

Rules and Regulations

Title 9—ANIMALS AND ANIMAL PRODUCTS

Chapter I—Agricultural Research Service, Department of Agriculture

SUBCHAPTER C—INTERSTATE TRANSPORTATION OF ANIMALS AND POULTRY

PART 74—SCABIES IN SHEEP

Interstate Movement

Pursuant to the provisions of sections 4 through 7 of the Act of May 29, 1884, as amended, sections 1 and 2 of the Act of February 2, 1903, as amended, and sections 1 through 4 of the Act of March 3, 1905, as amended (21 U.S.C. 111-113, 115, 117, 120, 121, 123-126) Part 74, Subchapter C, Chapter I, Title 9, Code of Federal Regulations, as amended, is hereby further amended in the following respects:

1. Subparagraph (4) of § 74.2(a) is amended to read as follows:

§ 74.2 Designation of free and infected areas.

(a) * * *

(4) All counties in Kentucky except Allen, Barren, Christian, Muhlenberg, and Ohio.

2. Subparagraph (3) of § 74.3(a) is amended to read as follows:

§ 74.3 Designation of eradication areas.

(a) * * *

(3) The following counties in Kentucky: Allen, Barren, Christian, Muhlenberg, and Ohio.

(Secs. 4-7, 23 Stat. 32 as amended, secs. 1, 2, 32 Stat. 791-792, as amended, secs. 1-4, 33 Stat. 1264, as amended, 1265, as amended, 76 Stat. 129-132; 21 U.S.C. 111-113, 115, 117, 120, 123-126, 134-134b; 29 F.R. 16210, as amended)

Effective date. The foregoing amendment shall become effective upon publication in the FEDERAL REGISTER.

The amendment adds Allen and Barren Counties, in Kentucky to the list of infected and eradication areas and deletes such counties from the list of free areas due to the presence of sheep scabies therein. After the effective date of this amendment, the restrictions pertaining to the interstate movement of sheep from or into infected and eradication areas as contained in 9 CFR Part 74, as amended, will apply to such areas.

The amendment imposes certain restrictions on the interstate movement

of sheep from Allen and Barren Counties, in Kentucky, for the purpose of preventing the spread of scabies, a communicable disease of sheep, and must be made effective immediately in order to accomplish its purpose in the public interest. Accordingly, under the administrative procedure provisions of 5 U.S.C. 553, it is found upon good cause that notice and other public procedure with respect to the amendment is impracticable and contrary to the public interest, and good cause is found for making the amendment effective less than 30 days after publication in the FEDERAL REGISTER.

Done at Washington, D.C., this 16th day of January 1969.

R. J. ANDERSON,
Acting Administrator,
Agricultural Research Service.

[F.R. Doc. 69-1000; Filed, Jan. 23, 1969; 8:53 a.m.]

Title 12—BANKS AND BANKING

Chapter II—Federal Reserve System

SUBCHAPTER A—BOARD OF GOVERNORS OF THE FEDERAL RESERVE SYSTEM

[Reg. A]

PART 201—ADVANCES AND DISCOUNTS BY FEDERAL RESERVE BANKS

Obligations Eligible as Collateral for Advances

Section 201.108(d) is hereby revised to read as follows:

§ 201.108 Obligations eligible as collateral for advances.

(d) Also eligible for purchase under section 14(b) are "bills, notes, revenue bonds, and warrants with a maturity from date of purchase of not exceeding 6 months, issued in anticipation of the collection of taxes or in anticipation of the receipt of assured revenues by any State, county, district, political subdivision, or municipality in the continental United States, including irrigation, drainage and reclamation districts." In determining the eligibility of such obligations as collateral for advances, com-

¹ Paragraph 3 of section 1 of the Federal Reserve Act (12 U.S.C. 221) defines "the continental United States" to mean "the States of the United States and the District of Columbia", thus including Alaska and Hawaii.

pliance with the requirements of Regulation E is not necessary; but the Reserve Bank will satisfy itself that sufficient tax or other assured revenues earmarked for payment of such obligations will be available for that purpose at maturity, or within 6 months from the date of the advance if no maturity is stated. Payments due from Federal, State or other governmental units may, in the Reserve Bank's discretion, be regarded as "other assured revenues"; but neither the proceeds of a prospective issue of securities nor future tolls, rents or similar collections for the voluntary use of government property for non-governmental purposes will normally be so regarded. Obligations with original maturities exceeding 1 year would not ordinarily be self-liquidating as contemplated by the statute, unless at the time of issue provision is made for a redemption or sinking fund that will be sufficient to pay such obligations at maturity.

(Interprets and applies 12 U.S.C. 347)

Dated at Washington, D.C., this 15th day of January 1969.

By order of the Board of Governors.

[SEAL] ROBERT P. FORRESTAL,
Assistant Secretary.

[F.R. Doc. 69-911; Filed, Jan. 23, 1969; 8:46 a.m.]

Chapter V—Federal Home Loan Bank Board

SUBCHAPTER A—GENERAL

PART 509—RULES OF PRACTICE AND PROCEDURE; ADJUDICATIONS UNDER ADMINISTRATIVE PROCEDURE ACT

Amendment Relating to Hearings; Correction Dated January 17, 1969 to Resolution Number 22,486, Dated January 3, 1969

The amendment of Part 509 which was published in the FEDERAL REGISTER of January 9, 1969 (34 F.R. 318) as Document No. 69-267 is corrected by changing the paragraph labeling under § 509.1 from (a) to (e). Thus, the amendment of Part 509 revises paragraph (e) of § 509.1, and amends paragraph (d) of § 509.7, and amends paragraphs (a) and (b) of § 509.8.

[SEAL] JACK CARTER,
Secretary to the
Federal Home Loan Bank Board.

[F.R. Doc. 69-1009; Filed, Jan. 23, 1969; 8:53 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. 9338; Amdt. 632]

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 delete 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 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
Boston VOR.....	LI LOM.....	Direct.....	1500	T-dn%.....	300-1	300-1	200-1½
Beechwood Int.....	LI LOM (final).....	Direct.....	1400	C-dn#.....	600-1	600-1	600-1½
				S-dn-33**.....	500-1	500-1	500-1
				A-dn.....	800-2	800-2	800-2

Radar available.

Procedure turn E side of crs, 160° Outbnd, 330° Inbnd, 1500' within 10 miles.

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

Crs and distance, facility to airport, 330°—4.4 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.4 miles after passing LI LOM, make right-climbing turn to 2000' direct to Beverly RBN (POF). Hold NW, 153° Inbnd, 1 minute, left turns or, when directed by ATC, make right-climbing turn to 2000' direct East Boston Int. Hold SE of East Boston Int, 263° Inbnd, 1 minute, right turns.

CAUTION: 370' stack (1 mile SW), 805' building (1.7 miles W), 845' building and antenna (3.1 miles W), 1349' antennae (10.5 miles W) of airport.

%Departures from Runway 27—make left turn to heading 260° as soon as practicable after takeoff.

#No circling W of airport authorized from centerline extended Runway 4L to centerline extended Runway 15 when ceiling is less than 800'.

**Reduction not authorized.

MSA within 25 miles of facility: 000°—180°—2000'; 180°—360°—2500'.

City, Boston; State, Mass.; Airport name, Gen. Edward Lawrence Logan International; Elev., 19'; Fac. Class., LOM; Ident., LI; Procedure No. 3, Amdt. 3; Eff. date, 6 Feb. 69; Sup. Amdt. No. 2; Dated, 22 Jan. 66

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
10-mile Radar Fix, R 030° BOS VORTAC.....	Revere Int., or Radar Fix, R 030° BOS VORTAC (final).....	Direct.....	1200	T-dn%.....	300-1	300-1	200-1½
Bedford RBN.....	OS LMM.....	Direct.....	2000	C-dn#.....	600-1	600-1	600-1½
Dorchester Int.....	OS LMM.....	Direct.....	2000	S-dn-22L**.....	600-1	600-1	600-1
Whitman VOR.....	OS LMM.....	Direct.....	2000	A-dn.....	800-2	800-2	800-2

Radar available.

Procedure turn E side of crs, 035° Outbnd, 215° Inbnd, 1500' within 12 miles of OS LMM.

Minimum altitude over Revere Int or 5-mile Radar Fix on final approach crs, 1200'.

Crs and distance, Revere Int, (5-mile Radar Fix) to airport, 215°—4 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3 miles after passing Revere Int, or passing BOS RBN climb straight ahead to 2000', direct to BO LOM. Hold SW of BO LOM, 035° Inbnd, 1 minute, right turns or, when directed by ATC, make left-climbing turn to 2000' direct East Boston Int. Hold SE of East Boston Int, 263° Inbnd, 1 minute, right turns.

CAUTION: 370' stack (1 mile SW of airport), 505' building (1.7 miles W of airport), 845' building and antenna, 3.1 miles W of airport, 1349' antennae, 10.5 miles W of airport.

%Departures from Runway 27, make left turn to heading 260° as soon as practicable after takeoff.

#No circling W of airport authorized from centerline extended Runway 4L to centerline extended Runway 15 when ceiling is less than 800'.

**Reduction not authorized.

MSA within 25 miles of facility: 000°—180°—2000'; 180°—360°—2500'.

City, Boston; State, Mass.; Airport name, Gen. Edward Lawrence Logan International; Elev., 19'; Fac. Class., LMM; Ident., OS; Procedure No. NDB (ADF) Runway 22L, Amdt. 8; Eff. date, 6 Feb. 69; Sup. Amdt. No. 7; Dated, 27 May 67

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

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
STJ VOR	ST LOM	Direct	2300	T-dn	300-1	300-1	200-1½
Troy Int.	ST LOM	Direct	2600	C-dn	600-1	600-1	600-1½
Pittsburg Int.	ST LOM	Direct	2800	S-dn-35	400-1	400-1	400-1
New Market Int.	ST LOM (final)	Direct	2300	A-dn	800-2	800-2	800-2
Huron Int.	ST LOM	Direct	2600				

Procedure turn W side of crs, 172° Outbd, 332° Inbd, 2300' within 10 miles.
Minimum altitude over facility on final approach crs, 2300'.
Crs and distance, facility to airport, 332°—5.3 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.3 miles after passing LOM, climb to 2700' on bearing 349° from LOM and proceed to STJ VOR or, when directed by ATC, make left turn, climbing to 2300' and return to LOM, or make left turn, climbing to 2600', intercept STJ VOR R 203° and proceed to Troy Int.
CAUTION: 300' bluffs W, NW, and E of airport, 1702' tower, 4.5 miles E of airport.
*300-1 required on Runway 31.
MSA within 25 miles of facility: 000°-090°—2800'; 090°-360°—2500'.

City, St. Joseph; State, Mo.; Airport name, Rosecrans Memorial; Elev., 820'; Fac. Class., LOM; Ident., ST; Procedure No. NDB (ADF) Runway 35, Amdt. 19; Eff. date 6 Feb. 69; Sup. Amdt. No. 18; Dated, 28 Oct. 67

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		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
Bedford RBN	BOS VOR	Direct	2000	T-dn	300-1	300-1	200-1½
				C-dn	600-1	600-1	600-1½
				S-dn-22L**	600-1	600-1	600-1
				A-dn	800-2	800-2	800-2

Radar available.
Procedure turn W side of crs, 016° Outbd, 154° Inbd, 1500' within 10 miles.
Minimum altitude over 5-mile DME or Radar Fix on final approach crs, 1200'.
Facility on airport. Crs and distance, breakpoint point to approach end of Runway 22L, 215°—0.9 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile after passing BOS VOR, make left-climbing turn to 2000' direct Skipper Int. Hold E of Skipper Int, 1 minute, right turns, 279° Inbd.
CAUTION: 370' stack, 1 mile SW of airport, 505' building, 1.7 miles W of airport, 843' building and antenna, 3.1 miles W of airport, 1349' antennae, 10.5 miles W of airport.
%Departures from Runway 27—make left turn to heading 260° as soon as practicable after takeoff.
*No circling W of airport authorized from centerline extended Runway 4L to centerline extended Runway 15 when ceiling is less than 800'.
**Reduction not authorized.
MSA within 25 miles of facility: 000°-150°—2000'; 150°-360°—2500'.

City, Boston; State, Mass.; Airport name, Gen. Edward Lawrence Logan International; Elev., 19'; Fac. Class., BVORTAC; Ident., BOS; Procedure No. VOR-22L, Amdt. 8; Eff. date, 6 Feb. 69; Sup. Amdt. No. 7; Dated, 8 Aug. 66

Bedford RBN	BOS VOR	Direct	2000	T-dn	300-1	300-1	200-1½
				C-dn	600-1	600-1	600-1½
				S-dn-27S	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2

Radar available.
Procedure turn N side of crs, 086° Outbd, 266° Inbd, 1500' within 10 miles.
Minimum altitude over 4-mile DME or Radar Fix on final approach crs, 1000'.
Facility on airport. Crs and distance, breakpoint point to Runway 27, 272°—0.5 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile after passing BOS VORTAC, make left-climbing turn to 2000' direct HTM VOR. Hold SW, 1 minute, right turns, 090° Inbd or, when directed by ATC, make left-climbing turn to 3000' direct Mills Int. Hold SW of Mills Int, 1 minute, right turns, 068° Inbd.
CAUTION: 370' stack (1 mile SW of airport), 505' building (1.7 miles W of airport), 843' building and antenna (3.1 miles W of airport), 1349' antennae (10.5 miles W of airport).
%Departures from Runway 27 make left turn to heading 260° as soon as practicable after takeoff.
*No circling W of airport authorized from centerline extended Runway 4L to centerline extended Runway 15 when ceiling is less than 800'.
%4-mile authorized, except for 4-engine turbojet aircraft, with operative high-intensity runway lights.
MSA within 25 miles of facility: 000°-150°—2000'; 150°-360°—2500'.

City, Boston; State, Mass.; Airport name, Gen. Edward Lawrence Logan International; Elev., 19'; Fac. Class., BVORTAC; Ident., BOS; Procedure No. VOR-27, Amdt. 7; Eff. date, 6 Feb. 69; Sup. Amdt. No. 6; Dated, 6 Aug. 66

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:

- Provincetown, Mass.—Provincetown Municipal, NDB (ADF) Runway 7, Amdt. 1, 10 June 1967 (established under Subpart C).
- Harrison, Ark.—Boone County, VOR 1, Amdt. 2, 3 Aug. 1963 (established under Subpart C).
- Laredo, Tex.—Laredo Municipal, VOR 1, Amdt. 6, 24 Dec. 1966 (established under Subpart C).
- Sinton, Tex.—Sinton, VOR 1, Orig., 9 July 1968 (established under Subpart C).

3. 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:

- Ann Arbor, Mich.—Young Field, VOR-1, Orig., 1 Feb. 1968, canceled, effective 6 Feb. 1969.

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

STANDARD INSTRUMENT APPROACH PROCEDURE—Type VOR/DME

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
Boston VORTAC 10-mile DME Fix, R 030°	10-mile DME Fix, BOS R 328°	10-mile DME Arc.	2000	T-dn%	300-1	300-1	200-1½
Boston VORTAC 10-mile DME Fix, R 238° or R 271°	10-mile DME Fix, BOS R 328°	10-mile DME Arc.	2300	C-dn%	600-1	600-1	600-1½
10-mile DME Fix, BOS R 328°	6-mile DME Fix, BOS R 328°	Direct	1500	A-dn	800-2	800-2	800-2
6-mile DME Fix, BOS R 328°	4-mile DME Fix, BOS R 328°	Direct	1000				
4-mile DME Fix, R 328°	3-mile DME Fix, R 328° (final)	Direct	800				

Radar available.

Procedure turn not authorized.

Minimum altitude over 6-mile DME Fix BOS, R 328°, 1500'; 4-mile DME Fix BOS, R 328°, 1000'; 3-mile DME Fix, 800'.

Minimum altitude over facility on final approach crs, 619'.

Facility on airport.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 6 mile after passing BOS VOR, make left-climbing turn to 2000' direct Skipper Int. Hold E of Skipper Int. 1 minute, right turns, 279° Inbnd.

CAUTION: 370' stack (1 mile SW of airport), 505' building (1.7 miles W of airport), 845' building and antenna (3.1 miles W of airport), 1349' antennae (10.5 miles W of airport).

%Departures from Runway 27—make left turn to heading 260° as soon as practicable after takeoff.

*No circling W of airport authorized from centerline extended Runway 4L to centerline extended Runway 15 when ceiling is less than 800'.

MSA within 25 miles of facility: 000°-180°-2000'; 180°-360°-2500'.

City, Boston; State, Mass.; Airport name, Gen. Edward Lawrence Logan International; Elev., 19'; Fac. Class., BVORTAC; Ident., BOS; Procedure No. VOR/DME No. 1, Amdt. 3; Eff. date, 6 Feb. 69; Sup. Amdt. No. 4; Dated, 6 Aug. 66

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

Laredo, Tex.—Laredo Municipal, VOR/DME-1, Amdt. 3, 24 Dec. 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		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
Boston VOR	LI LOM	Direct	1500	T-dn%	300-1	300-1	200-1½
				C-dn%	600-1	600-1	600-1½
				S-dn-33 L**	200-1½	200-1½	200-1½
				A-dn	600-2	600-2	600-2
				With glide slope inoperative:			
				S-dn-33 L**	400-1	400-1	400-1

Radar available.

Procedure turn E side of crs, 150° Outbnd, 330° Inbnd, 1500' within 10 miles.

Minimum altitude at glide slope interception Inbnd, 1500'.

Altitude of glide slope and distance to approach end of runway at OM, 1450'—4.4 miles; at MM, 217'—0.5 mile.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.4 miles after passing LI LOM, make right-climbing turn to 2000' direct Danvers Int. Hold NE of Danvers Int. 1 minute, right turns, 210° Inbnd, or when directed by ATC, make right-climbing turn to 2000' direct to Skipper Int. Hold E of Skipper Int. 1 minute, right turns, 279° Inbnd.

NOTE: Glide slope unusable below 219'. Back crs unusable.

CAUTION: 370' stack (1 mile SW), 505' building (1.7 miles W), 845' building and antenna (3.1 miles W), 1349' antennae (10.5 miles W) of airport.

%Departures from Runway 27, make left turn to heading 260° as soon as practicable after takeoff.

*RV R 2400' authorized for Runways 4R and 33.

*No circling W of airport authorized from centerline extended Runway 4L to centerline extended Runway 15 when ceiling is less than 800'.

**2400' RVR. Descent below 219' not authorized unless approach lights are visible.

**When tower advises of known U.S. naval surface vessels in approach area, straight-in minimums of 400-1 and glide slope inoperative minimums of 500-1 will be authorized.

Reduction not authorized.

**Reduction not authorized.

City, Boston; State, Mass.; Airport name, Gen. Edward Lawrence Logan International; Elev., 19'; Fac. Class., ILS; Ident., I-LIP; Procedure No. ILS-33L, Amdt. 3; Eff. date, 6 Feb. 69; Sup. Amdt. No. 4; Dated, 24 Dec. 66

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS—Continued

From—	Transition	To—	Course and distance	Minimum altitude (feet)	Condition	Ceiling and visibility minimums		
						2-engine or less	More than 2-engine, more than 65 knots	More than 65 knots
FCM VOR	LOM	Direct	2500	T-dn	300-1	300-1	200-1/4	
MSP VOR	LOM	Direct	2500	C-dn	600-1	600-1	500-1/4	
FGT VOR	LOM	Direct	2500	S-dn-29L*	200-1/4	200-1/4	200-1/4	
Prior Int.	LOM	Direct	2500	A-dn	600-2	600-2	600-2	
White Bear Int.	LOM	Direct	2500	Category II special authorization required. TDZ				

Elevation, 822'. Decision heights: S-dn-29L—DH 150', RVR 1600', 972' MSL.

Radar available.

Procedure turn N side of crs, 115° Outbd, 295° Inbd, 2500' within 10 miles.

Minimum altitude at glide slope interception Inbd, 2500'.

Altitude of glide slope and distance to approach end of runway at OM, 2326'—5.5 miles; at MM, 1006'—0.5 mile.

Distance to Inner Marker: 1267'.

Crs and distance, 2.2-mile DME Fix and Egan Tank Radar Fix to airport, 295°—2 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.5 miles after passing LOM, climb to 2500' on NW crs ILS within 10 miles, return to Newport LOM; or when directed by ATC, make left-climbing turn, climb to 2500' and return to Newport LOM.

Category II "Missed Approach": Climb to 2500' on NW crs of ILS within 10 miles and return to Newport LOM if contact with visual guidance system not established at DH.

NOTE: DME should not be used to determine aircraft position over MM, runway threshold or runway touchdown point. DME located at glide slope site. R.A. not authorized to identify 150' DH due to rough terrain and ALS structure.

RVR 2400' authorized Runway 29L.

\$RVR 2000' 4-engine turbojets; RVR 1800' all other aircraft. Descent below 1040' not authorized unless approach lights are visible.

*500-1/4 required when glide slope not utilized, 500-1/4 authorized with operative ALS except for 4-engine turbojets, 400' minimum authorized after passing the 2.2-mile DME Fix or the Egan Tank Radar Fix.

Supplementary charting information: 29L LOM named Newport.

City, Minneapolis; State, Minn.; Airport name, Minneapolis-St. Paul International (Wold-Chamberlain); Elev., 840'; Fac. Class., ILS; Ident., I-MSP; Procedure No. ILS Runway 29L, Amdt. 28; Eff. date, 6 Feb. 69; Sup. Amdt. No. 27; Dated, 21 Nov. 68.

St. Joseph VOR	ST LOM	Direct	2300	T-dn	300-1	300-1	*200-1/4	
Troy Int.	ST LOM	Direct	2600	C-dn	600-1	600-1	600-1/4	
Plattsburg Int.	ST LOM	Direct	2800	S-dn-340	300-1/4	300-1/4	300-1/4	
New Market Int.	ST LOM (final) (via LOC crs)	Direct	2300	A-dn	600-2	600-2	600-2	
Huron Int.	ST LOM	Direct	2000					

Procedure turn W side S crs, 172° Outbd, 352° Inbd, 2300' within 10 miles.

Minimum altitude at glide slope interception Inbd, 2300'.

Altitude of glide slope and distance to approach end of runway at OM, 2261'—5.2 miles; at MM, 1009'—0.5 mile.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.2 miles after passing ST LOM, climb to 2700' on N crs ILS and proceed to STJ VOR or, when directed by ATC, make left turn, climbing to 2300' and return to ST LOM, or make left turn, climbing to 2900', intercept STJ VOR R 203° and proceed to Troy Int.

CAUTION: 300' bluffs W, NW, and E of airport. 1792' tower, 4.5 miles E of airport.

*300-1 required on Runway 31.

@Glide slope inoperative ceiling and visibility minimums are 400-1.

MSA within 25 miles of ST LOM: 090°-090°—2800'; 090°-360°—2500'.

City, St. Joseph; State, Mo.; Airport name, Rosecrans Memorial; Elev., 826'; Fac. Class., ILS; Ident., I-STJ; Procedure No. ILS Runway 35, Amdt. 20; Eff. date, 6 Feb. 69; Sup. Amdt. No. 19; Dated, 28 Oct. 67.

7. By amending § 97.19 of Subpart B to cancel radar procedures as follows:

Newark, N.J.—Newark, Radar 1, Amdt. 15, 17 July 1965, canceled, effective 6 Feb. 1969.

New York, N.Y.—LaGuardia, Radar 1, Amdt. 15, 3 Sept. 1966, canceled, effective 6 Feb. 1969.

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: 7 miles after passing BUM VOR-TAC.
R 345°, BUM VORTAC CCW	R 254°, BUM VORTAC (NOPT)	7-mile arc	2500	Climb to 2500', right turn to BUM VOR-TAC and hold.*
R 171°, BUM VORTAC CW	R 254°, BUM VORTAC (NOPT)	7-mile arc	2500	Supplementary charting information: *Hold E, 1 minute, right turns, 290° Inbd. Final approach crs aiming point is the airport reference point.

Procedure turn S side of crs, 254° Outbd, 074° Inbd, 2500' within 10 miles of BUM VORTAC.

FAF, BUM VORTAC. Final approach crs, 074°. Distance FAF to MAP, 7 miles.

Minimum altitude over BUM VORTAC, 2600'; over 4-mile DME Fix, 1480'.

MSA: 000°-180°—2400'; 180°-270°—2200'; 270°-360°—2000'.

NOTE: Use Olathe NAS, Kans., altimeter setting.

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR—Continued
DAY AND NIGHT MINIMUMS

Cond.	A			B			C	D
	MDA	VIS	HAA	MDA	VIS	HAA	VIS	VIS
C.....	1480	1	588	1480	1	588	NA	NA
	VOR/DME Minimums:							
	MDA	VIS	HAA	MDA	VIS	HAA	VIS	VIS
C.....	1420	1	528	1420	1	528	NA	NA
A.....	Not authorized.		T 2-eng. or less—Standard.			T over 2-eng.—Standard.		

City, Butler; State, Mo.; Airport name, Butler Memorial; Elev., 892'; Facility, BUM; Procedure No. VOR-1, Amdt. Orig.; Eff. date, 6 Feb. 69

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: 4.4 miles after passing HRO VOR.	
				Climbing left turn to 3500' direct to HRO VOR and hold. Supplementary charting information: Hold NW on HRO R 313°-133° Inbnd, left turns, 1 minute.	

Procedure turn N side of crs, 313° Outbnd, 133° Inbnd, 3500' within 10 miles of HRO VOR.
FAF, HRO VOR. Final approach crs, 133°. Distance FAF to MAP 4.4 miles.
Minimum altitude over HRO VOR, 2500'.
MSA: 090°-270°-3500'; 270°-090°-3000'.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	VIS
C.....	1800	1	436	1820	1	456	1820	1½	456	NA
A.....	Standard.			T 2-eng. or less—Standard.			T over 2-eng.—Standard.			

City, Harrison; State, Ark.; Airport name, Boone County; Elev., 1364'; Facility, HRO; Procedure No. VOR-1, Amdt. 3; Eff. date, 6 Feb. 69; Sup. Amdt. No. VOR 1, Amdt. 2; Dated, 3 Aug. 63

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: 9.3 miles after passing LRD VOR	

10-mile DME/Radar Fix R 132°.....	Laredo VORTAC (NOPT).....	Direct.....	2500	Climb to 2500' on R 316°, right-climbing turn to 4000' direct to LRD VOR and hold. Supplementary charting information: Hold SE, 1 minute, right turns, 312° Inbnd. 144' tower, 5 miles S of airport. 649' water tower, 2.7 miles SW of airport. CAUTION: Final approach crosses Laredo AFB where extensive jet training is being conducted. UNICOM available: TDZ elevation 505'.	
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Procedure turn E side of crs, 132° Outbnd, 312° Inbnd, 2500' within 10 miles of LRD VORTAC.
FAF, LRD VORTAC. Final approach crs, 316°. Distance FAF to MAP 9.3 miles.
Minimum altitude over LRD VORTAC, 2500'; over 7-mile DME Fix, 1080'.
MSA: 090°-180°-2200'; 180°-270°-2400'; 270°-360°-2500'.

NOTES: (1) Radar vectoring when Laredo approach control operating. (2) Use Laredo AFB altimeter setting, available from HOU ARTCC and Cotulla FSS.
*Alternate minimums not authorized except for operators with approved weather reporting service.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-33.....	1080	1	575	1080	1	575	1080	1	575	1080	1	575
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	1080	1	542	1080	1	542	1080	1½	542	1080	2	542
	DME Minimums:											
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-33.....	800	1	295	800	1	295	800	1	295	800	1	295
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	920	1	382	980	1	442	980	1½	442	1080	2	542
A*.....	Standard.			T 2-Eng. or less—Standard.			T over 2-eng.—Standard.					

City, Laredo; State, Tex.; Airport name, Laredo Municipal; Elev., 538'; Facility, LRD; Procedure No. VOR Runway 33, Amdt. 7; Eff. date, 6 Feb. 69; Sup. Amdt. No. VOR 1, Amdt. 6; Dated, 24 Dec. 66

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR—Continued

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: 3 miles after passing EOS VOR.
Waco Int.	EOS VOR	EOS R 337°	3000	Climb to 2800', right turn to EOS VOR and hold. Supplementary charting information: *Hold E, 1 minute, right turns, 232° Inbnd. Final approach crs aiming point is the airport reference point.

Procedure turn S side of crs, 301° Outbnd, 121° Inbnd, 2800' within 10 miles of EOS VOR.
FAF, EOS VOR. Final approach crs, 121°. Distance FAF to MAP, 3 miles.
Minimum altitude over EOS VOR, 2800'.
MSA: 000°-270°-2800'; 270°-360°-3100'.
NOTE: Use Joplin, Mo., altimeter setting.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C	D
	MDA	VIS	HAA	MDA	VIS	HAA	VIS	VIS
C.....	1700	1	447	1720	1	467	NA	NA
A.....	Not authorized.			T 2-eng. or less—Standard.			T over 2-eng.—Standard.	

City, Neosho; State, Mo.; Airport name, Neosho Memorial; Elev., 1253'; Facility, EOS; Procedure No. VOR-1, Amdt. Orig.; Eff. date, 6 Feb. 69

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: 9.3 miles after passing CRP VORTAC.
				Climb to 1600' proceed to Sinton Int via CRP R 319° and ALIVOR 035°, or when directed by ATC, climb to 1600' left turn direct to CRP VORTAC. Supplementary charting information: TDZ elevation, 49'.

Procedure turn N side of crs, 127° Outbnd, 307° Inbnd, 1600' within 10 miles of CRP VORTAC.
FAF, CRP VORTAC. Final approach crs, 319°. Distance FAF to MAP, 9.3 miles.
Minimum altitude over CRP VORTAC, 1600'; over 7-mile DME Fix, 840'.
MSA within 25 nautical miles of CRP VORTAC: 180°-270°-2100'; 270°-180°-1500'.

NOTES: (1) Radar vectoring. (2) Use Corpus Christi, Tex., altimeter setting.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C	D
	MDA	VIS	HAT	MDA	VIS	HAT	VIS	VIS
S-32.....	840	1	791	840	1¼	791	NA	NA
	MDA	VIS	HAA	MDA	VIS	HAA		
C.....	840	1	791	840	1¼	791	NA	NA
	DME Minimums:							
	MDA	VIS	HAT	MDA	VIS	HAT	VIS	VIS
S-32.....	480	1	431	480	1	431	NA	NA
	MDA	VIS	HAA	MDA	VIS	HAA		
C.....	480	1	431	540	1	491	NA	NA
A.....	Not authorized.			T 2-eng. or less—Standard.			T over 2-eng.—Standard.	

City, Sinton; State, Tex.; Airport name, Sinton; Elev., 49'; Facility, CRP; Procedure No. VOR Runway 32, Amdt. 1; Eff. date, 6 Feb. 69; Sup. Amdt. No. VOR 1, Orig.; Dated, 9 July 66

RULES AND REGULATIONS

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: LRD R 318°, 10.5-mile DME Fix.
LRD VORTAC.....	14-mile DME LRD, R 318°.....	Direct.....	2500	Climb to 4000' direct to LRD VOR and hold.
R 006°, LRD VORTAC CCW.....	R 318°, LRD VORTAC (NOPT).....	20-mile DME Arc LRD, R 324° lead radial.	2500	Supplementary charting information: Hold SE, 1 minute, right turns, 312° Inbd. 1549' tower, 7.6 miles NW of airport; 1449' tower, 6 miles S of airport; 649' water tower, 2.7 miles SW of airport.
20-mile DME LRD, R 318°.....	14-mile DME LRD, R 318°.....	Direct.....	1500	CAUTION: Missed approach crosses Laredo AFB where extensive jet training is being conducted. UNICOM: TDZ elevation, 538'.

Procedure turn E side of crs, 318° Outbd, 138° Inbd, 2500' within 10 miles of 14-mile DME Fix.

Final approach crs, 138°.

Minimum altitude 20-mile DME—2500'; 14-mile DME—1500'.

MSA: 000°-180°-2200'; 180°-270°-2400'; 270°-360°-2500'.

NOTES: (1) Radar vectoring when Laredo approach control operating. (2) Use Laredo AFB altimeter setting, available from HOU ARTCC and Cotulla FSS.

*Alternate minimums not authorized except for operators with approved weather reporting service.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-15.....	880	1	342	880	1	342	880	1	342	880	1	342
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	920	1	352	980	1	442	980	1½	442	1080	2	542
*A.....	Standard.		T 2-eng. or less—Standard.						T over 2-eng.—Standard.			

City, Laredo; State, Tex.; Airport name, Laredo Municipal; Elev., 538'; Facility, LRD; Procedure No. VOR/DME Runway 15, Amdt. 4; Eff. date, 6 Feb. 69; Sup. Amdt. No. VOR/DME-1, Amdt. 3; Dated, 24 Dec. 66

9. 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. 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: 6.2 miles after passing DPK VORTAC.
				Climbing right turn to 1800' direct to DPK VORTAC and hold. Supplementary charting information: Hold NE, 1 minute, right turns, 245° Inbd.

One minute holding pattern, NE of Deer Park VORTAC, 244° Inbd, right turns, 1800'.

FAP, DPK VORTAC. Final approach crs, 244°. Distance FAP to MAP, 6.2 miles.

Minimum altitude over DPK VORTAC, 1800'.

MSA: 000°-180°-1700'; 180°-270°-1900'; 270°-360°-1900'.

NOTES: (1) Radar vectoring. (2) Procedure authorized only during hours control tower is in operation.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	600	1	518	600	1	518	600	1½	518	640	2	558
A.....	Standard.		T 2-eng. or less—Standard.						T over 2-eng.—Standard.			

City, Farmingdale; State, N.Y.; Airport name, Republic Field; Elev., 82'; Facility, DPK; Procedure No. VOR-1, Amdt. 1; Eff. date, 6 Feb. 69; Sup. Amdt. No. Orig. Dated, 29 Feb. 66

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR—Continued

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: LAX VOR.
R 170°, LAX VOR CW	R 251°, LAX VOR	10-mile arc LAX, R 239° lead radial.	2000	Climb to 2000' via LAX R 068° to Firestone Int.
R 046°, LAX VOR CCW	R 292°, LAX VOR	10-mile arc	4200	Supplementary charting information: LAX VOR 4000' W of runways. TDZ elevation, 125'. Bearing and distance from LAX: VOR to Runway 7L, 061°—0.66 mile; Runway 7R, 071°—0.66 mile. Revise 1490' terrain at 3345/11819 to 1554' antenna.
R 292°, LAX VOR CCW	R 251°, LAX VOR	10-mile arc LAX, R 263° lead radial.	2000	
LAX R 251°/10 DME Fix	Del Rey VHF/DME Fix (NOPT)	Direct	1300	
LAX VOR	Del Rey VHF/DME Fix	Direct	2000	

Procedure turn S side of crs, 251° Outbd, 071° Inbd, 2000' within 10 miles of Del Rey Int.

Final approach crs, 071°.

Minimum altitude over Del Rey VHF/DME Fix, 1300'.

MSA: 075°-255°—2000'; 255°-345°—5100'; 345°-075°—7200'.

NOTE: (1) ASR, (2) Sliding scale not authorized.

% IFR departure procedures: Northbound (280° clockwise through 060°) unless otherwise directed by ATC, published SIDs must be used.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-7L/R	560 MDA	RVR 40 VIS	435 HAA	560 MDA	RVR 40 VIS	435 HAA	560 MDA	RVR 40 VIS	435 HAA	560 MDA	RVR 50 VIS	435 HAA
C	640	1	514	640	1	514	640	1½	514	680	2	554
A	Standard.			T 2-eng. or less—Runway 16/34 and 6 Standard; Runway 7L/R, RVR 50'; Runway 24, RVR 40'; Runway 25L/R, RVR 24'.			T over 2-eng.—Runways 16/34 and 6 Standard; Runway 7L/R, RVR 50'; Runway 24, RVR 40'; Runway 25L/R, RVR 24'.					

City, Los Angeles; State, Calif.; Airport name, Los Angeles International; Elev., 120'; LAX; Procedure No. VOR Runway 7L/R, Amdt. 1; Eff. date, 6 Feb. 60; Sup. Amdt. No. Orig.; Dated, 2 May 68

Terminal routes

Missed approach

From—	To—	Via	Minimum altitudes (feet)	MAP: Runways 25L and 25R, 5 miles after passing Freeway Int.
LAX VOR	Firestone Int.	Direct	2500	Climb to 2000' direct to LAX VOR, then via LAX, R 246° within 15 miles.
Seal Beach VOR	Firestone Int.	Direct	3000	
Santa Ana VOR	Firestone Int.	Direct	3000	Supplementary charting information: Chart 2.5-mile DME R 068° at MAP.
R 323°, LAX VOR CW	R 046°, LAX VOR	15-mile Arc	4300	Chart Downey NDB though not used in procedure. Revise 1490' terrain at 3345/11819 to 1554' antenna. Final approach crs 350° right of Runway 25L centerline and 350° left of Runway 25R centerline at 3000', TDZ elevation, 100'.
R 046°, LAX VOR CW	Firestone Int.	15-mile arc LAX, R 059 lead radial.	2000	
R 123°, LAX VOR CCW	Firestone Int.	15-mile arc LAX, R 077° lead radial.	2000	
Firestone Int.	Freeway Int (NOPT)	Direct	2000	
Bassett Int.	Firestone Int.	Direct	2500	

Procedure turn S side of crs, 068° Outbd, 248° Inbd, 2500' within 10 miles of Freeway Int.

FAF, Freeway Int. Final approach crs, 248°. Distance FAF to MAP, 5 miles.

Minimum altitude over Freeway Int 2000'; over Noel Int, 820'.

MSA: 075°-255°—2000'; 255°-345°—5100'; 345°-075°—7200'.

NOTE: ASR.

% IFR departure procedures: Northbound (280° clockwise through 060°) unless otherwise directed by ATC, published SIDs must be used.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-25 L/R	620	RVR 24	520	620	RVR 24	520	620	RVR 24	520	620	RVR 50	520
Dual VOR or VOR/DME Minimums:												
S-25 L/R	520	RVR 24	420	520	RVR 24	420	520	RVR 24	420	520	RVR 50	420
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	640	1	514	640	1	514	640	1½	514	680	2	554
A	Standard.			T 2-eng. or less—Runways 16/34 and 6 Standard; Runway 7L/R, RVR 50'; Runway 24, RVR 40'; Runway 25L/R, RVR 24'.			T over 2-eng.—Runways 16/34 and 6 Standard; Runway 7L/R, RVR 50'; Runway 24, RVR 40'; Runway 25L/R, RVR 24'.					

City, Los Angeles; State, Calif.; Airport name, Los Angeles International; Elev., 120'; Facility, LAX; Procedure No. VOR Runway 25L/R, Amdt. 1; Eff. date, 6 Feb. 60; Sup. Amdt. No. Orig.; Dated, 2 May 68

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR—Continued

Terminal routes			Minimum altitudes (feet)	Missed approach MAP: SFO VOR.
From—	To—	Via		
OAK VOR.....	SFO VOR.....	Direct.....	3500	Climb to 1900' on SFO VOR, R 101° to SF
SFO VOR.....	Westlake Int.....	Direct.....	2500	LOM/Bridge Int., and hold.
R 348°, SFO VOR CCW.....	R 281°, SFO VOR.....	11-mile Arc SFO, R 291° lead radial.....	2500	Supplementary charting information: Final approach crs parallel to and between Runway 10L/R. Chart 588' tree in lieu of 489' tree shown on present AL plate 8 of final approach crs approximately 2 miles E of Westlake Int. Chart holding at Bridge Int/SF LOM.
R 145°, SFO VOR CW.....	R 210°, SFO VOR.....	11-mile Arc.....	4500	
R 210°, SFO VOR CW.....	R 281°, SFO VOR.....	11-mile Arc SFO, R 271° lead radial.....	2500	
11-mile DME Arc.....	Westlake Int (NOPT).....	SFO, R 281°.....	1700	

Procedure turn S of crs, 281° Outbd, 101° Inbd, 2500' within 10 miles of Westlake Int.

Final approach crs, 101°.

Minimum altitude over Westlake Int, 1700'; over Skyline 3-mile DME Fix, 1100'.

MSA: 000°-090°-4000'; 090°-180°-4300'; 180°-270°-3100'; 270°-360°-3700'.

NOTE: ASR.

@Circling not authorized S of Runways 10/28 unless following minimums are used: MDA, 1160' and VIS, 2½ miles.

%IFR departure procedures: Departures from Runway 19L/R require left turn be started as soon as practicable due to steeply rising terrain to 2000' immediately S of airport. All departures must comply with published SFO SIDs.

#RVR is authorized Runway 28L for Categories A, B, and C. RVR 20 authorized runway 28L for Category D.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C@.....	1100	1½	1089	1100	1½	1089	1100	2	1089	1100	2½	1089
VOR/DME Minimums:												
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C@.....	840	1	829	840	1½	829	840	1½	829	840	2	829
A.....	1200-3											
				T 2-eng. or less—700-1, Runway 19L/R; Standard all other runways. %				T over 2-eng.—700-1, Runway 19L/R; Standard all other runways. %				

City, San Francisco; State, Calif.; Airport name, San Francisco International; Elev., 11'; Facility, SFO; Procedure No. VOR-10L/R, Amdt. 4; Eff. date, 6 Feb. 69; Sup. Amdt. No. 3; Dated, 9 Jan. 69

10. By amending § 97.25 of Subpart C to amend 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 MAP: 4.7 miles after passing Trout Int.
From—	To—	Via		
Pike Int.....	Trout Int (NOPT).....	Direct.....	1500	Climb to 2000' on E crs of LAX ILS to
Lima LOM (LA).....	Trout Int.....	Direct.....	2000	Downey FM.
LAX VOR.....	Trout Int.....	Direct.....	2000	Supplementary charting information: TDZ elevation, 129'.

Procedure turn S side of crs, 245° Outbd, 068° Inbd, 2000' within 10 miles of Trout Int.

FAF, Trout Int. Final approach crs, 068°. Distance FAF to MAP, 4.7 miles.

Minimum altitude over Trout Int, 1500'.

NOTES: (1) ASR. (2) Sliding scale not authorized. (3) DME should not be used to determine aircraft position over runway threshold, or runway touchdown point.

%IFR departure procedures: Northbound (280° clockwise through 060°) unless otherwise directed by ATC, published SIDs must be used.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-7L.....	400	RVR 40	335	400	RVR 40	335	400	RVR 40	335	400	RVR 50	335
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	640	1	514	640	1	514	640	1½	514	680	2	554
A.....	Standard.			T 2-eng. or less—Runways 16/34 and 6 Standard; Runway 7L/R, RVR 50'; Runway 24, RVR 40'; Runway 25L/R, RVR 24'. %				T over 2-eng.—Runways 16/34 and 6 Standard; Runway 7L/R, RVR 50'; Runway 24, RVR 40'; Runway 25L/R, RVR 24'. %				

City, Los Angeles; State, Calif.; Airport name, Los Angeles International; Elev., 129'; Facility, I-LAX; Procedure No. LOC (BC) Runway 7L, Amdt. 1; Eff. date, 6 Feb. 69; Sup. Amdt. No. Orig.; Dated, 2 May 68

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE LOC—Continued

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: 4.7 miles after passing Trout Int.	
Pike Int.	Trout Int. (NOPT)	Direct	1500	Climb to 2000' on E crs of LAX ILS to Downey FM. Supplementary charting information: TDZ elevation, 124'. Correct shoreline plot on AL plate.	
LAX VOR	Trout Int.	Direct	2000		
Lima LOM (LA)	Trout Int.	Direct	2000		

Procedure turn S side of crs, 248° Outbnd, 098° Inbnd, 2000' within 10 miles of Trout Int.
FAF, Trout Int. Final approach crs, 098°. Distance FAF to MAP, 4.7 miles.
Minimum altitude over Trout Int, 1500'.

NOTE: (1) ASR. (2) Sliding scale not authorized. (3) DME should not be used to determine aircraft position over runway threshold, or runway touchdown point.
% IFR departure procedures: Northbound (280° clockwise through 060°) unless otherwise directed by ATC, published SIDs must be used.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-7R	500	RVR 40	376	500	RVR 40	376	500	RVR 40	376	500	RVR 50	376
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	640	1	514	640	1	514	640	1½	514	680	2	554
A	Standard.			T 2-eng. or less—Runways 16/34 and 6 Standard; Runway 7L/R, RVR 50'; Runway 24, RVR 40'; Runways 25L/R, RVR 24'. %			T over 2-eng.—Runways 16/34 and 6 Standard; Runway 7L/R, RVR 50'; Runway 24, RVR 40'; Runway 25L/R, RVR 24'. %					

City, Los Angeles; State, Calif.; Airport name, Los Angeles International; Elev., 120'; Facility, I-LAX; Procedure No. LOC (BC) Runway 7R, Amdt. 1; Eff. date, 6 Feb. 69
Sup. Amdt. No. Orig.; Dated, 2 May 68

11. 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: 6.3 miles after passing Romeo LOM (OS).	
Los Angeles VOR	Romeo LOM (OS)	Direct	3500	Climb to 2000' on crs 248° within 15 miles of Romeo LOM (OS). Supplementary charting information: Chart 1554 antenna at 33°45'/118°19'. TDZ elevation, 120'.	
Santa Monica COR	Romeo LOM (OS)	Direct	3700		
Tower Int.	Romeo LOM (OS)	Direct	4000		
Bassett Int.	Downey NDB	Direct	3000		
LaHabra Int.	Downey NDB	Direct	3000		
SLI VOR	Downey NDB	Direct	3000		
Downey NDB	Romeo LOM (OS) (NOPT)	Direct	2200		

Procedure turn S side of crs, 079° Outbnd, 250° Inbnd, 2500' within 10 miles of Romeo LOM (OS).
FAF, Romeo LOM (OS). Final approach crs, 248°. Distance FAF to MAP, 6.3 miles.
Minimum altitude over Romeo LOM (OS), 2200'; over Arbor Int, 780'.
MSA: 045°-135°-4800'; 135°-225°-2900'; 225°-315°-4800'; 315°-045°-9100'.

NOTES: (1) ASR. (2) Inoperative component table not applicable to HIRL or SALS Runway 24.
% IFR departure procedures: Northbound (280° clockwise through 060°) unless otherwise directed by ATC, published SIDs must be used.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-24	720	RVR 50	600	720	RVR 50	600	720	RVR 50	600	720	RVR 60	600
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	720	1	594	720	1	594	720	1½	594	720	2	594
	NDB (ADF)/VOR Minimums:											
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-24	640	RVR 50	520	640	RVR 50	520	640	RVR 50	520	640	RVR 60	520
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	640	1	514	640	1	514	640	1½	514	680	2	554
A	Standard.			T 2-eng. or less—Runways 16/34 and 6 Standard; Runway 7L/R, RVR 50'; Runway 24, RVR 40'; Runway 25L/R, RVR 24'. %			T over 2-eng.—Runways 16/34 and 6 Standard; Runway 7L/R, RVR 50'; Runway 24, RVR 40'; Runway 25L/R, RVR 24'. %					

City, Los Angeles; State, Calif.; Airport name, Los Angeles International; Elev., 120' Facility, OS; Procedure No. NDB (ADF) Runway 24, Amdt. Orig.; Eff. date, 6 Feb. 69.

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

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: 0.9 mile after passing PVC NDB.	
Hyannis VOR	PVC NDB	Direct	1700	Make left-climbing turn to 1500'; return to PVC NDB and hold. Supplementary charting information: Hold W PVC NDB, 073° Inbnd, 1 minute, right turns 353° Pilgrim Monument, 1.8 miles SSE of airport.	
Duxbury Int.	PVC NDB	Direct	1500		

Procedure turn 8 side of crs, 233° Outbnd, 073° Inbnd, 1500' within 10 miles of PVC NDB.
FAF, PVC NDB. Final approach crs, 073°. Distance FAF to MAP, 0.9 mile.

Minimum altitude over PVC NDB, 600'.

MSA: 000°-090°-1400'; 090°-180°-1400'; 180°-270°-1600'; 270°-360°-1600'.

NOTES: (1) Radar vectoring. (2) Use Otis approach control altimeter setting. (3) Facility must be monitored aurally during approach. (4) Approach from a holding pattern not authorized; procedure turn required.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	VIS
C.....	520	1	512	520	1	512	520	1 1/4	512	NA
A.....	Not authorized.			T 2-eng. or less—Standard.			T over 2-eng.—Standard.			

City, Provincetown; State, Mass.; Airport name, Provincetown Municipal; Elev., 8'; Facility, PVC; Procedure No. NDB (ADF) Runway 7, Amdt. 2; Eff. date, 6 Feb. 69; Sup. Amdt. No. 1; Dated, 10 June 67

12. 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: Runways 25L and 25R: 5.4 miles after passing Lima LOM.	
LAX VOR	Lima LOM (LA)	Direct	3000	Climb to 2000' on crs 248° within 15 miles of Lima LOM. Supplementary charting information: TDZ elevation, 100'. Final approach crs 350° right of Runway 25L centerline and 350° left of Runway 25R centerline at 3000'. Revise 1400' terrain at 33°45'/118°19' to 1554' antenna.	
Downey FM/NDB	Lima LOM (LA) (NOPT)	Direct	2000		
SLI VOR	Downey FM/NDB	Direct	3000		
LaHabra Int.	Downey FM/NDB	Direct	3000		
Tower Int.	Lima LOM (LA)	Direct	4000		

Procedure turn 8 side of crs, 073° Outbnd, 253° Inbnd, 2500' within 10 miles of Lima LOM (LA).

FAF, Lima LOM (LA). Final approach crs, 248°. Distance FAF to MAP, 5.4 miles.

Minimum altitude over Lima LOM (LA), 2000'.

MSA: 045°-135°-4800'; 135°-225°-2600'; 225°-315°-4800'; 315°-045°-9100'.

NOTE: ASR.

% IFR departure procedures: Northbound (280° clockwise through 060°) unless otherwise directed by ATC, published SIDs must be used.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-25 L/R	660	RVR 40	560	660	RVR 40	560	660	RVR 40	560	660	RVR 50	560
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	660	1	534	660	1	534	660	1 1/4	534	660	2	534
A	Standard.			T 2-eng. or less—% Runways 16/34 and 6 Standard; Runway 7L/R, RVR 50'; Runway 24, RVR 40'; Runway 25L/R, RVR 24'.				T over 2-eng.—% Runways 16/34 and 6 Standard; Runway 7L/R, RVR 50'; Runway 24, RVR 40'; Runway 25L/R, RVR 24'.				

City, Los Angeles; State, Calif.; Airport name, Los Angeles International; Elev., 128'; Facility, LA; Procedure No. NDB (ADF) Runway 25L/R, Amdt. 29; Eff. date, 6 Feb. 69; Sup. Amdt. No. 28; Dated, 2 May 68

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

Terminal routes			Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: 3.9 miles after passing UI LOM.
UIN VORTAC	UI LOM (NOPT)	UIN R 021°, 2.6 miles	1900	Climb to 2300', make right turn to UI LOM. Supplementary charting information: TDZ elevation, 762'.

Procedure turn E side of crs, 215° Outbnd, 035° Inbnd, 2300' within 10 miles of UI LOM.
FAF, UI LOM. Final approach crs, 035°. Distance FAF to MAP, 3.9 miles.
Minimum altitude over UI LOM, 1900'.
MSA: 000°-090°-2000'; 090°-180°-2200'; 180°-270°-2600'; 270°-360°-2600'.
NOTE: Final approach from holding pattern not authorized; procedure turn required.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-3	1120	1	358	1120	1	358	1120	1	358	1120	1	358
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	1140	1	371	1220	1	451	1220	1½	451	1320	2	551
A	Standard.			T 2-eng. or less—Standard.			T over 2-eng.—Standard.					

City, Quincy; State, Ill.; Airport name, Quincy Municipal-Baldwin Field; Elev., 769'; Facility, UI; Procedure No. NDB (ADF) Runway 3, Amdt. 8; Eff. date, 6 Feb. 69; Sup. Amdt. No. 7; Dated, 6 June 68

Terminal routes			Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: 3.1 miles after passing RCT NDB.
HIC VOR	RCT NDB	Direct	2800	Right-climbing turn to 2600', proceed direct to RCT NDB and hold.* Supplementary charting information: *Hold 8, 1 minute, right turn, 354° Inbnd, 1308' tower, 5000' SE of airport.
RCT VOR	RCT NDB	Direct	2600	

Procedure turn W side of crs, 354° Outbnd, 174° Inbnd, 2600' within 10 miles of RCT NDB.
FAF, RCT NDB. Final approach crs, 174°. Distance FAF to MAP, 3.1 miles.
Minimum altitude over RCT NDB, 1900'.
MSA: 045°-135°-2700'; 135°-315°-2500'; 315°-045°-4000'.
NOTE: Use Traverse City, Mich., altimeter setting.
% Departures Runway 17, climb to 1600' on runway heading before proceeding on crs.
Air carrier reduction not authorized.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	VIS		
S-17	1740	1	685	1740	1	685	1740	1	685	NA		
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA			
C	1840	1	785	1840	1	785	1840	1½	785	NA		
A	Not authorized.			T 2-eng. or less—Standard Runway 35; Runways 8, 17, and 26.%#			T over 2-eng.—Standard Runway 35; Runways 8, 17, and 26.%#					

City, Reed City; State, Mich.; Airport name, Miller; Elev., 1055'; Facility, RCT; Procedure No. NDB (ADF) Runway 17, Amdt. 2; Eff. date, 6 Feb. 69; Sup. Amdt. No. 1; Dated, 12 Dec. 68

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

Terminal routes			Minimum altitudes (feet)	Missed approach MAP: 5.9 miles after passing Van Dyke LOM.
From—	To—	Via		
PIE VORTAC	Van Dyke LOM	Direct	1700	Climbing right turn to 1700' direct to PIE VORTAC via PIE VORTAC R 065° or, when directed by ATC, climb to 2000' direct to Picnic NDB. Supplementary charting information: 210' tower, 6.5 mile W of Runway 36L. TDZ elevation, 26'.
Picnic NDB	Van Dyke LOM	Direct	1700	

Procedure turn W side of crs, 001° Outbnd, 181° Inbnd, 1700' within 10 miles of Van Dyke LOM. FAF, Van Dyke LOM. Final approach crs, 181°. Distance FAF to MAP, 5.9 miles. Minimum altitude over Van Dyke LOM, 1700'.
MSA: 000°-090°-1500'; 090°-180°-2500'; 180°-270°-1500'; 270°-360°-1500'.

NOTE: ASR.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-18L	580	RVR 40	554	580	RVR 40	554	580	RVR 40	554	580	RVR 60	554
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	580	1	553	580	1	553	580	1½	553	580	2	553
A	Standard.			T 2-eng. or less—Runway 18L, RVR 24'; Standard all other runways.			T OVER 2 eng.—Runway 18L, RVR 24'; Standard all other runways.					

City, Tampa; State, Fla.; Airport name, Tampa International; Elev., 27'; Facility, TP; Procedure No. NDB (ADF) Runway 18L, Amdt. 24; Eff. date, 6 Feb. 69; Sup. Amdt. No. 23; Dated, 31 Oct. 68.

13. 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, 370'; LOC 6.3 miles after passing Romeo LOM/Int.
From—	To—	Via		
LAX VOR	Romeo LOM/Int.	Direct	3500	Initiate immediate climb on localizer crs to 500'; turn right, continue climb to 4000' via 205° heading and LAX R 276° to Topanga Int.
SLI VOR	Commerce Int.	Direct	3000	
Royal Int.	Commerce Int.	Direct	3500	Supplementary Charting Information: TDZ elevation, 120'.
El Monte Int.	Commerce Int.	SLI R 340° and I-OSS E crs.	3500	
Commerce Int.	Romeo LOM/Int (NOPT)	Direct	2200	
SMO VOR	Romeo LOM/Int.	Direct	3500	

Procedure turn S side of crs, 068° Outbnd, 248° Inbnd, 2500' within 10 miles of Romeo LOM/Int.

FAF, Romeo LOM/Int. Final approach crs, 248°. Distance FAF to MAP, 6.3 miles.

Minimum altitude over Romeo LOM/Int., 2200'; over Arbor Int., 780'.

Minimum glide slope interception altitude, **2500'. Glide slope altitude at OM, 2196'; at MM, 317'.

Distance to runway threshold at OM, 6.3 miles; at MM, 0.5 mile.

MSA: 045°-135°-4800'; 135°-225°-2000'; 225°-315°-4800'; 315°-045°-0100'.

NOTES: (1) ASR. (2) Components inoperative table does not apply to HIRLs or SALS Runway 24. (3) During simultaneous approaches (LAX Runway 24 and HIR Runway 25), aircraft must be radar vectored to FAF (Romeo LOM/Int.). (4) Back crs unusable. (5) DME should not be used to determine aircraft position over MM, runway threshold, or runway touchdown point.

%IFR departure procedures: Northbound (280° clockwise through 060°) unless otherwise directed by ATC, published SIDs must be used.

**2500' when authorized by ATC.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT
S-24	370	RVR 40	250	370	RVR 40	250	370	RVR 40	250	370	RVR 40	250
LOC:	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-24	640	RVR 50	520	640	RVR 50	520	640	RVR 50	520	640	RVR 60	520
LOC/VOR Minimums:												
S-24	500	RVR 50	380	500	RVR 50	380	500	RVR 50	380	500	RVR 50	380
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	640	1	514	640	1	514	640	1½	514	680	2	554*
A	Standard.			T 2-eng. or less—Runways 16/34 and 6 Standard; Runway 7L/R, RVR 50'; Runway 24, RVR 40'; Runway 25L/R, RVR 24'.			T over 2-eng.—Runways 16/34 and 6 Standard; Runway 7L/R RVR 50'; Runway 24, RVR 40'; Runway 25L/R, RVR 24'.					

City, Los Angeles; State, Calif.; Airport name, Los Angeles International; Elev., 120'; Facility, I-OSS; Procedure No. ILS Runway 24, Amdt. 1; Eff. date, 6 Feb. 69; Sup. Amdt. No. Orig.; Dated, 2 May 68.

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS—Continued

Terminal routes			Minimum altitudes (feet)	Missed approach MAP: ILS DH, 300'; LOC 5.4 miles after passing Lima LOM/Int.
From—	To—	Via		
Walnut Int.	Bassett Int.	Direct	3500	Initiate immediate climb on localizer crs to 500' turn left, continue climb to 3000' via 220° heading and LAX R 192° to Kingfish Int.
Bassett Int.	Downey FM/Int.	Direct	3500	
LaHabra Int.	Bassett Int.	DR 293°/5 miles and E crs LOC.	3500	
SLI VOR.	Downey FM/Int.	Direct	3500	Supplementary charting information: Chart Downey NDB although not used in procedure. Chart 1554' antenna at 33°44'46"/115°20'07". TDZ elevation, 100'.
Downey FM/Int.	Century Int.	Direct	3500	
LAX VOR.	Lima LOM/Int.	Direct	3500	
Tower Int.	Lima LOM/Int.	Direct	4000	
Century Int.	Lima LOM/Int (NOPT)	Direct	1900	
Lima LOM/Int.	Century Int.	Direct	3500	

Procedure turn S side of crs, 068° Outbnd, 248° Inbnd, 3500' within 10 miles of Century Int.
FAF, Lima LOM/Int. Final approach crs, 248°. Distance FAF to MAP, 5.4 miles.
Minimum altitude over Century Int., 3500'; over Lima LOM/Int., 1900'; over Whelan Int., 820'.
Minimum glide slope interception altitude, *3500'. Glide slope altitude at OM, 1886'; at MM, 324'.
Distance to runway threshold at OM, 5.4 miles; at MM, 0.5 mile.
MSA: 045°-135°-4800'; 135°-225°-2600'; 225°-315°-4800'; 315°-045°-9100'.

NOTES: (1) ASR. (2) DME should not be used to determine aircraft position over MM, runway threshold, or runway touchdown point.
% IFR departure procedures: Northbound (280° clockwise through 060°) unless otherwise directed by ATC, published SIDs must be used.
*1900' when authorized by ATC.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT
S-25L	300	RVR 24	200	300	RVR 24	200	300	RVR 24	200	300	RVR 24	200
LOC:	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-25L	620	RVR 24	520	620	RVR 24	520	620	RVR 24	520	620	RVR 50	520
LOC/VOR Minimums:												
S-25L	460	RVR 24	360	460	RVR 24	360	460	RVR 24	360	460	RVR 40	360
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	640	1	514	640	1	514	640	1½	514	680	2	554
A	Standard.			T 2-eng. or less—Runways 16/34 and 6 Standard; Runway 7L/R, RVR 50'; Runway 24, RVR 40'; Runway 25L/R, RVR 24'.			T over 2-eng.—Runways 16/34 and 6 Standard; Runway 7L/R, RVR 50'; Runway 24, RVR 40'; Runway 25L/R, RVR 24'.					

City, Los Angeles; State, Calif.; Airport name, Los Angeles International; Elev., 120'; Facility, I-LAX; Procedure No. ILS Runway 25L, Amdt. 32; Eff. date, 6 Feb. 69; Sup. Amdt. No. 31; Dated, 2 May 68

Terminal routes			Minimum altitudes (feet)	Missed approach MAP: ILS DH, 300'; LOC 5.4 miles after passing Lima LOM/Int.
From—	To—	Via		
Walnut Int.	Bassett Int.	Direct	3500	Initiate immediate climb on localizer crs to 500' turn left, continue climb to 3000' via 220° heading and LAX R 192° to Kingfish Int.
Bassett Int.	Downey FM/Int.	Direct	3500	
LaHabra Int.	Bassett Int.	DR 293°/5 miles and E crs LOC.	3500	
SLI VOR.	Downey FM/Int.	Direct	3500	Supplementary charting information: Chart Downey NDB although not used in procedure. Chart 1554' antenna at 33°44'46"/115°20'07". TDZ elevation, 100'.
Century Int.	Lima LOM/Int (NOPT)	Direct	1900	
Tower Int.	Lima LOM/Int.	Direct	4000	
Downey FM/Int.	Century Int.	Direct	3500	
LAX VOR.	Lima LOM/Int.	Direct	3500	
Lima LOM/Int.	Century Int.	Direct	3500	

Procedure turn S side of crs, 068° Outbnd, 248° Inbnd, 3500' within 10 miles of Century Int.
FAF Lima LOM/Int. Final approach crs, 248°. Distance FAF to MAP, 5.4 miles.
Minimum altitude over Century Int., 3500'; over Lima LOM/Int., 1900'; over Lake Int., 800'.
Minimum glide slope interception altitude, *2500'. Glide slope altitude at OM, 1886'; at MM, 324'.
Distance to runway threshold at OM, 5.4 miles; at MM, 0.5 mile.
MSA: 045°-135°-4800'; 135°-225°-2600'; 225°-315°-4800'; 315°-045°-9100'.

NOTES: (1) ASR. (2) DME should not be used to determine aircraft position over MM, runway threshold, or runway touchdown point.
% IFR departure procedures: Northbound (280° clockwise through 060°) unless otherwise directed by ATC, published SIDs must be used.
*1900' when authorized by ATC.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT
S-25R	300	RVR 24	200	300	RVR 24	200	300	RVR 24	200	300	RVR 24	200
LOC:	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-25R	620	RVR 24	520	620	RVR 24	520	620	RVR 24	520	620	RVR 50	520
LOC/VOR minimums:												
S-25R	460	RVR 24	360	460	RVR 24	360	460	RVR 24	360	460	RVR 40	360
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	640	1	514	640	1	514	640	1½	514	680	2	554
A	Standard.			T 2-eng. or less—Runways 16/34 and 6, Standard; Runway 7L/R, RVR 50'; Runway 24, RVR 40'; Runway 25L/R, RVR 24'.			T over 2-eng.—Runways 16/34 and 6, Standard; Runway 7L/R, RVR 50'; Runway 24, RVR 40'; Runway 25L/R, RVR 24'.					

City, Los Angeles; State, Calif.; Airport name, Los Angeles International; Elev., 120'; Facility, I-LAX; Procedure No. ILS Runway 25R, Amdt. 9; Eff. date, 6 Feb. 69; Sup. Amdt. No. 8; Dated, 2 May 68

RULES AND REGULATIONS

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS—Continued

Terminal routes			Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: ILS DH, 370'; LOC 6.3 miles after passing Romeo LOM/Int.
RUNWAY 24.....				Initiate immediate climb on localizer crs to 500'; turn right, continue climb to 4000' via 265° heading and LAX R 276° to Topanga Int. Supplementary charting information: TDZ elevation, 120'.
RUNWAY 25L: Century Int.....			Lima LOM/Int.....	Direct.....
			1900	MAP: ILS DH 300'. LOC 5.4 miles after passing Lima LOM/Int. Initiate immediate climb on localizer crs to 500', turn left, continue climb to 3000' via 220° heading and LAX R 192° to Kingfish Int. Supplementary charting information: TDZ elevation, 100'.

RUNWAY 24:

Procedure turn not authorized. Approach ers (profile) starts at Romeo LOM/Int.
FAF, Romeo LOM/Int. Final approach ers, 248°. Distance FAF to MAP, 6.3 miles.
Minimum altitude over Romeo LOM/Int, 2200'; over Arbor Int, 780'.
Minimum glide slope interception altitude, 2500'. Glide slope altitude at OM, 2190'; at MM, 317'.
Distance to runway threshold at OM, 6.3 miles; at MM, 0.5 mile.

RUNWAY 25L:

Procedure turn not authorized. Approach ers (profile) starts at Century Int.
FAF, Lima LOM/Int. Final approach ers, 248°. Distance FAF to MAP, 5.4 miles.
Minimum altitude over Century Int, 3500'; over Lima LOM/Int, 1900'; over Whelan Int, 820'.
Minimum glide slope interception altitude, 3500'. Glide slope altitude at OM, 1886'; at MM, 324'.
Distance to runway threshold at OM, 5.4 miles; at MM, 0.5 mile.

NOTES:

1. ASR.
2. Radar required.
3. Use of this procedure is mandatory when conducting a parallel ILS approach and is authorized only when airborne 75MC or ADF and localizer receivers are operating simultaneously.
4. When any required airborne receivers in note (3) are malfunctioning or a parallel approach is not desired, immediate notification of Los Angeles approach control is mandatory.
5. When advised that parallel operations are in progress, the pilot will be prepared to accept or reject an approach to either Runway 25L or Runway 24.
6. Components inoperative table does not apply to HIRL or SALS Runway 24.
7. DME should not be used to determine aircraft position over MM, runway threshold, or runway touchdown point.

%IFR departure procedures: Northbound (280° clockwise through 060°) unless otherwise directed by ATC, published SIDs must be used.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT
Runway 24:												
S-24.....	370	RVR 40	250	370	RVR 40	250	370	RVR 40	250	370	RVR 40	250
LOC:	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-24.....	640	RVR 50	520	640	RVR 50	520	640	RVR 50	520	640	RVR 60	520
LOC/VOR Minimums:												
S-24.....	500	RVR 50	350	500	RVR 50	350	500	RVR 50	350	500	RVR 50	350
Runway 25L:												
S-25L.....	300	RVR 24	200	300	RVR 24	200	300	RVR 24	200	300	RVR 24	200
LOC:	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-25L.....	620	RVR 24	520	620	RVR 24	520	620	RVR 24	520	620	RVR 50	520
LOC/VOR Minimums:												
S-25L.....	460	RVR 24	360	460	RVR 24	360	460	RVR 24	360	460	RVR 40	360
A.....	Standard.			T 2-eng. or less—% Runways 16/34 and 6, Standard; Runway 7L/R, RVR 50'; Runway 24, RVR 40'; Runway 25L/R, RVR 24'.			T over 2-eng.—% Runways 16/34 and 6, Standard; Runway 7L/R, RVR 50'; Runway 24, RVR 40'; Runway 25L/R, RVR 24'.					

City, Los Angeles; State, Calif.; Airport name, Los Angeles International; Elev., 120'; Runway 24, I-OSB; Runway 25L, I-LAX; Procedure No. Parallel ILS Runways 25L/24, Amdt. 1; Eff. date, 6 Feb. 69; Sup. Amdt. No. Orig.; Dated, 2 May 68

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS—Continued

Terminal routes				Minimum altitudes (feet)	Missed approach MAP: ILS DH, 1046'; LOC 5.7 miles after passing OS LOM.
From—	To—	Via			
OSH VOR.....	OS LOM.....	Direct.....		2600	Climb to 2600' on E crs of ILS within 10 miles, return to LOM. When directed by ATC, make right-climbing turn to 2600' on R 165° OSH VOR within 10 miles, return to LOM. Supplementary charting information: Runway 9, TDZ Elevation 796'.

Procedure turn S side of crs, 299° Outbnd, 089° Inbnd, 2600' within 10 miles of OS LOM.

FAF, OS LOM. Final approach crs, 089°. Distance FAF to MAP, 5.7 miles.

Minimum glide slope interception altitude, 2600'. Glide slope altitude at OM, 2428'; at MM, 1001'.

Distance to runway threshold at OM, 5.7 miles; at MM, 0.6 mile.

MSA: 000°-180°-2700'; 180°-360°-2400'.

NOTES: (1) Radar vectoring. (2) Runways 4/22 and 13/31 unlighted. (3) No approach lights. (4) Use Green Bay altimeter setting when OSH control zone not effective. (5) Circling and straight-in LOC MDA and ILS DH increased 160' when OSH control zone not effective. (6) Alternate minimums not authorized when OSH control zone not effective except for operators with approved weather reporting service. (7) Inoperative component table does not apply to REIL.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT
S-9.....	1046	¾	250	1046	¾	250	1046	¾	250	1046	¾	250
LOC:	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-9.....	1160	¾	364	1160	¾	364	1160	¾	364	1160	1	364
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	1220	1	415	1260	1	455	1260	1½	455	1360	2	555
A.....	Standard.*			T 2-eng. or less—Standard.			T over 2-eng.—Standard.					

City, Oshkosh; State, Wis.; Airport name, Winnebago County; Elev. 805'; Facility, I-OSH; Procedure No. ILS Runway 9, Amdt. 11; Eff. date, 6 Feb. 69; Sup. Amdt. No. 10; Dated, 17 Oct. 68

Terminal routes				Minimum altitudes (feet)	Missed approach MAP: ILS DH, 1012'. LOC, 3.9 miles after passing UI LOM.
From—	To—	Via			
R 082°, UIN VORTAC CW.....	UIN LOC.....	7-mile arc UIN, R 205° lead radial.		2300	Climb to 2300', make right turn to UI LOM.
R 281°, UIN VORTAC CCW.....	UIN LOC.....	7-mile arc UIN, R 235° lead radial.		2300	Supplementary charting information: TDZ elevation, 762'.
UIN VORTAC.....	UI LOM (NOPT).....	UIN, R 021°, 2.6 miles.....		1900	
7-mile DME ARC.....	UI LOM (NOPT).....	LOC crs.....		1900	

Procedure turn E side of crs, 215° Outbnd, 035° Inbnd, 2300' within 10 miles of UI LOM.

FAF, UI LOM. Final approach crs, 035°. Distance FAF to MAP, 3.9 miles.

Minimum glide slope interception altitude, 1900'. Glide slope altitude at OM, 1830'; at MM, 952'.

Distance to runway threshold at OM, 3.9 miles; at MM, 0.6 mile.

MSA: 000°-090°-2600'; 090°-180°-2200'; 180°-270°-2000'; 270°-360°-2600'.

NOTES: (1) Inoperative table does not apply to HIRL Runway 3. (2) Final approach from holding pattern not authorized; procedure turn required.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT
S-3.....	1012	¾	250	1012	¾	250	1012	¾	250	1012	¾	250
LOC:	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-3.....	1080	1	318	1080	1	318	1080	1	318	1080	1	318
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	1140	1	371	1220	1	451	1220	1½	451	1320	2	551
A.....	Standard.			T 2-eng. or less—Standard.			T over 2-eng.—Standard.					

City, Quincy; State, Ill.; Airport name, Quincy Municipal-Baldwin Field; Elev., 799'; Facility, I-UIN; Procedure No. ILS Runway 3, Amdt. 8; Eff. date, 6 Feb. 69; Sup. Amdt. No. 7; Dated, 6 June 68

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS—Continued

Terminal routes			Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: DH 250'. LOC 4.5 miles after passing Oyster Int.
Pittsburg Int.	Concord VOR	Direct	4000	Climb straight ahead to 311', then a climbing left turn to 1900' to intercept and proceed via SFO VOR, R 101° or E crs I-SFO localizer to Bridge Int (or SF LOM) and hold. Supplementary charting information: Chart holding at Bridge Int/SF LOM. Chart SFO VOR on profile view with distance from LMM. Chart 588' tree in lieu of 489' tree shown on present AL plate on SFO R 281° approximately 2 miles E of Westlake Int. TDZ Elevation, 9'.
Concord VOR	Berkeley Int.	Direct	4000	
R 320°, SFO VOR CW	R 011°, SFO VOR	17-mile Arc SFO, R 004° lead radial.	4000	
R 080°, SFO VOR CCW	R 011°, SFO VOR	17-mile Arc SFO, R 015° lead radial.	4000	
Berkeley Int.	South Shore Int.	Direct	2500	
South Shore Int.	Oyster Int.	Direct	1600	

Procedure turn not authorized.

Approach crs (profile) starts at Berkeley Int.

FAF, Oyster Int. Final approach crs, 191°. Distance FAF to MAP, 4.5 miles.

Minimum altitude over Berkeley Int, 4000'; over South Shore Int, 2500'.

Minimum glide slope interception altitude, 1600'. Glide slope altitude at Oyster Int, 1280'; at MM, 235'.

Distance to runway threshold at Oyster Int, 5.1 miles; at MM, 0.6 mile.

Note: ASR.

6. Circling not authorized S of Runways 10/28 unless following minimums are used: MDA, 1160' and VIS, 2½ miles.

%IFR departure procedures: Departures from Runway 19L/R require left turn be started as soon as practicable due to steeply rising terrain to 3000' immediately S of airport.

All departures must comply with published SFO STDs.

#RVR 18 authorized Runway 28L for Categories A, B, and C. RVR 20 authorized Runway 28L for Category D.

*Inoperative table does not apply to HIRL and SALS Runway 19L.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT
S-19L*	250	¾	250	250	¾	250	250	¾	250	250	¾	250
LOC:	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-19L*	300	1	291	300	1	291	300	1	291	300	1	291
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C@	500	1	549	500	1	549	600	1½	649	600	2	649
A	700-2			T 2-eng. or less—700-1 Runway 19L/R; % Standard all other runways.#			T over 2-eng.—700-1 Runway 19L/R; % Standard all other runways.#					

City, San Francisco; State, Calif.; Airport name, San Francisco International; Elev., 11'; Facility, I-SIA; Procedure No. ILS Runway 19L, Amdt. 2; Eff. date, 6 Feb. 69; Sup. Amdt. No. 1; Dated, 9 Jan. 69

14. 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)										Notes
From—	To—	Distance	Altitude	Distance	Altitude	Distance	Altitude	Distance	Altitude	
As established by Alexandria (England AFB) ASR minimum altitude vectoring chart (1700').										1. Aircraft on vector to FAF at 5-mile radius of Alexandria-Pineville Airport in sector from 180° clockwise to 020° from Alexandria-Pineville Airport. 2. Descend aircraft to MDA after FAF (5-mile radius of Alexandria-Pineville Airport).

Missed approach: Climb to 1700', right or left turn as appropriate direct ESF VOR.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	VIS		
C	740	1	640	740	1	640	740	1½	640	NA		
A	Not authorized.			T 2-eng. or less—Standard.			T over 2-eng.—Standard.					

City, Alexandria; State, La.; Airport name, Alexandria-Pineville; Elev., 100'; Facility, Alexandria Radar; Procedure No. Radar-1, Amdt. Orig.; Eff. date, 6 Feb. 69

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE RADAR—Continued

Radar terminal area maneuvering sectors and altitudes (sectors and distances measured from radar antenna)												Notes
From—	To—	Distance	Altitude	Distance	Altitude	Distance	Altitude	Distance	Altitude	Distance	Altitude	
As established by Alexandria (England AFB) ASR minimum altitude vectoring chart (1700').												Descend aircraft to MDA after FAF at 5-mile radius of Ester Field.
Missed approach: Climb to 1700', right or left turn as appropriate direct to ESF VOR.												
DAY AND NIGHT MINIMUMS												
Cond.	A			B			C			D		
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	540	1	432	560	1	432	560	1½	432	600	2	552
A.....	Standard.			T 2-eng. or less—Standard.			T over 2-eng.—Standard.					

City, Alexandria; State, La.; Airport name, Ester Field; Elev., 108'; Facility, Alexandria Radar; Procedure No. Radar-1, Amdt. Orig.; Eff. date, 6 Feb. 69

15. By amending § 97.31 of Subpart C to amend 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. Collings 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)												Notes
From—	To—	Distance	Altitude	Distance	Altitude	Distance	Altitude	Distance	Altitude	Distance	Altitude	
As established by Los Angeles ASR minimum altitude vectoring charts.												1. Descend aircraft after passing FAF. 2. Runway 24—FAF 6.3 miles from threshold. Minimum altitude over 2-mile Radar Fix, 760'. TDZ elevation, 130'. 3. Runway 25L—FAF 5.4 miles from threshold. Minimum altitude over 1.9-mile Radar Fix 620'. TDZ elevation, 100'. 4. Runway 7R—FAF 6 miles from threshold. TDZ elevation, 124'. 5. Runway 6—FAF 6 miles from threshold. TDZ elevation, 110'.

%IFR departure procedures: Northbound (280° clockwise through 060°) unless otherwise directed by ATC, published SIDs must be used.

Missed approach:

Runway 24—Climb on heading 250° to intercept LAX, R 270° to 2000' within 15 miles.
Runway 25L—Climb to 2000' direct to LAX VOR then via R 248° within 15 miles.
Runway 7R—Climb to 2000' direct to Downey NDB. Alternate missed approach: Climb to 2000' via LAX R 066° to Firestone Int.
Runway 6—Climb to 2000' direct to Downey NDB. Alternate missed approach: Climb to 2000' via LAX R 068° to Firestone Int.
NOTE: Components inoperative table does not apply to HIRLs and SALS Runway 24.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
ASR:												
R-25L.....	520	RVR 40	420	520	RVR 40	420	520	RVR 40	420	520	RVR 40	420
R-24.....	560	RVR 50	440	560	RVR 50	440	560	RVR 50	440	560	RVR 50	440
R-7R.....	600	RVR 40	476	600	RVR 40	476	600	RVR 40	476	600	RVR 40	476
R-6.....	560	RVR 50	450	560	RVR 50	450	560	RVR 50	450	560	RVR 50	450
Cond.	A			B			C			D		
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	640	1	514	640	1	514	640	1½	514	680	2	554
A.....	Standard.			T 2-eng. or less—Runways 16/34 and 6, Standard; Runway 7L/R, RVR 50'; Runway 24, RVR 40'; Runway 25L/R, RVR 24'.			T over 2-eng.—Runways 16/34 and 6, Standard; Runway 7L/R, RVR 50'; Runway 24, RVR 40'; Runway 25L/R, RVR 24'.					

City, Los Angeles; State, Calif.; Airport name, Los Angeles International; Elev., 129'; Facility, LAX Radar; Procedure No. Radar-1, Amdt. 22; Eff. date, 6 Feb. 69; Sup. Amdt. No. 21, Dated, 2 May 68

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 January 3, 1969.

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

[F.R. Doc. 69-308; Filed, Jan. 23, 1969; 8:45 a.m.]

Title 7—AGRICULTURE

Subtitle A—Office of the Secretary of Agriculture

[Amdt. 23]

PART 5—DETERMINATION OF PARITY PRICES

Temples

The regulations of the Secretary of Agriculture with respect to the determination of parity prices (21 F.R. 761, as amended; 7 CFR 5.1-5.6) are amended as hereinafter specified, effective January 30, 1969, in order to designate Temples as a separate commodity for the purposes of parity price calculations. Concurrent with this change the parity price for oranges will represent oranges excluding Temples, whereas formerly it represented oranges including Temples. Marketing season average prices will be used for the purpose of calculating adjusted base prices for these commodities since it is not practicable to determine the average prices received by farmers for these commodities on a calendar year basis.

1. In § 5.2, the paragraph under the centerhead "Citrus Fruit" is amended to read as follows:

§ 5.2 Marketing season average price data.

CITRUS FRUIT

Grapefruit; lemons; limes; oranges; tangerines; and Temples.

2. In § 5.4, the paragraph under the centerhead "Citrus Fruit" is amended to read as follows:

§ 5.4 Commodities for which parity prices shall be calculated.

CITRUS FRUIT

Grapefruit; lemons; limes; oranges; tangerines; and Temples.

(Sec. 301, 52 Stat. 38, as amended; 7 U.S.C. 1301)

Done at Washington, D.C., this 17th day of January 1969.

ORVILLE L. FREEMAN,
Secretary.

[F.R. Doc. 69-964; Filed, Jan. 23, 1969; 8:50 a.m.]

PART 15—NONDISCRIMINATION

Subpart A—Nondiscrimination in Federally Assisted Programs of the Department of Agriculture—Effectuation of Title VI of the Civil Rights Act of 1964

SUPPLEMENT TO APPENDIX

The appendix to Subpart A, Part 15, Subtitle A, Title 7, CFR, is hereby amended by adding the following Supplement No. 4 thereto:

SUPPLEMENT NO. 4. PROGRAMS AND ACTIVITIES OF THE DEPARTMENT OF AGRICULTURE COVERED BY TITLE VI OF THE CIVIL RIGHTS ACT OF 1964

1. The listing in the appendix of "Food Stamp Program, section 32 of the Act of August 24, 1935, 7 U.S.C. 612c, Food Stamp Act of 1964; 78 Stat. 703." is amended to read "Food Stamp Act of 1964, 78 Stat. 703, as amended by Public Law 90-91, 81 Stat. 228 and Public Law 90-552, 82 Stat. 958, 7 U.S.C. 2011 et seq."

2. Direct Recreation Loans, and Insured Recreation Loans made out of the Agricultural Credit Insurance Fund, to individual farmowners or tenants to finance outdoor recreational enterprises or convert to recreational uses their farming or ranching operations, under section 304 of the Consolidated Farmers Home Administration Act of 1961, 7 U.S.C. 1924, as amended by Public Law 90-488, sec. 2.

3. Direct Recreation Loans to individual farmers or ranchers to finance outdoor recreational enterprises or convert to recreational uses their farming or ranching operations, under section 312 of the Consolidated Farmers Home Administration Act of 1961, 7 U.S.C. 1942, as amended by Public Law 90-488, sec. 8.

4. Financial assistance to States and their political subdivisions to provide housing and related facilities for rural trainees under section 522 of the Housing Act of 1949, 42 U.S.C. 1490b, as amended by Public Law 90-448, sec. 1002.

5. Financial assistance to approved public or private nonprofit organizations to assist in providing mutual and self-help housing for needy low-income individuals and families, under section 523(b)(1)(A) of the Housing Act of 1949, 42 U.S.C. 1490c, as amended by Public Law 90-448, sec. 1005.

6. Direct loans to public or private nonprofit organizations to acquire and develop land as building sites, to be subdivided and sold to families and other eligible parties, under section 523(b)(1)(B) of the Housing Act of 1949, 42 U.S.C. 1490c, as amended by Public Law 90-448, sec. 1005.

7. Assistance under the Federal Meat Inspection Act, 34 Stat. 1260, as amended by Public Law 90-492, 82 Stat. 791, 21 U.S.C. 601 et seq.

8. Assistance under the Poultry Products Inspection Act, 71 Stat. 441, as amended by Public Law 90-492, 82 Stat. 791; 21 U.S.C. 451 et seq.

(Sec. 602, 78 Stat. 252, 42 U.S.C. 2000d; sec. 15.1(b), Subpart A, Part 15, Subtitle A, Title 7, CFR; letter of March 25, 1968, Attorney General to General Counsel, Department of Agriculture)

Dated: January 17, 1969.

ORVILLE L. FREEMAN,
Secretary of Agriculture.

[F.R. Doc. 69-965; Filed, Jan. 23, 1969; 8:50 a.m.]

Chapter XIV—Commodity Credit Corporation, Department of Agriculture

SUBCHAPTER B—LOANS, PURCHASES, AND OTHER OPERATIONS

[C.C.C. Farm Storage and Drying Equipment Loan Program Regs., Amdt. 3]

PART 1474—FARM STORAGE FACILITIES

Subpart—Farm Storage and Drying Equipment Loan Program Regulations

The subpart of Part 1474, Title 7, Code of Federal Regulations, published in the

Federal Register of July 1, 1967 (32 F.R. 9510), and amended in the Federal Register of December 14, 1967 (32 F.R. 17888), and is corrected in the Federal Register of December 28, 1967 (32 F.R. 20839), and amended in the Federal Register of June 1, 1968 (33 F.R. 8221), is further amended as follows:

In § 1474.4 paragraph (b) is amended to revise and clarify the manner in which drying needs are determined. The amended paragraph reads as follows:

§ 1474.4 Eligible borrowers.

(b) *Need for storage or equipment.* At the time any loan application is being considered, the county committee shall determine if the proposed farm storage or drying equipment is needed for the storage or conditioning of eligible commodities produced on the farm(s) to which the loan application relates: *Provided*, however, that in making this determination; (1) production shall not be included from any acreage devoted to commodities subject to voluntary adjustment programs if the applicant fails to indicate an intention to participate in such programs, (2) not more than one year's estimated production of eligible crops shall be used in determining whether the proposed drying equipment is needed, and (3) the maximum storage space on which a loan may be made shall be the amount by which the total capacity of existing storage on the farm(s) which is suitable for the storage of eligible commodities is less than the storage capacity necessary to store 2 years' (in the case of sunflower seed 1 year's) production (computed on the basis of estimated yields) of all eligible commodities produced on the farm(s) to which the loan application relates. A loan for obtaining farm storage of a greater capacity than the storage space needed by the applicant may be approved, but the amount of such loan shall not exceed the maximum authorized in § 1474.8(b).

(Secs. 4 and 5(b), 62 Stat. 1070-1072, as amended; 15 U.S.C. 714b, 714c(b))

Effective date: This amendment shall be effective upon publication in the FEDERAL REGISTER.

Signed at Washington, D.C., on January 16, 1969.

H. D. GODFREY,
Executive Vice President,
Commodity Credit Corporation.

[F.R. Doc. 69-962; Filed, Jan. 23, 1969; 8:50 a.m.]

Title 19—CUSTOMS DUTIES

Chapter I—Bureau of Customs, Department of the Treasury

[T.D. 69-33]

PART 16—LIQUIDATION OF DUTIES

Sugar Content of Certain Articles From Australia

Net amount of bounty declared for the month of December 1968 for products

of Australia subject to the countervailing duty order published in T.D. 54582. Section 16.24(f), Customs Regulations, amended.

The Treasury Department is in receipt of official information that the rates of bounties or grants paid or bestowed by the Australian Government within the meaning of section 303, Tariff Act of 1930 (19 U.S.C. 1303), on the exportation during the month of December 1968, of approved fruit products and other approved products containing sugar amounts to Australian \$103.50 per 2,240 pounds of sugar content.

The net amount of bounties or grants on the above-described commodities which are manufactured or produced in Australia is hereby ascertained, determined, and declared to be Australian \$103.50 per 2,240 pounds of sugar content. Additional duties on the above-described commodities, except those commodities covered by T.D. 55716 (27 F.R. 9595), whether imported directly or indirectly from that country, equal to the net amount of the bounty shown above shall be assessed and collected.

The table in § 16.24(f) of the Customs Regulations is amended by inserting after the last line under "Australia—Sugar content of certain articles" the number of this Treasury decision in the column headed "Treasury Decision" and the words "New rate" in the column headed "Action." The table in § 16.24(f) is further amended by deleting therefrom under "Australia—Sugar content of certain articles" the number 68-238 in the column headed "Treasury Decision" and the words "New rate" appearing opposite such number in the column headed "Action."

(R.S. 251, secs. 303, 624, 46 Stat. 687, 759; 19 U.S.C. 66, 1303, 1624)

[SEAL] EDWIN F. RAINS,
Acting Commissioner of Customs.

Approved: January 14, 1969.

JOSEPH M. BOWMAN,
Assistant Secretary
of the Treasury.

[F.R. Doc. 69-991; Filed, Jan. 23, 1969;
8:52 a.m.]

Title 22—FOREIGN RELATIONS

Chapter I—Department of State

SUBCHAPTER M—INTERNATIONAL TRAFFIC IN ARMS

[Dept. Reg. 108.600]

PART 123—LICENSING CONTROLS

PART 124—LICENSE AND TECHNICAL ASSISTANCE AGREEMENTS

Miscellaneous Amendments

Parts 123 and 124 of Title 22 of the Code of Federal Regulations are amended as set forth below.

1. In Part 123, § 123.21 is amended by adding new paragraphs (d) and (e) to read as follows:

§ 123.21 Country of ultimate destination.

(d) Applications for export (form DSP-5) of significant combat equipment* (and letter applications in cases of significant classified combat equipment) submitted to the Office of Munitions Control shall be accompanied by a "Consignee-Purchaser Transaction Statement" (form DSP-83) which must be submitted by the foreign importer to the U.S. applicant for export license. The transaction statement shall provide that, except as specifically authorized by prior written approval of the Department of State, the ultimate consignee (and purchaser if not the same as the ultimate consignee) will not reexport, resell or otherwise dispose of the articles enumerated in the application outside the country named as the location of the ultimate consignee. The Office of Munitions Control reserves the right to require a Consignee-Purchaser Transaction Statement with respect to the export of any U.S. Munitions List article.

(e) In applications for export where a Consignee-Purchaser Transaction Statement is required and where both the ultimate consignee and the purchaser are nongovernmental entities, the Department of State may require a Non-Retransfer Assurance (form DSP-83, Item 8) from the appropriate authority of the foreign importer's government. The Non-Retransfer Assurance shall provide that the foreign importer's government undertakes not to authorize the reexport, resale or other disposition of the articles enumerated in the application without obtaining the prior written consent of the U.S. Government.

2. In Part 124, § 124.04 is amended by adding new subparagraphs (7) and (8) to paragraph (a) reading as follows:

§ 124.04 Required information in agreements.

(a) . . .

(7) With respect to all manufacturing license agreements, a statement that "no export, sale, transfer, or other disposition of the licensed article is authorized to any country outside the territory wherein manufacture or sale is herein licensed without the prior written approval of the U.S. Government".

(8) With respect to manufacturing license agreements for significant combat

* Significant combat equipment shall include the articles (not including technical data) enumerated in categories I (a), (b), and (c) (in quantity); II (a) and (b); III(a) (excluding ammunition for firearms in category I); IV (a), (c), and (d); V(b) (in quantity); VI(a) (limited to combatant vessels as defined in § 121.12(a)), (b) (inclusive only of turrets and gun mounts, missile systems, and special weapons systems) and (e); VII (a), (b), (c), and (f); VIII (a), (b), (c), GEMS as defined in (k), and inertial systems as defined in I; XII(a); XIV (a), (b), (c), and (d); XVI; and XVII.

equipment,* the Department may require that the prospective foreign licensee furnish an "Nth Country Control Statement" (form DSP-83a) to the Office of Munitions Control. The Nth Country Control Statement shall provide that the licensee agrees to ensure that any contract or other transfer arrangement with a recipient of the licensed article in any country within the licensed sales territory will include the following provision: "The recipient shall obtain the approval of the U.S. Government prior to entering into a commitment for the transfer of the licensed article by sale or otherwise to another recipient in the same or any other country in the world".

(1) At the option of the parties, the obligation on the licensee as provided in the Nth Country Control Statement (form DSP-83a) may be included in the manufacturing license agreement.

(2) The Office of Munitions Control reserves the right to require an Nth Country Control Statement (form DSP-83a) or a similar undertaking in the license agreement, at the option of the parties, in connection with the foreign manufacture of any U.S. Munitions List article.

Effective Date. These amendments are effective upon publication in the FEDERAL REGISTER.

(Sec. 414, as amended, 68 Stat. 848; 22 U.S.C. 1934; secs. 101 and 105, E.O. 10973, 3 C.F.R. 1959-1963 Comp.; sec. 6, Departmental Delegation of Authority No. 104, 26 F.R. 10608, as amended, 27 F.R. 9925, 28 F.R. 7231; Re-delegation of Authority No. 104-3-A, 28 F.R. 7231)

Dated: January 14, 1969.

[SEAL] DEAN RUSK,
Secretary of State.

[F.R. Doc. 69-972; Filed, Jan. 23, 1969;
8:51 a.m.]

Title 30—MINERAL RESOURCES

Chapter I—Bureau of Mines, Department of the Interior

SUBCHAPTER I—INTERPRETATIONS

PART 45—INTERPRETATIONS: TITLE II, FEDERAL COAL MINE SAFETY ACT OF 1952

Miscellaneous Amendments

Sections 45.1 through 45.44-5, inclusive, of Part 45, title 30, are revoked and

* Significant combat equipment shall include the articles enumerated in categories I (a), (b) and (c) (in quantity); II (a) and (b); III(a) (excluding ammunition for firearms in category I); IV (a), (c) and (d); V(b) (in quantity); VI (a) (limited to combatant vessels as defined in § 121.12(a)), (b) (inclusive only of turrets and gun mounts, missile systems, and special weapons systems) and (e); VII (a), (b), (c) and (f); VIII (a), (b), (c), GEMS as defined in (k), and inertial systems as defined in (1); XII(a); XIV (a), (b), (c) and (d); XVI; and XVII.