entries into a station rather than on time, and that the deviation authority provided for in § 127.17(b) should therefore remain unchanged.

The Airline Pilots Association (ALPA) supported the proposed amendments insofar as they provide for elimination of the requirement for conducting proving tests over authorized routes and require that flights into a representative number of en route airports be made with helicopters as well as airplanes. It comments, however, that proving tests ought to be conducted under the most realistic of operational conditions during which day-to-day problems such as servicing, ground operation, approach and departure, runway lengths, takeoff and landing weights, etc., as they relate to new equipment, can be evaluated. The ALPA further objected to the suggestion contained in the notice that flight training, publicity and advertising activities, and delivery flights might be combined with proving test activities and unduly interfere with the primary purpose of proving the aircraft.

With respect to the objection by the ATA that the requirement for conducting proving tests under the "supervision" of the Administrator was retained in the notice, it is the FAA's belief that evaluation of the combined performance and functioning of the aircraft, airmen, and the certificate holder in day-to-day operational situations prior to entering into regular service is essential to flight safety. This is the Administrator's single opportunity to make the necessary preliminary determination that the certificate holder can operate the new equipment with the high standard of safety required by the Federal Aviation Act. However, on reconsideration, the word "observation" has been substituted for the word "supervision" in all places where it appeared in the rule, since the FAA's function and purpose in this instance is not to supervise or direct, but rather to observe and evaluate. In this sense, it is essential that a representative of the Administrator be in the aircraft to make the observation and evaluation.

With respect to the objection that the requirement for "a representative number of flights into en route airports as determined by the Administrator" may result in difficulties resulting from differences in interpretation, it should be noted that this provision will allow for some flexibility in planning and conducting the aircraft proving program, depending upon circumstances which may be peculiar to individual test programs, and that Regional personnel will be guided in the exercise of this discretion by FAA policy materials furnished to them. It is anticipated that this element of flexibility will result in more efficient and effective aircraft proving tests.

As previously indicated, the ATA expressed the view that proving tests for helicopters should be based on entries

into a limited number of heliports rather than on the accumulation of a specified amount of flight time, by reason of their operation over typically short route segments, and that the provision for deviations now contained in § 127.17(b) should be retained to allow for this difference. The ALPA, on the other hand, commented that helicopters should make proving flights into all authorized en route airports. We do not completely agree with the views expressed by either the ATA or the ALPA. In the opinion of the FAA, an adequate measure of flexibility in the conduct of proving tests is afforded by allowing for the representative selection of airports. In addition, retention of the uniform time requirement for helicopters and airplanes is a judgment made in the interest of safety and based on experience gained in helicopter operations. Furthermore, the recognized differences between helicopter and airplane operations are not considered so significant as to allow for abbreviation of the minimum hours of proving tests required for helicopters.

The ALPA expressed concern that training flights, publicity activities, and delivery flights conducted in conjunction with proving flights might unduly interfere with the tests. In this regard, it should be pointed out that, while the rule does not prohibit such activities, to the extent that these activities were more than ancillary to the proving test, or actually interfered with the primary purpose of proving that the aircraft can be operated safely under operational conditions and situations, the flight could not be considered as a proving test.

In consideration of the foregoing, Parts 121 and 127 of the Federal Aviation Regulations are amended effective August 18, 1968, as follows:

1. By amending paragraphs (a) and (b) of § 121.163 to read as follows:

§ 121.163 Aircraft proving tests.

(a) No domestic or flag air carrier may operate an aircraft not before proven for use in scheduled air carrier operations and no supplemental air carrier or commercial operator may operate an aircraft not before proven for use in air carrier or commercial operator operations unless an aircraft of that type has had, in addition to the aircraft certification tests, at least 100 hours of proving tests under the Administrator's observation, including a representative number of flights into en route airports, as determined by the Administrator. At least 10 hours of the proving tests must be flown at night.

(b) A certificate holder may not operate an aircraft of a type that has been proven for use in its class of operation if it has not previously proved that type, or if that aircraft has been materially altered in design, unless—

(1) The aircraft has been tested for at least 50 hours under the Administrator's observation, including a representative number of flights into en route airports as determined by the Administrator; or

(2) The Administrator specifically authorizes deviations when special cir-

cumstances make full compliance with this paragraph unnecessary in a particular case.

§ 127.17 [Amended]

2. By amending § 127.17(b) by inserting the parenthetical phrase "(except § 127.73)" after the word "part" and before the phrase "for a particular operation".

3. By amending § 127.73 to read as follows:

§ 127.73 Proving tests.

(a) No air carrier may operate a helicopter not before proven for use in air carrier operations, unless a helicopter of that type has had, in addition to the helicopter certification tests, at least 100 hours of proving tests under the Administrator's observation, including a representative number of flights into en route heliports as determined by the Administrator. At least 10 hours of the proving tests must be flown at night, if night operations are authorized.

(b) An air carrier may not operate a helicopter of a type that has been proven in commercial or extensive military service, if it has not previously used that type, or if that helicopter has been materially altered in design, unless—

(1) The helicopter has been tested for at least 50 hours under the Administrator's observation, including a representative number of flights into en route heliports as determined by the Administrator; or

(2) The Administrator specifically authorizes deviations when special circumstances make full compliance in a particular case.

(c) No air carrier may carry passengers in a helicopter during proving tests, except for those needed to make the test and those designated by the Administrator. However, it may carry mail, express, or other cargo, when approved.

(Secs. 313(a), 601, 604, Federal Aviation Act of 1958; 49 U.S.C. 1354(a), 1421, 1424)

Issued in Washington, D.C., on July 12, 1968.

D. D. THOMAS,
Acting Administrator.

[F.R. Doc. 68-8573; Filed, July 18, 1968; 8:45 a.m.]

Title 12—BANKS AND BANKING

Chapter II—Federal Reserve System

SUBCHAPTER A—BOARD OF GOVERNORS OF THE FEDERAL RESERVE SYSTEM

PART 265—RULES REGARDING DELEGATION OF AUTHORITY

Federal Reserve Banks; Specific Functions

1. Effective immediately, § 265.2(f) is amended by adding subparagraph (14) as follows:

§ 265.2 Specific functions delegated.

(f) Each Federal Reserve Bank is authorized, as to member banks or other indicated organizations headquartered in its district:

(14) Under the provisions of § 208.19(c) of this chapter (Regulation H), to extend the time within which a member bank that has given notice of intention to withdraw from membership must surrender its Federal Reserve Bank stock and its certificate of membership.

2a. This amendment is promulgated pursuant to and in accordance with the provisions of section 11(k) of the Federal Reserve Act (12 U.S.C. 248(k)). It is designed to provide a more expeditious means for performance of the Board's functions relating to withdrawals from membership in the Federal Reserve System.

b. The provisions of section 553 of title 5, United States Code, relating to notice and public participation and to deferred effective dates, were not followed in connection with the adoption of this amendment, because such amendment is procedural in nature and accordingly does not constitute substantive rules subject to the requirements of such section.

Dated at Washington, D.C., the 2d day of July 1968.

By order of the Board of Governors.

[SEAL] ROBERT P. FORRESTAL,
Assistant Secretary.

[F.R. Doc. 68-8579; Filed, July 18, 1968; 8:46 a.m.]

Chapter V—Federal Home Loan Bank Board

SUBCHAPTER B—FEDERAL HOME LOAN BANK SYSTEM

[No. 21,944]

PART 523—MEMBERS OF BANKS

Liquidity

JULY 11, 1968.

Resolved that the Federal Home Loan Bank Board considers it desirable to amend § 523.12 of the regulations for the Federal Home Loan Bank System (12 CFR 523.12) for the purpose of reducing from 7 percent to 6½ percent the required amount of cash and obligations of the United States that institutions which are members of the Federal Home Loan Bank System must have on hand in order to be entitled to make certain loans and, for such purpose, said § 523.12 is hereby amended to read as follows, effective August 1, 1968:

§ 523.12 Holdings of cash and obligations of the United States by members.

No member insurance company shall make or purchase any loan, other than loans on the company's insurance policies, at any time when the aggregate of its cash and obligations of the United States is not at least equal to 6½ percent of its policy reserve required by State law, and no other member shall make

or purchase any loan, other than advances on the sole security of its withdrawable accounts, at any time when its cash and obligations of the United States are not at least equal to 6½ percent of the obligation of the member on withdrawable accounts. For the purposes of this section:

(a) A loan shall be deemed to have been made as of the date of the note or bond evidencing the same, and a loan shall be deemed to have been purchased as of the date of payment therefor;

(b) The term "cash" means cash on hand, unpledged deposits in a Federal Home Loan Bank or State bank performing similar reserve functions, and unpledged demand deposits in domestic banks, not under the control or in the possession of appropriate supervisory authority.

(c) The term "obligations of the United States" shall mean all unpledged evidences of indebtedness issued by the United States and all unpledged evidences of indebtedness issued by any agency or instrumentality of the United States which are by statute fully guaranteed as to principal and interest by the United States.

(Sec. 5A, 64 Stat. 256, as amended; 12 U.S.C. 1425a. Reorg. Plan No. 3 of 1947, 12 F.R. 4981, 3 CFR, 1943-48 Comp., p. 1071)

Resolved further that, since the Board determines it desirable in the present economic climate for institutions which are members of the Federal Home Loan Bank System to have available as soon as possible the latitude in the holdings of cash and obligations of the United States which is made available by this amendment, the Federal Home Loan Bank Board finds that notice and public procedure on the amendment is contrary to the public interest and, since the amendment relieves restrictions, the Board finds that publication in the FEDERAL REGISTER for not less than 30 days prior to the effective date is unnecessary, and the Board determines that the amendment shall be effective as hereinafter set forth.

By the Federal Home Loan Bank Board.

[SEAL] JACK CARTER,
Secretary.

[F.R. Doc. 68-8600; Filed, July 18, 1968; 8:48 a.m.]

Title 15—COMMERCE AND FOREIGN TRADE

Chapter III—Bureau of International Commerce, Department of Commerce

SUBCHAPTER B—EXPORT REGULATIONS

[11th Gen. Rev. of Export Reg., Amdt. 5]

PART 384—GENERAL ORDERS

Validated Licenses and Certain General Licenses to Southern Rhodesia

Part 384 of the Code of Federal Regulations is amended as set forth below:

(Secs. 3, 63 Stat. 7; 50 U.S.C. App. 2023; E.O. 10945, 26 F.R. 4487, 3 CFR 1959-63 Comp.; E.O. 11038, 27 F.R. 7003, 3 CFR 1959-63 Comp.)

Effective date: July 16, 1968.

RAUER H. MEYER,
Director, Office of Export Control.

Subject. Order revoking validated licenses and certain general licenses to Southern Rhodesia.

Purpose and effect. On May 29, 1968, the Security Council of the United Nations unanimously adopted Resolution No. 253. This Resolution calls upon member nations to take certain actions with respect to transactions involving Southern Rhodesia. As one aspect of United States implementation of the United Nations Resolution, the U.S. Department of Commerce is issuing, under the authority of the Export Control Act, the general order set forth below relating to exports to Southern Rhodesia.

Accordingly, the United States Export Regulations are amended as follows:

A new section designated § 384.6 is hereby added to read as follows:

§ 384.6 General order revoking validated licenses and certain general licenses to Southern Rhodesia.

(a) *Revocation of validated licenses.* Effective 12:01 a.m., e.d.t., July 16, 1968, all outstanding validated export licenses authorizing exports of any commodities or technical data to Southern Rhodesia are revoked.

(b) *Revocation of certain general licenses.* Effective 12:01 a.m., e.d.t., July 16, 1968, General Licenses GIT, GLV, GTF, GLR, GATS, GLC, GMS, and GTDU authorizing the export of any commodity or technical data are revoked for exports to Country Group S (Southern Rhodesia).

(c) *Revision of general licenses Baggage and Tools of Trade.* Effective 12:01 a.m., e.d.t., July 16, 1968, the provisions of General Licenses Baggage and Tools of Trade are revised to permit only the commodities identified by the symbol "B" in the last column of the Commodity Control List to be taken out of the United States to Southern Rhodesia under these general licenses.

(d) *Revision of general license G-DEST.* Effective 12:01 a.m., e.d.t., July 16, 1968, the provisions of General License G-DEST are revised to permit only the following commodities to be exported to Country Group S (Southern Rhodesia):

Export control commodity number and commodity description

- | | |
|-------|--|
| 863 | Motion picture film, silent or sound, exposed and developed, containing exclusively news and documentary material. |
| 89213 | Maps, hydrographic charts, atlases, gazetteers, globe covers, and globes (terrestrial or celestial). |
| 89214 | Printed books, pamphlets, and miscellaneous publications, including bound newspapers and periodicals. |
| 89220 | Newspapers and periodicals, unbound, excluding waste. |
| 89230 | Music books and sheet music. |
| 89294 | Calendars, including calendar blocks, of paper. |