

Transition area. 1. Add an extension "within 4.5 miles each side of Glynco TACAN 055° radial, extending from the 8.5-mile radius area to 7 miles Northeast of the TACAN" (increase in controlled airspace of 0.3 square mile).

2. Add an extension "within 4.5 miles each side of Glynco TACAN 250° radial, extending from the 8.5-mile radius to 8.5 miles West of the TACAN" (increase in controlled airspace of 0.94 square mile).

These alterations require a total increase in controlled airspace of 3.74 square miles. It is necessary to alter the Brunswick (NAS Glynco) control zone and the Brunswick transition area to reflect these alterations.

Since these amendments are editorial and minor in nature, notice and public procedure hereon are unnecessary and action is taken herein to amend the descriptions accordingly.

In consideration of the foregoing, Part 71 of the Federal Aviation Regulations is amended, effective 0901 G.m.t., November 13, 1969, as hereinafter set forth.

In § 71.171 (34 F.R. 4557), the Brunswick, Ga. (Malcolm-McKinnon Airport and NAS Glynco), control zones are amended to read:

BRUNSWICK, GA. (MALCOLM-MCKINNON AIRPORT)

Within a 5-mile radius of Malcolm-McKinnon Airport (latitude 31°09'05" N., longitude 81°23'20" W.); within 1.5 miles each side of the Brunswick VOR 023° radial, extending from the 5-mile radius zone to the VOR, excluding the portion within a 1.5-mile radius of Brunswick Municipal Airport (latitude 31°11'10" N., longitude 81°28'50" W.) and the portion within the Brunswick (NAS Glynco) control zone.

BRUNSWICK, GA. (NAS GLYNCO)

Within a 5-mile radius of NAS Glynco (latitude 31°15'30" N., longitude 81°28'00" W.); within 2 miles each side of the Glynco TACAN 055° radial, extending from the 5-mile radius zone to 5 miles northeast of the TACAN; within 3 miles each side of the Glynco TACAN 250° radial, extending from the 5-mile radius zone to 6.5 miles west of the TACAN, excluding the portion that is within a 1.5-mile radius of Brunswick Municipal Airport (latitude 31°11'10" N., longitude 81°28'50" W.) south of a line 3.5 miles south of and parallel to NAS Glynco Runway 7 centerline extended.

In § 71.181 (34 F.R. 4637), the Brunswick, Ga., transition area is amended to read:

BRUNSWICK, GA.

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of NAS Glynco (latitude 31°15'30" N., longitude 81°28'50" W.); within 4.5 miles each side of Glynco TACAN 055° radial, extending from the 8.5-mile radius area to 7 miles northeast of the TACAN; within 4.5 miles each side of Glynco TACAN 250° radial, extending from the 8.5-mile radius area to 8.5 miles west of the TACAN; within 3 miles each side of the 268° bearing from Glynco RBN, extending from the 8.5-mile radius area to 8.5 miles west of the RBN; within an 8.5-mile radius of Malcolm-McKinnon Airport (latitude 31°09'05" N., longitude 81°23'20" W.); within a 5-mile radius of Jekyll Island Airport (latitude 31°04'25" N., longitude 81°25'40" W.); within 3 miles each side of Brunswick VOR 203° radial, extending from the Malcolm-McKinnon Airport 8.5-mile and Jekyll Island Airport 5-mile radius areas to 8.5 miles south of the VOR, excluding the portion outside the continental limits of the United States.

(Sec. 307(a), Federal Aviation Act of 1958, 49 U.S.C. 1348(a), sec. 6(c), Department of Transportation Act, 49 U.S.C. 1655(c))

Issued in East Point, Ga., on September 4, 1969.

GORDON A. WILLIAMS, JR.,
Acting Director, Southern Region.

[F.R. Doc. 69-10895; Filed, Sept. 11, 1969; 8:47 a.m.]

[Airspace Docket No. 69-WE-37]

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

Alteration of Control Zone and Transition Area

On August 14, 1969, F.R. Doc. 69-9588 was published in the FEDERAL REGISTER amending the Pocatello, Idaho, control zone and transition area. Subsequent to the action initiating this document, it was discovered that certain changes were necessary to clarify the description of the transition area. Action is taken herein to affect these changes.

In consideration of the foregoing, F.R. Doc. 69-9588 is amended in part as follows: In the description of the transition area delete all after " * * * centered on the Pocatello VORTAC * * *" and substitute " * * * to latitude 43°05'20" N., longitude 113°00'00" W., thence to latitude 43°20'30" N., longitude 112°45'30" W., thence to point of beginning." therefor.

Effective date. The effective date as originally adopted may be retained.

Issued in Los Angeles, Calif., on September 3, 1969.

LEE E. WARREN,
Acting Director, Western Region.

In § 71.181 (34 F.R. 4637) the Pocatello, Idaho, transition area is amended to read as follows:

POCATELLO, IDAHO

That airspace extending upward from 700 feet above the surface within 4.5 miles southeast and 11 miles northwest of the Pocatello VORTAC 048° radial, extending from the VORTAC to 28 miles northeast of the VORTAC; within 9.5 miles north and 4.5 miles south of the 252° radial extending from 18.5 miles west to 1.5 miles east of the VORTAC; that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 43°11'30" N., longitude 112°10'00" W., thence to latitude 42°52'00" N., longitude 112°11'45" W., thence clockwise via a 23-mile radius arc centered on the Pocatello VORTAC to latitude 43°05'20" N., longitude 113°00'00" W., thence to latitude

43°20'30" N., longitude 112°45'30" W., thence to point of beginning.

[F.R. Doc. 69-10896; Filed, Sept. 11, 1969; 8:47 a.m.]

[Airspace Docket No. 69-SO-77]

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

Designation of Transition Area

On July 23, 1969, a notice of proposed rule making was published in the FEDERAL REGISTER (34 F.R. 12186) and supplemented on August 9, 1969 (34 F.R. 12951), stating that the Federal Aviation Administration was considering an amendment to Part 71 of the Federal Aviation Regulations that would designate the Hilton Head Island, S.C., transition area.

Interested persons were afforded an opportunity to participate in the rule making through the submission of comments. All comments received were favorable except those submitted by the Navy Regional Airspace Officer, FAA Southern Region. The comments submitted by the Navy Regional Airspace Officer pertain to air traffic control procedures in the Savannah/Beaufort terminal areas and have no bearing on establishing the 700-foot transition area at Hilton Head Airport and will be considered under separate action.

Subsequent to the publication of the notice, the geographic coordinate (latitude 32°13'20" N., longitude 80°41'55" W.) for Hilton Head Airport was obtained from Coast and Geodetic Survey. It is necessary to alter the description by adding the geographic coordinate for the airport.

Since this amendment is editorial in nature, notice and public procedure hereon are unnecessary and action is taken herein to alter the description accordingly.

In consideration of the foregoing, Part 71 of the Federal Aviation Regulations is amended, effective 0901 G.m.t., November 13, 1969, as hereinafter set forth.

In § 71.181 (34 F.R. 4637), the following transition area is added:

HILTON HEAD ISLAND, S.C.

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Hilton Head Airport (latitude 32°13'20" N., longitude 80°41'55" W.), excluding the portion outside the continental limits of the United States.

(Sec. 307(a), Federal Aviation Act of 1958, 49 U.S.C. 1348(a), sec. 6(c), Department of Transportation Act, 49 U.S.C. 1655(c))

Issued in East Point, Ga., on September 3, 1969.

GORDON A. WILLIAMS, JR.,
Acting Director, Southern Region.

[F.R. Doc. 69-10897; Filed, Sept. 11, 1969; 8:47 a.m.]

SUBCHAPTER F—AIR TRAFFIC AND GENERAL OPERATING RULES

[Reg. Docket No. 9816; Amdt. 666]

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:

Borger, Tex.—Hutchinson County, VOR Runway 17, Amdt. 1, 18 Mar. 1967 (established under Subpart C).

Las Vegas, N. Mex.—Las Vegas Municipal, Amdt. 5, 21 Jan. 1967 (established under Subpart C).

Las Vegas, N. Mex.—Las Vegas Municipal, Orig., 17 June 1967 (established under Subpart C).

Truth or Consequences, N. Mex.—Truth or Consequences Municipal, VOR 1, Amdt. 5, 10 Apr. 1965 (established under Subpart C).

2. 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:

Lima, Ohio—Allen County, NDB (ADF) Runway 27, Orig., 5 June 1969, canceled, effective 2 Oct. 1969.

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

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. 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
Owens Int.	LOM (final)	Direct	2000	T-dn	300-1	300-1	300-1½
FNT VOR	LOM	Direct	2100	C-dn	400-1	500-1	500-1½
Russell Int.	LOM	Direct	2700	S-dn 9#	200-½	200-½	200-½
Fosters Int.	LOM	Direct	2500	A-dn	600-2	600-2	600-2
St. Johns Int.	Vernon Int.	Via FNT R 272°	2500				
Vernon Int.	LOM (final)	Direct	2000				
Bancroft Int.	LOM (final)	Via crs 045° and FNT ILS LOC.	2000				
R 172° FNT VOR CW	10-mile DME Fix and FNT R 272°	Via 10-mile DME Arc.	2700				
15-mile DME Fix and FNT R 272°	LOM (final)	Direct	2000				
R 240° FNT VOR CCW	10-mile DME Fix and FNT R 272°	Via 10-mile DME Arc.	2000				

Procedure turn 8 side of crs, 271° Outbd, 091° Inbd, 2100' within 10 miles.

Minimum altitude at glide slope interception Inbd, 2000'.

Altitude of glide slope and distance to approach end of runway at OM, 1988'—3.9 miles; at MM, 980'—0.5 mile.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, make left-climbing turn and proceed to Davis Int. via FNT

R 075° at 2400'; or, when directed by ATC, make climbing right turn and proceed direct to FN LOM at 2100'.

400-½ required when glide slope not utilized and 400-½ authorized with operative ALS, except for 4-engine turbojets.

% RVR 2400' authorized Runway 9.

* RVR 2400'. Descent below 981' not authorized unless approach lights are visible.

City, Flint; State, Mich.; Airport name, Bishop; Elev., 781'; Fac. Class., ILS; Ident., I-FNT; Procedure No. ILS Runway 9, Amdt. Orig.; Eff. date, 15 Aug. 69

4. 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: 6 miles after passing BGD VOR.
				Climb to 5000' on R 174° within 15 miles. Supplementary charting information: Tower 0.6 mile SE of airport, 3300'. Runway 17, TDZ elevation, 3617'.

Procedure turn W side of crs, 354° Outbnd, 174° Inbnd, 5000' within 10 miles of BGD VOR.
FAF, BGD VOR. Final approach crs, 174°. Distance FAF to MAP, 6 miles.

Minimum altitude over BGD VOR, 4300'.

MSA: 000°-180°-4700'; 180°-360°-3000'.

*When control zone not effective, the following limitations apply except for operators with approved weather reporting service: (1) Use Amarillo, Tex. altimeter setting.
(2) Alternate minimums not authorized. (3) Circling and straight-in MDA increased 140'.
§300-1 required for takeoff Runway 17.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	VIS
S-17*	3440	1	423	3440	1	423	3440	1	423	NA
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	
C*	3620	1	566	3620	1	566	3620	1 1/4	566	NA
A	Standard.*			T 2-eng. or less—Standard.5			T over 2-eng.—Standard.5			

City, Borger; State, Tex.; Airport name, Hutchinson County; Elev., 3054'; Facility, BGD; Procedure No. VOR Runway 17, Amdt. 2; Eff. date, 2 Oct. 69; Sup. Amdt. No. 1; Dated, 18 Mar. 67

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: LVS VORTAC.
				Climb to 9000' on R 012° within 15 miles. Supplementary charting information: Final approach crs intercepts runway centerline 3200' from threshold. Runway 2, TDZ elevation, 6866'.

Procedure turn E side of crs, 207° Outbnd, 027° Inbnd, 9000' within 10 miles of LVS VORTAC.

Final approach crs, 027°.

Minimum altitude over 4-mile DME R 027°, 7580'.

MSA: 000°-090°-9500'; 090°-180°-8000'; 180°-270°-12,700'; 270°-360°-13,600'.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C	D
	MDA	VIS	HAT	MDA	VIS	HAT	VIS	VIS
S-2	7580	1	715	7580	1	715	NA	NA
	MDA	VIS	HAA	MDA	VIS	HAA		
C	7580	1	714	7580	1	714	NA	NA
VOR/DME Minimums:								
	MDA	VIS	HAT	MDA	VIS	HAT		
S-2	7280	1	415	7280	1	415	NA	NA
	MDA	VIS	HAA	MDA	VIS	HAA		
C	7280	1	414	7280	1	414	NA	NA
A	Standard.			T 2-eng. or less—Standard.			T over 2-eng.—Standard.	

City, Las Vegas; State, N. Mex.; Airport name, Las Vegas Municipal; Elev., 6866'; Facility, LVS; Procedure No. VOR Runway 2, Amdt. 6; Eff. date, 2 Oct. 69; Sup. Amdt. No. 5; Dated, 21 Jan. 67

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STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: LVS VORTAC.
				Climb to 10,000' on R 215° within 20 miles. Supplementary charting information: Final approach crs intercepts runway centerline 4937' from threshold. Runway 20, TDZ elevation, 6858'.

Procedure turn E side of crs, 012° Outbnd, 192° Inbnd, 8500' within 10 miles of LVS VORTAC.
Final approach crs, 192°.
MSA: 000°-090°-5500'; 090°-180°-8000'; 180°-270°-12,700'; 270°-360°-13,600'.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C	D
	MDA	VIS	HAT	MDA	VIS	HAT	VIS	VIS
H-20	7220	1	362	7220	1	362	NA	NA
	MDA	VIS	HAA	MDA	VIS	HAA		
C	7260	1	394	7360	1	494	NA	NA
A	Standard.		T 2-eng. or less—Standard.				T over 2-eng.—Standard.	

City, Las Vegas; State, N. Mex.; Airport name, Las Vegas Municipal; Elev., 6866'; Facility, LVS; Procedure No. VOR Runway 20, Amdt. 1; Eff. date, 2 Oct. 69; Sup. Amdt. No. Orig.; Dated, 17 June 67

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: 2.4 miles after passing TCS VORTAC.
				Climbing left turn, direct TCS VORTAC, climb in holding pattern on R 360° to 8000', left turns. Supplementary charting information: Runway 13, TDZ elevation, 4830'; 132° magnetic.

Procedure turn E side of crs, 360° Outbnd, 180° Inbnd, 8000' within 10 miles of TCS VORTAC.
FAF, TCS VORTAC. Final approach crs, 162°. Distance FAF to MAP, 2.4 miles.
Minimum altitude over TCS VOR, 6600'.

MSA: 000°-220°-8600'; 220°-360°-11,400'.
% IFR departures: Takeoff Runway 13, climbing left turn to TCS VOR, climb in holding pattern R 360°, left turns, to en route altitude; takeoff Runway 31, climbing right turn to TCS VOR, climb in holding pattern R 360°, left turns, to en route altitude.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C	D
	MDA	VIS	HAA	MDA	VIS	HAA	VIS	VIS
C	5640	1	780	5640	114	780	NA	NA
A	1200-2.		T 2-eng. or less—Standard. %				T over 2-eng.—Standard. %	

City, Truth or Consequences; State, N. Mex.; Airport name, Truth or Consequences Municipal; Elev., 4860'; Facility, TCS; Procedure No. VOR Runway 13, Amdt. 6; Eff. date, 2 Oct. 69; Sup. Amdt. No. VOR 1, Amdt. 5; Dated, 10 Apr. 65

5. 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			Minimum altitudes (feet)	Missed approach
From—	To—	Via		
Bradley Int.	CLT VORTAC	Direct	3000	MAP: CLT VORTAC. Climb to 3000' on CLT VORTAC R 063° to Bradley Int; or, when directed by ATC, climbing right turn to 3000' on CLT VORTAC R 133° to Weddington Int. Supplementary charting information: Final approach crs intercepts runway centerline 2500' from threshold. REIL Runway 36. TDZ elevation, 717'.
Weddington Int.	CLT VORTAC	Direct	2300	
Bethany Int.	CLT VORTAC	Direct	2300	
Waco Int.	CLT VORTAC	Direct	2000	
Stanley Int.	CLT VORTAC	Direct	2300	

Procedure turn N side of crs, 225° Outbnd, 045° Inbnd, 2300' within 10 miles of Lake Int or 5.5-mile DME Fix.

Final approach crs, 045°.

Minimum altitude over Lake Int or 5.5-mile DME Fix, 1700'.

MSA: 000°-090°-3000'; 090°-180°-3000'; 180°-270°-2800'; 270°-360°-4000'.

NOTE: ASR.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-5	1160	RVR 24	443	1160	RVR 24	443	1160	RVR 24	443	1160	RVR 50	443
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	1220	1	472	1220	1	472	1220	1½	472	1300	2	553
A	Standard.			T 2-eng. or less—RVR 24', Runway 5; Standard all other runways.			T over 2-eng.—RVR 24', Runway 5; Standard all other runways.					

City, Charlotte; State, N.C.; Airport name, Douglas Municipal; Elev., 748'; Facility, CLT; Procedure No. VOR Runway 5, Amdt. 4; Eff. date, 2 Oct. 69; Sup. Amdt. No. 3 Dated, 30 Jan. 69

Terminal routes			Minimum altitudes (feet)	Missed approach
From—	To—	Via		
FML VORTAC	CLT VORTAC	Direct	2300	MAP: CLT VORTAC. Climb to 2300' on CLT VORTAC R 185° and proceed to FML VORTAC; or, when directed by ATC, climb to 2300' right turn to York Int via CLT VORTAC R 229°. Supplementary charting information: Final approach crs intercepts runway centerline 4100' from threshold. REIL Runway 36. TDZ elevation, 747'.
Bradley Int.	CLT VORTAC	Direct	3000	
Weddington Int.	CLT VORTAC	Direct	2300	
Bethany Int.	CLT VORTAC	Direct	2300	
Waco Int.	CLT VORTAC	Direct	2000	
Stanley Int.	CLT VORTAC	Direct	2300	

Procedure turn W side of crs, 065° Outbnd, 185° Inbnd, 2300' within 10 miles of CLT VORTAC.

Final approach crs, 185°.

Minimum altitude over Railroad 5-mile DME Fix, 1640'.

MSA: 000°-090°-3000'; 090°-180°-3000'; 180°-270°-2900'; 270°-360°-4000'.

NOTES: (1) ASR. (2) Inoperative component table does not apply to HIRL Runway 18.

*Standard alternate minimums for VOR/DME/RADAR. For VOR only aircraft all categories 500-2.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-18	1640	1¼	893	1640	1½	893	1640	1¾	893	1640	2	893
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	1640	1¼	892	1640	1½	892	1640	1¾	892	1640	2	892
VOR/DME/RADAR minimums:												
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-18	1300	1	553	1300	1	553	1300	1	553	1300	1¼	553
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	1300	1	552	1300	1	552	1300	1½	552	1300	2	552
A	Standard.*			T 2-eng. or less—RVR 24', Runway 5; Standard all other runways.			T over 2-eng.—RVR 24', Runway 5; Standard all other runways.					

City, Charlotte; State, N.C.; Airport name, Douglas Municipal; Elev., 748'; Facility, CLT; Procedure No. VOR Runway 18, Amdt. 6; Eff. date, 2 Oct. 69; Sup. Amdt. No. 3 Dated, 27 Mar. 69

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STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR

Terminal routes			Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: CLT VORTAC.
Bradley Int.	CLT VORTAC	Direct	3000	Climb to 2300' on CLT VORTAC R 225° to York Int; or, when directed by ATC, climb to 2300' left turn via R 185° CLT VORTAC to FML VORTAC. Supplementary charting information: Final approach crs intercepts runway centerline 3000' from threshold. REIL Runway 36. TDZ elevation, 748'.
Weddington Int.	CLT VORTAC	Direct	3000	
Bethany Int.	CLT VORTAC	Direct	3000	
Waco Int.	CLT VORTAC	Direct	3000	
Stanley Int.	CLT VORTAC	Direct	3000	

Procedure turn N side of crs, 060° Outbnd, 240° Inbnd, 3000' within 10 miles of Parks Int.
Final approach crs, 240°.
Minimum altitude over Parks Int or 5-mile DME Fix, 1800'.
MSA: 000°-060°-3000'; 090°-180°-3000'; 180°-270°-2800'; 270°-360°-4000'.
NOTE: (1) ASR. (2) Inoperative component table does not apply to HIRL Runway 23.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-23	1300	1	552	1300	1	552	1300	1	552	1300	1 1/4	552
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	1300	1	552	1300	1	552	1300	1 1/4	552	1300	2	552
A	Standard.			T 2-eng. or less—RVR 24', Runway 5; Standard all other runways.			T over 2-eng.—RVR 24', Runway 5; Standard all other runways.					

City, Charlotte; State, N.C.; Airport name, Douglas Municipal; Elev., 748'; Facility, CLT; Procedure No. VOR Runway 23, Amdt. 3; Eff. date, 2 Oct. 69; Sup. Amdt. No. 2; Dated, 30 Jan. 69

Terminal routes			Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: CLT VORTAC.
FML VORTAC	Ross Int (NOPT)	Direct	1800	Climb to 2300' left turn via R 229° CLT VORTAC to York Int; or, when directed by ATC, climb to 2300' left turn via R 185° CLT VORTAC to FML VORTAC. Supplementary charting information: Final approach crs intercepts runway centerline 2500' from threshold. REIL Runway 36. TDZ elevation, 726'.
Bradley Int.	CLT VORTAC	Direct	3000	
Weddington Int.	CLT VORTAC	Direct	2300	
Bethany Int.	CLT VORTAC	Direct	2300	
Waco Int.	CLT VORTAC	Direct	2900	
Stanley Int.	CLT VORTAC	Direct	2900	

Procedure turn E side of crs, 173° Outbnd, 353° Inbnd, 2200' within 10 miles of Ross Int.
Final approach crs, 353°.
Minimum altitude over Ross Int or 5.5-mile DME Fix, 1800'.
MSA: 000°-090°-3000'; 090°-180°-3000'; 180°-270°-2800'; 270°-360°-4000'.
NOTE: ASR.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-36	1120	3/4	394	1120	3/4	394	1120	3/4	394	1120	1	394
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	1220	1	472	1220	1	472	1220	1 1/4	472	1300	2	552
A	Standard.			T 2-eng or less—RVR 24', Runway 5; Standard all other runways.			T over 2-eng.—RVR 24', Runway 5; Standard all other runways.					

City, Charlotte; State, N.C.; Airport name, Douglas Municipal; Elev., 748'; Facility, CLT; Procedure No. VOR Runway 36, Amdt. 4; Eff. date, 2 Oct. 69; Sup. Amdt. No. 3; Dated, 30 Jan. 69

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE TERMINAL VOR—Continued

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: CKV VOR.
				Climbing right turn to 2200' to CKV VOR and hold. Supplementary charting information: Hold S, 1 minute, right turns, 348° Inbd. Final approach crs intercepts runway centerline 3000' from threshold. LRCO 122.1R, 126.7R. Deplot restricted areas (R-3702 and R-3703) W of CKV. TDZ elevation, 549'.

Procedure turn E side of crs, 168° Outbd, 348° Inbd, 2200' within 10 miles of CKV VOR.

Final approach crs, 348°.

MSA: 000°-270°-2200'; 270°-360°-2100'.

NOTES: (1) Radar vectoring. (2) Night minimums not authorized Runways 5/23. (3) Use Campbell approach control altimeter setting.

*Alternate minimums not authorized except 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-34.....	900	1	351	900	1	351	900	1	351	900	1	351
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	1040	1	491	1040	1	491	1040	1½	491	1100	2	551
A.....	Not authorized.*			T 2-eng. or less—Standard.			T over 2-eng.—Standard.					

City, Clarksville; State, Tenn.; Airport name, Outlaw Field; Elev., 549'; Facility CKV; Procedure No. VOR Runway 34, Amdt. 2; Eff. date, 2 Oct. 69; Sup Amdt. No. 1; Dated, 17 Apr. 69

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: 10.1 miles after passing HKY VOR.
				C imb to 4000', right turn, to HKY VOR via R 224° and hold. Supplementary charting information: Hold NE, 1 minute, right turns, 240° Inbd. REIL, Runway 24. Runway 24, TDZ elevation, 1189'.

Procedure turn S side of crs, 060° Outbd, 240° Inbd, 3500' within 10 miles of HKY VOR.

FAP, HKY VOR. Final approach crs, 224°. Distance FAP to MAP, 10.1 miles.

Minimum altitude over HKY VOR, 3000'; over Taylorsville FM, 2400'.

MSA: 000°-090°-4700'; 090°-180°-4000'; 180°-270°-3000'; 270°-360°-3000'.

*Standard minimums for VOR/FM equipped aircraft. For VOR only aircraft, Categories A and B 1300-2, Category C 1300-2½.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	VIS
S-24.....	2400	1¾	1211	2400	2	1211	2400	2¾	1211	NA
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	
C.....	2400	1¾	1211	2400	2	1211	2400	2¾	1211	NA
	VOR/FM:									
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	
S-24.....	1560	1	371	1560	1	371	1560	1	371	NA
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	
C.....	1640	1	451	1640	1	451	1640	1½	451	NA
A.....	Standard.*			T 2-eng. or less—Standard.			T over 2-eng.—Standard.			

City, Hickory; State, N.C.; Airport name, Hickory Municipal; Elev., 1189'; Facility, HKY; Procedure No. VOR Runway 24, Amdt. 11; Eff. date, 2 Oct. 69; Sup. Amdt. No. 10; Dated, 24 Apr. 69

6. 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: SNL NDB.
Shawnee Int.	Shawnee NDB	Direct	2000	Climb to 2000', left turn to SNL NDB and hold. Supplementary charting information: Hold N on bearing 300°-150° Inbnd, 1 minute, right turns. Final approach crs intercepts runway centerline 3955' from threshold.

Procedure turn E side of crs, 360° Outbnd, 150° Inbnd, 2000' within 10 miles of SNL NDB.
Final approach crs, 180°.
Minimum altitude over SNL NDB, 1800'.
MSA: 225°-315°-2000'; 315°-225°-2000'.
NOTE: Use Oklahoma City FSS altimeter setting.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	VIS
B-17.....	1800	1	720	1800	1	720	1800	1¼	720	NA
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	
C.....	1800	1	720	1800	1	720	1800	1½	720	NA
A.....	Not authorized.			T 2-eng. or less—Standard.			T over 2-eng.—Standard.			

City, Shawnee; State, Okla.; Airport name, Shawnee Municipal; Elev., 1980'; Facility, SNL; Procedure No. NDB (ADF) Runway 17, Amdt. Orig.; Eff. date, 2 Oct. 60

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

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE NDB (ADF)

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

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: 4 miles after passing PDA NDB.
HOU VORTAC	PDA NDB	Direct	1600	Climb to 2000' direct to HO LOM and hold; or, when directed by ATC, climb to 1800' on R 300° HOU VORTAC within 15 miles. Supplementary charting information: Hold SW, 1 minute, right turns, 036° Inbnd. TV tower 1549', 13 miles SW of airport. Runway 21, T10Z elevation, 44'.
La Porte Int.	PDA NDB	Direct	1600	
Fry Int.	PDA NDB	Direct	1600	
Monument Int.	PDA NDB (NOPT)	Direct	1100	

Procedure turn N side of crs, 036° Outbnd, 216° Inbnd, 1600' within 10 miles of PDA NDB.
FAF, PDA NDB. Final approach crs, 216°. Distance FAF to MAP, 4 miles.
Minimum altitude over PDA NDB, 1100'.
MSA within 25 miles of PDA NDB: 000°-090°-1600'; 090°-180°-2300'; 180°-270°-2000'; 270°-360°-1800'.
NOTE: ASR.
RVR 2400' authorized Runway 3.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
B-21	540	1	496	540	1	496	540	1	496	540	1	496
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	540	1	492	540	1	492	540	1 1/4	492	600	2	562
A	Standard.			T 2-eng. or less—Standard.#			T over 2-eng.—Standard.#					

City, Houston; State, Tex.; Airport name, William P. Hobby; Elev., 48'; Facility, PDA; Procedure No. NDB (ADF) Runway 21, Amdt. 6; Eff. date, 2 Oct. 60; Sup. Amdt. No. 5; Dated, 29 May 60

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

Terminal routes			Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: 2 miles after passing SRW NDB.
High Rock Int.	SRW NDB	Direct	2400	Climb to 2400', right turn, direct to SRW
Hazel Int.	SRW NDB	Direct	2400	NDB and hold.
Barber Int.	SRW NDB	Direct	2400	Supplementary charting information: Hold N, 1 minute, right turns, 197° Inbnd.

Procedure turn W side of crs, 017° Outbnd, 197° Inbnd, 2400' within 10 miles of SRW NDB.
FAF, SRW NDB. Final approach crs, 197°. Distance FAF to MAP, 2 miles.
Minimum altitude over SRW NDB, 1700'.
MSA: 000°-180°-2400'; 180°-360°-4000'.
NOTE: Use Winston-Salem altimeter setting.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAA	MDA	VIS	HAA	VIS			VIS		
C	1480	1	705	1480	1	705	NA			NA		
A	Not authorized.			T 2-eng. or less—Standard.			T over 2-eng.—Not authorized.					

City, Salisbury; State, N.C.; Airport name, Rowan County; Elev., 775'; Facility, SRW; Procedure No. NDB (ADF) Runway 20, Amdt. 1; Eff. date, 2 Oct. 69; Sup. Amdt. No. Orig.; Dated, 1 Aug. 68

8. 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. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or hundreds of feet RVR.

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

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

From—	To—	Distance	Altitude	Distance	Altitude	Distance	Altitude	Distance	Altitude	Distance	Altitude	Notes
000°	360°	0-15	*2300									1. Descend aircraft after passing FAF.
000°	105°	15-30	3000									2. Runway 18, FAF 6 miles from threshold. Minimum altitude over 2-mile Radar Fix, 1300'. TDZ elevation, 747'.
105°	200°	15-30	2300									3. Runway 23, FAF 6 miles from threshold. Minimum altitude over 2-mile Radar Fix, 1300'. TDZ elevation, 748'.
200°	360°	15-30	4000									4. Runway 36, FAF 6 miles from threshold. Minimum altitude over 3-mile Radar Fix, 1380'. TDZ elevation, 726'.
												5. Runway 5, FAF 6 miles from threshold. Minimum altitude over 2-mile Radar Fix, 1160'. TDZ elevation, 717'.
NOTES:												MTI required for all surveillance approaches.
												REIL Runway 36.
												Inoperative component table does not apply to HIRL Runways 18 and 23.

All airways segments 0-35 miles published MEA or sector altitudes whichever is lower.

All bearings and distances are from radar site on Douglas Municipal Airport with sector azimuths progressing clockwise.

*Radar control will provide 1000' vertical clearance within a 3-mile radius of the following towers: 1332', 10 miles NE; 2049', 13 miles E; 1733', 16.5 miles W; 1866', 10 miles NW.

Missed approach:

Runway 18—Climb to 2300' direct to FML VORTAC, hold S, 1 minute, right turns, 006° Inbnd.

Runway 23—Climb to 2300' direct to CLT LOM, hold SW, 1 minute, left turns, 090° Inbnd.

Runway 36—Climb to 2600' on FML VORTAC R 007° to Mount Holly Int, hold N, 1 minute, left turns 187° Inbnd.

Runway 5—Turn right, climb to 3000' on CLT VORTAC R 063° to Bradley Int. Hold NE, 1 minute, right turns, 219° Inbnd.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-18	1160	1	413	1160	1	413	1160	1	413	1160	1	413
S-23	1160	1	412	1160	1	412	1160	1	412	1160	1	412
S-36	1060	1/4	334	1060	1/4	334	1060	1/4	334	1060	1	334
S-5	1080	RVR 24	363	1080	RVR 24	363	1080	RVR 24	363	1080	RVR 50	363
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	1220	1	472	1220	1	472	1220	1 1/2	472	1300	2	482
A	Standard.			T 2-eng. or less—RVR 24', Runway 5; Standard all other runways.			T over 2-eng.—RVR 24', Runway 5; Standard all other runways.					

City, Charlotte; State, N.C.; Airport name, Douglas Municipal; Elev., 748'; Facility, Charlotte Radar; Procedure No. Radar-1, Amdt. 10; Eff. date, 2 Oct. 69; Sup. Amdt. No. 2; Dated, 10 July 69

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 August 27, 1969.

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

[F.R. Doc. 69-10607; Filed, Sept. 11, 1969;
8:45 a.m.]

Title 7—AGRICULTURE

Chapter I—Consumer and Marketing Service (Standards, Inspection, Marketing Practices), Department of Agriculture

PART 51—FRESH FRUITS, VEGETABLES AND OTHER PRODUCTS (INSPECTION, CERTIFICATION AND STANDARDS)

Subpart—U.S. Standards for Grades of Oranges (Texas and States Other Than Florida, California, and Arizona)

GENERAL; CORRECTION

In F.R. Doc. 69-10358 appearing in the issue of Saturday, August 30, 1969 (34 F.R. 13909), § 51.680 *General* was inadvertently omitted and is corrected by insertion after the authority statement in column 2 of page 13909 as follows:

§ 51.680 *General*.

The standards in this subpart apply only to the common or sweet orange group and varieties belonging to the Mandarin group except tangerines for which separate U.S. Standards are issued.

Dated: September 8, 1969.

G. R. GRANGE,
Deputy Administrator,
Marketing Services.

[F.R. Doc. 69-10881; Filed, Sept. 11, 1969;
8:46 a.m.]

PART 68—REGULATIONS AND STANDARDS FOR INSPECTION AND CERTIFICATION OF CERTAIN AGRICULTURAL COMMODITIES AND PRODUCTS THEREOF

Miscellaneous Amendments

Statement of consideration. On June 5, 1969, notice of postponement of the effective dates of revised Part 68 regulations (7 CFR Part 68, 34 F.R. 5709) theretofore adopted under the Agricultural Marketing Act of 1946, as amended (7 U.S.C. 1621 et seq.), was published in the FEDERAL REGISTER (34 F.R. 8963) to allow consideration of comments and views submitted by the rice industry. As a

result of meetings with the rice industry, on July 2, 1969, notice of proposed amendments of the revised Part 68 regulations was published in the FEDERAL REGISTER (34 F.R. 11147). After consideration of all relevant matters, the amendments as proposed are hereby adopted, and the revised regulations as so amended shall become effective 30 days after the date of publication of this notice in the FEDERAL REGISTER.

(Secs. 203, 205, Agricultural Marketing Act of 1946, 60 Stat. 1087, 1090, as amended, 7 U.S.C. 1622, 1624, 29 F.R. 16210, as amended, 33 F.R. 10750)

Done at Washington, D.C., this 8th day of September 1969.

G. R. GRANGE,
Deputy Administrator,
Marketing Services.

1. Section 68.16a is amended to read:

§ 68.16a *Issuance of corrected certificate.*

(a) If any error is made in an inspection, a corrected inspection certificate may be issued in accordance with instructions issued by the Director. The term "error" shall be deemed to include any error of commission or error of omission.

(b) The original and copies of the corrected certificate shall be issued as promptly as possible to the same interested persons as received the incorrect certificate.

(c) The corrected certificate shall supersede the incorrect inspection certificate previously issued. The corrected certificate shall clearly identify by certificate number and date the incorrect certificate which it supersedes.

(d) The issuing inspector shall obtain the original and all copies of the superseded incorrect certificate if possible. If the inspector is unable to obtain the original and all copies of the superseded certificate, he shall, to the extent possible, notify all parties to the transaction, to prevent misuse of the superseded certificate.

2. Section 68.21 is amended to read:

§ 68.21 *How to obtain an appeal inspection.*

(a) An application for appeal inspection may be made by any interested party who is dissatisfied with the results of an inspection.

(b) The application shall be made in writing or by telegraph and shall be filed in the office of a Supervising Inspector.

(c) The inspection certificate for the inspection appealed from shall be submitted with the application or as soon thereafter as possible.

(d) This paragraph is applicable to rice inspection only: Except as may be agreed upon by the interested parties, the application shall be filed before the rice has left the place where the inspection appealed from was made and not later than the close of business on the second business day following the date of the inspection appealed from, which

time of filing may be extended by the Supervising Inspector for good cause shown.

(e) Subject to the limitations in paragraphs (f) and (g) of this section, an appellant may request that an appeal lot inspection be based on the official file sample, or based on a new sample if the lot can be positively identified by the Supervising Inspector as the lot which was previously inspected and the entire lot is available for sampling and examination. However, only one appeal inspection may be obtained from any original inspection.

(f) Subject to the limitations in paragraph (g) of this section, at the option of the Supervising Inspector, an appeal lot inspection shall be based on the sample or samples which are considered most representative of the lot.

(g) An appeal inspection shall be limited to a review of the sampling procedure and an analysis of the official file sample when, as a result of the original inspection, the commodity was found to be contaminated with filth or to contain a deleterious substance. If it is determined that the sampling procedures were improper, a new sample shall be obtained if the lot can be positively identified by the Supervising Inspector as the lot which was previously inspected and the entire lot is available for sampling and examination.

[F.R. Doc. 69-10845; Filed, Sept. 11, 1969;
8:45 a.m.]

Chapter IV—Federal Crop Insurance Corporation, Department of Agriculture

PART 401—FEDERAL CROP INSURANCE

Subpart—Regulations for the 1969 and Succeeding Crop Years

APPENDIX; COUNTIES DESIGNATED FOR COMBINED CROP INSURANCE

Correction

In F.R. Doc. 69-10173 appearing at page 13645 in the issue of Tuesday, August 26, 1969, the crop "Corn" appearing beside the county of Grand Forks, N. Dak., should be deleted, and the crop "Flax" beside the county of Ransom, N. Dak., is corrected to read "Flax".

PART 401—FEDERAL CROP INSURANCE

Subpart—Regulations for the 1969 and Succeeding Crop Years

APPENDIX; COUNTIES DESIGNATED FOR CORN CROP INSURANCE

Correction

In F.R. Doc. 69-10174 appearing at page 13645 in the issue of Tuesday, August 26, 1969, under the State of South Dakota the entry for "Deul" should read "Deuel".

Chapter IX—Consumer and Marketing Service (Marketing Agreements and Orders; Fruits, Vegetables, Nuts), Department of Agriculture

[Orange Reg. 8, Amdt. 5]

PART 944—FRUIT; IMPORT REGULATIONS

Oranges

On September 3, 1969, notice of proposed rule making was published in the *FEDERAL REGISTER* (34 F.R. 13994) that consideration was being given to a proposed further amendment of § 944.307 *Orange Regulation 8*, which would limit the importation of oranges into the United States, pursuant to Part 944—Fruits; Import Regulations (7 CFR Part 944.307). This amendment of the import regulation sets forth grade and size requirements which are the same as the domestic grade and size requirements being made effective September 15, 1969, for oranges grown in the State of Texas. The import regulation is effective pursuant to section 8e (7 U.S.C. 608e-1) of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601-674).

It is hereby found that good cause exists for not postponing the effective time of amendatory provisions of this regulation beyond that hereinafter specified (5 U.S.C. 553) in that (a) the requirements of this amendment of the import regulation are imposed pursuant to section 8e of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601-674), which makes such requirements mandatory; (b) such amendatory provisions contain the same grade and size requirements as those of the domestic grade and size regulation for oranges grown in Texas under Orange Regulation 21, which becomes effective September 15, 1969; (c) notice that such amendatory action was being considered was published in the September 3, 1969, issue of the *FEDERAL REGISTER* (34 F.R. 13994); (d) compliance with this amendment of the import regulation will not require any special preparation which cannot be completed by the effective time hereof; (e) notice hereof in excess of 3 days, the minimum prescribed by said section 8e, is given with respect to this amendment of the import regulation; and (f) such notice is hereby determined, under the circumstances, to be reasonable.

Paragraph (a) of § 944.307 *Orange Regulation 8* (7 CFR Part 944; 34 F.R. 5156) is amended to read as follows:

§ 944.307 *Orange Regulation 8*.

(a) On and after September 16, 1969, the importation into the United States of any oranges is prohibited unless such oranges are inspected and grade U.S. Fancy, U.S. No. 1, U.S. No. 1 Bright, U.S. No. 1 Bronze, U.S. Combination, with not less than 60 percent, by count, of the oranges in each container thereof grading at least U.S. No. 1 grade and the remainder grading U.S. No. 2, or U.S. No. 2; and are of a size not smaller than 2 1/16

inches in diameter: *Provided*, That not more than 10 percent, by count, of such oranges in any lot of containers, and not more than 15 percent, by count, of such oranges in any individual container in such lot, may be of a size smaller than 2 1/16 inches in diameter.

(Secs. 1-19, 48 Stat. 31, as amended; 7 U.S.C. 601-674)

Dated: September 10, 1969.

PAUL A. NICHOLSON,
Acting Director, Fruit and Vegetable Division, Consumer and Marketing Service.

[F.R. Doc. 69-10973; Filed, Sept. 11, 1969; 8:45 a.m.]

Title 15—COMMERCE AND FOREIGN TRADE

Chapter III—Bureau of International Commerce, Department of Commerce

SUBCHAPTER B—EXPORT REGULATIONS

[12th Gen. Rev. of Export Regs (Amdt. 4)]

PART 390—GENERAL ORDERS

Short Supply Licensing Controls Over Nickel Products

Part 390 of the Code of Federal Regulations is amended as set forth below.

(Sec. 3, 63 Stat. 7; 50 U.S.C. App. 2023; E.O. 10945, 26 F.R. 4487, 3 CFR 1959-1963 Comp.; E.O. 11038, 27 F.R. 7003, 3 CFR 1959-1963 Comp.)

Effective date: September 9, 1969.

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

A new § 390.6 is established to read as follows:

§ 390.6 Short supply licensing controls over nickel products.

(a) *Licensing policy and exceptions.* To conserve the domestic supply of nickel, it has been necessary to discontinue the granting of licenses to export the following primary and secondary forms of nickel:

Export Control Commodity Number and Commodity Description

- 28200 Iron and steel scrap containing 1 percent or more nickel by weight, including scrap melted into crude forms.
- 28401 Nickel bearing residues and dross.
- 28403 Other nickel or nickel alloy waste and scrap.
- 51369 Nickel oxide.
- 51470 Nickel sulfate.
- 67160 Ferronickel containing 90 percent or less nickel.
- 68310 Nickel based magnetic materials, unwrought.
- 68310 Other nickel or nickel alloys, unwrought.
- 68324 Nickel or nickel alloy electroplating anodes.

However, the Office of Export Control will consider requests for exceptions to this licensing policy if, for technological or

economic reasons, the commodities cannot be commercially processed in the United States.

(1) If the commodities cannot be processed in the United States for technological reasons, the application shall include:

(i) A statement describing the commodities, with an analysis of the metal content, and an explanation of the difficulty in processing them in the United States;

(ii) The following certification:

I (we) certify that, to my (our) best knowledge and belief, the commodities described on this application cannot be commercially processed in the United States;

and

(iii) A copy of correspondence with one or more recognized U.S. nickel processors confirming that the commodities described in the application can not be commercially processed in the United States.¹

(2) An exception will also be considered in cases where failure to export the commodities will subject the applicant to a definite economic hardship in the form of a substantial financial liability. An example of such hardship is a situation where a contract is in effect, the commodities have been specially processed and packed for shipping, and freight arrangements have been made. Another example is a situation where, because of geographic location, a loss would be suffered if the applicant had to dispose of the commodities in the United States. A mere decrease in an expected profit does not impose a financial liability and does not constitute an economic hardship within the meaning of this section. To establish an economic hardship, an applicant shall submit in support of his license application a copy of his sales contract with the foreign purchaser. In addition, he shall disclose the date he purchased the commodities, the price he paid for them, their current U.S. market price, and any other facts to establish his potential economic hardship.¹

[F.R. Doc. 69-10890; Filed, Sept. 11, 1969; 8:47 a.m.]

Title 16—COMMERCIAL PRACTICES

Chapter I—Federal Trade Commission

[Docket No. C-1568]

PART 13—PROHIBITED TRADE PRACTICES

Hilco Homes Corp.

Subpart—Advertising falsely or misleadingly: § 13.155 Prices: 13.155-5

¹ Section 376.4 of the Export Control Regulations of this chapter contains additional special requirements regarding applications for licenses to export nickel commodities.