

FEDERAL REGISTER

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Agencies in this issue—

Agricultural Research Service
Agricultural Stabilization and
Conservation Service
Agriculture Department
Atomic Energy Commission
Civil Aeronautics Board
Civil Service Commission
Coast Guard
Commodity Credit Corporation
Consumer and Marketing Service
Emergency Preparedness Office
Federal Aviation Administration
Federal Home Loan Bank Board
Federal Power Commission
Fish and Wildlife Service
Food and Drug Administration
Health, Education, and Welfare
Department
Internal Revenue Service
Interstate Commerce Commission
Interstate Land Sales Registration
Office
Land Management Bureau
National Park Service
Public Health Service
Small Business Administration
Veterans Administration

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Just Released

CODE OF FEDERAL REGULATIONS

(Revised as of January 1, 1970)

Title 16—Commercial Practices (Parts 0-149)-----	\$3.00
Title 31—Money and Finance: Treasury-----	1.75
Title 32—National Defense (Parts 1200-1599)-----	1.50

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Title 5—ADMINISTRATIVE PERSONNEL

Chapter I—Civil Service Commission

PART 213—EXCEPTED SERVICE

Small Business Administration

Section 213.3332 is amended to show that one position of Confidential Assistant to the General Counsel is excepted under Schedule C. Effective on publication in the *FEDERAL REGISTER*, paragraph (s) is added to § 213.3332 as set out below.

§ 213.3332 Small Business Administration.

(s) One Confidential Assistant to the General Counsel.

(5 U.S.C. 3301, 3302, E.O. 10577; 3 CFR 1954-58 Comp., p. 218)

UNITED STATES CIVIL SERVICE COMMISSION,

[SEAL] JAMES C. SPRY,
Executive Assistant to
the Commissioners.

[F.R. Doc. 70-4541; Filed, Apr. 13, 1970;
8:49 a.m.]

PART 213—EXCEPTED SERVICE

Selective Service System

Section 213.3346 is added to show that one position of Confidential Assistant to the Director of Selective Service is excepted under Schedule C. Effective on publication in the *FEDERAL REGISTER*, § 213.3346 is added as set out below.

§ 213.3346 Selective Service System.

(a) One Confidential Assistant to the Director of Selective Service.

(5 U.S.C. 3301, 3302, E.O. 10577; 3 CFR 1954-58 Comp., p. 218)

UNITED STATES CIVIL SERVICE COMMISSION,

[SEAL] JAMES C. SPRY,
Executive Assistant to
the Commissioners.

[F.R. Doc. 70-4540; Filed, Apr. 13, 1970;
8:49 a.m.]

PART 213—EXCEPTED SERVICE

Office of Economic Opportunity

Section 213.3373 is amended to show that one position of Confidential Assistant to the Assistant Director for Special Programs is excepted under Schedule C. Effective on publication in the *FEDERAL*

REGISTER, paragraph (d) is added under § 213.3373 as set out below.

§ 213.3373 Office of Economic Opportunity.

(d) *Office of the Assistant Director for Special Programs.* (1) One Confidential Assistant to the Assistant Director.

(5 U.S.C. 3301, 3302, E.O. 10577; 3 CFR 1954-58 Comp., p. 218)

UNITED STATES CIVIL SERVICE COMMISSION,

[SEAL] JAMES C. SPRY,
Executive Assistant to
the Commissioners.

[F.R. Doc. 70-4539; Filed, Apr. 13, 1970;
8:49 a.m.]

Title 42—PUBLIC HEALTH

Chapter I—Public Health Service, Department of Health, Education, and Welfare

SUBCHAPTER D—GRANTS

PART 57—GRANTS FOR CONSTRUCTION OF HEALTH RESEARCH FACILITIES (INCLUDING MENTAL RETARDATION RESEARCH FACILITIES), TEACHING FACILITIES, STUDENT LOANS, EDUCATIONAL IMPROVEMENT AND SCHOLARSHIPS

Subpart J—Scholarship Grants to Schools of Nursing

CLARIFICATION OF ELIGIBILITY OF RESIDENTS OF THE TRUST TERRITORY OF THE PACIFIC ISLANDS

Notice of proposed rule making, public rule making procedures and postponement of effective date have been omitted in the issuance of the following amendment to Subpart J—Scholarship Grants to Schools of Nursing, which relates solely to grants. The purpose of this amendment is to make clear that residents of the Trust Territory of the Pacific Islands who otherwise satisfy the eligibility requirements are eligible to receive nursing scholarships under section 860 of the Public Health Service Act as amended (42 U.S.C. 298c).

The following amendment shall become effective on the date of publication in the *FEDERAL REGISTER*.

Paragraph (a) of § 57.907 is revised to read as follows:

§ 57.907 Eligibility and selection of scholarship recipients.

(a) *Eligibility.* Scholarships may be awarded with respect to any year only to students who are:

(1) Nationals of the United States or in a State for other than temporary purposes and intend to become permanent residents of the United States, or permanent residents of the Trust Territory of the Pacific Islands;

(2) Enrolled and in good standing, or accepted for enrollment in the school as full-time students; and

(3) Of exceptional financial need who need such financial assistance to pursue a course of study at the school for such year.

(Sec. 806(d), Public Health Service Act as amended, 82 Stat. 786; 42 U.S.C. 298c(d))

Dated: March 6, 1970.

ROBERT Q. MARSTON,
Director,
National Institutes of Health.

Approved: April 7, 1970.

ROBERT H. FINCH,
Secretary.

[F.R. Doc. 70-4569; Filed, Apr. 13, 1970;
8:49 a.m.]

Title 21—FOOD AND DRUGS

Chapter I—Food and Drug Administration, Department of Health, Education, and Welfare

SUBCHAPTER A—GENERAL

PART 8—COLOR ADDITIVES

Subpart—Provisional Regulations

POSTPONEMENT OF CLOSING DATES OF PROVISIONAL LISTING

The color additive amendments of 1960 (Public Law 86-618; 74 Stat. 404; 21 U.S.C. 376, note) authorize the Secretary of Health, Education, and Welfare to postpone the closing date of a provisional listing of a color additive on his own initiative or upon the application of an interested person. Requests have been received to postpone the closing dates of provisional listings of a number of color additives because scientific investigations necessary for listing these color additives under section 706 of the Federal Food, Drug, and Cosmetic Act have not been completed.

The Commissioner of Food and Drugs finds that postponement of the closing dates of the provisionally listed color additives in this order is consistent with the protection of the public health. These extensions are granted on condition that,

when applicable, progress reports be supplied on or before June 30, 1970.

Scientific investigations of the safety of D&C Red No. 36 for ingested use have been completed. The Commissioner concludes that the data available to him do not support continuation of tolerance-free use of this color additive in ingested drugs and cosmetics. Accordingly, this color (1) may be used in lipsticks in amounts not greater than 6 percent by weight alone or in combination with the colors listed in § 8.503(a), and (2) may be used in ingested drug products provided that it alone or in combination with the colors listed in § 8.503(b) does not contribute more than 0.75 milligram of the color additive, expressed as pure dye, to the amount of the product reasonably expected to be ingested in 1 day. The effective date of the imposition of this tolerance is June 30, 1970.

Therefore, pursuant to the authority of the Federal Food, Drug, and Cosmetic Act (sec. 203(a)(2), Public Law 86-618; 74 Stat. 404; 21 U.S.C. 376, note), delegated to the Commissioner (21 CFR 2.120), Part 8 is amended as follows:

§ 8.501 [Amended]

1. Section 8.501 *Provisional lists of color additives* is amended by changing the closing dates of all color additives listed therein to December 31, 1970.

§ 8.503 [Amended]

2. Section 8.503 *Temporary tolerances* is amended by adding "D&C Red No. 36 (§ 9.181 of this chapter)" immediately after "D&C Red No. 33" in paragraphs (a) and (b).

3. Section 8.515 is amended by adding thereto a new paragraph, as follows:

§ 8.515 Limitation of certificates.

(c) *D&C Red No. 36.* Certificates issued heretofore for D&C Red No. 36 and all mixtures containing this color additive are limited effective June 30, 1970, to the conditions imposed by § 8.503 (a) and (b). Use of D&C Red No. 36 in any other manner after June 30, 1970, in drugs or cosmetics will result in adulteration. Any D&C Red No. 36 distributed after June 30, 1970, shall bear a label statement of the tolerance applicable to it.

Notice and public procedure and delayed effective date are unnecessary prerequisites to the promulgation of this order, and I so find, since section 203 (a)(2) of Public Law 86-618 provides for this issuance.

Effective date. The portion of this order amending § 8.501 is effective as of January 1, 1970, and the portions amending §§ 8.503 and 8.515 shall become effective June 30, 1970.

(Sec. 203(a)(2), Public Law 86-618; 74 Stat. 404; 21 U.S.C. 376, note)

Dated: February 26, 1970.

SAM D. FINE,
Acting Associate Commissioner
for Compliance.

[F.R. Doc. 70-4488; Filed, Apr. 13, 1970;
8:45 a.m.]

Title 14—AERONAUTICS AND SPACE

Chapter I—Federal Aviation Administration, Department of Transportation

SUBCHAPTER C—AIRCRAFT

[Docket No. 10118; Admt. 39-975]

PART 39—AIRWORTHINESS DIRECTIVES

British Aircraft Corporation Viscount Models 744, 745D, and 810 Series Airplanes

A proposal to amend Part 39 of the Federal Aviation Regulations to include an airworthiness directive requiring replacement of the cabin blower (supercharger) drive quill with a drive quill having a reduced shear neck diameter on British Aircraft Corp. Viscount Models 744, 745D, and 810 series airplanes was published in the *FEDERAL REGISTER*, 35 F.R. 2594.

Interested persons have been afforded an opportunity to participate in the making of the amendment. No objections were received.

In consideration of the foregoing, and pursuant to the authority delegated to me by the Administrator (14 CFR 11.89), § 39.13 of the Federal Aviation Regulations is amended by adding the following new airworthiness directive:

BRITISH AIRCRAFT CORP. Applies to Viscount Models 744, 745D, and 810 series airplanes.

Within the next 750 hours' time in service after the effective date of this AD, unless already accomplished, replace the obsolete cabin blower (supercharger) drive quill with a serviceable or reworked drive quill in accordance with Dowty Rotol Service Bulletin No. 83-407, Revision 2, dated August 1969, for Models 744 and 745D series airplanes; or Dowty Rotol Service Bulletin No. 83-378, dated August 1968, for Model 810 series airplanes; or an FAA-approved equivalent as follows:

Obsolete drive quill P/N	Replacement drive quill P/N
602206000 (Models 744 and 745D)	602206002
G28165 (Models 744 and 745D)	601017004
G2575 (Model 810)	G28302

(British Aircraft Corp. Viscount Bulletins for Modification Nos. D3237 and G.2083 cover this same subject.)

This amendment becomes effective May 14, 1970.

(Secs. 313(a), 601, 603, Federal Aviation Act of 1958 (49 U.S.C. 1354(a), 1421, 1423); sec. 6(c), Department of Transportation Act (49 U.S.C. 1655(c)))

Issued in Washington, D.C., on April 7, 1970.

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

[F.R. Doc. 70-4492; Filed, Apr. 13, 1970;
8:45 a.m.]

[Airworthiness Docket No. 70-WE-11-AD;
Admt. 39-971]

PART 39—AIRWORTHINESS DIRECTIVES

Hughes Model 269 Series Helicopters

Reports have been received of cracks and failures of the lead-lag hinge bolts and the flapping hinge bolts, P/N HS 1446-10-68, with vendor identification AC impression-stamped on top of the bolt heads, installed on Hughes Model 269 Series Helicopters. Such cracks and failures could result in the loss of a rotor blade. Since this condition is likely to exist or develop in other helicopters of the same type design, an airworthiness directive is being issued to require inspections of lead-lag hinge bolts and the flapping hinge bolts for cracks and replacement of these bolts if such cracks are found on Hughes Model 269 Series helicopters.

Since a situation exists that requires immediate adoption of this regulation, it is found that notice and public procedure hereon are impracticable and good cause exists for making this amendment effective upon publication in the *FEDERAL REGISTER*.

In consideration of the foregoing, and pursuant to the authority delegated to me by the Administrator (31 F.R. 13697), § 39.13 of Part 39 of the Federal Aviation Regulations is amended by adding the following new airworthiness directive:

HUGHES. Applies to Model 269A, 269A-1, 269A-2, and 269B Series helicopters, certificated in all categories, which incorporate lead-lag and flapping hinge bolts, P/N HS 1446-10-68, with vendor identification AC impression-stamped on top of the bolt heads (hereafter referred to as AC bolts). If bolts do not have the vendor identification AC on the bolt head, they are acceptable for continued service and no further action is required by this airworthiness directive.

Compliance required as indicated.

To detect cracks and failures in the AC bolts, P/N HS 1446-10-68, accomplish the following:

(a) Within 25 hours' time in service after the effective date of this AD, remove all AC bolts in accordance with Hughes Handbook of Maintenance Instruction (HMI). Perform a dye penetrant or magnaflux inspection of the AC bolts for evidence of cracking.

NOTE: During this inspection particular attention should be directed to the area of the bolt shank at the radius of the bolt head.

(b) Any AC bolt which shows evidence of cracking must be conspicuously and permanently marked to prevent its inadvertent return to service. Any AC bolt inspected per (a), above, which exhibits no evidence of cracking may be identified with a green dot painted in the recessed head of the bolt.

(c) Prior to further operation following the accomplishment of (a), above, install bolts P/N HS 1446-10-68 without vendor identification AC on the bolt heads or AC bolts which have a green dot painted on the head as authorized by (b), above.

(d) Prior to each flight following reinstallation of bolts per (c), above, visually check each AC bolt, using the green dot in the head for ease of identification, to ascertain if there is any evidence of head separation from the body of the bolt. Any bolt showing evidence of head separation must be replaced with a serviceable bolt prior to further flight.

NOTE: The rotorcraft pilot may perform this visual check and determination regarding evidence of bolt head separation. For the requirements regarding the listing in the rotorcraft's permanent maintenance record of compliance and method of compliance with this provision of this AD, see FAR 91.173.

(e) Within 225 hours' time in service after the effective date of this AD but not prior to 175 hours time in service from such date, reinspect all AC bolts in service in accordance with (a), above. Permanently and conspicuously mark any AC bolts showing evidence of cracks as prescribed by (b), above, and replace such bolts with serviceable bolts prior to further operation. This one-time re-inspection does not cancel the preflight check required by (d), above.

(f) Prior to 400 hours' time in service or within 6 months, whichever occurs first, after the effective date of this AD, replace all AC bolts with bolts, P/N HS 1446-10-68, without vendor identification AC impression-stamped on top of the bolt heads. The special inspections required by this AD may be discontinued when this AC bolt replacement program is accomplished.

(g) AC bolts removed from service prior to 6 months from the effective date of this AD for the purpose of compliance with (f), above, must be marked permanently and conspicuously to prevent their inadvertent return to service.

(Hughes Service Information Notice No. N-76.1 covers this same subject.)

This amendment becomes effective April 14, 1970.

(Secs. 313(a), 601, 603, Federal Aviation Act of 1958 (49 U.S.C. 1354(a), 1421, 1423); sec. 6(c), Department of Transportation Act (49 U.S.C. 1655(c)))

Issued in Los Angeles, Calif., on April 3, 1970.

ARVIN O. BASNIGHT,
Director, FAA Western Region.

[F.R. Doc. 70-4493; Filed, Apr. 13, 1970; 8:45 a.m.]

[Docket No. 70-EA-19; Amdt. 39-970]

PART 39—AIRWORTHINESS DIRECTIVES

Fairchild Hiller Aircraft

The Federal Aviation Administration is amending § 39.19 of Part 39 of the Federal Aviation Regulations so as to amend Airworthiness Directive 69-13-7 applicable to Fairchild Hiller UH12 type helicopters.

Subsequent to the publication of Airworthiness Directive 69-13-7 it was determined that oversize inserts, which are the subject of the AD, other than those mentioned in the directive have been installed in the referenced helicopters. This, therefore, requires amending the directive to include such inserts.

Since this amendment is corrective in nature and still requires the same expeditious adoption as Airworthiness Directive 69-13-7, notice and public procedure hereon are impractical and the amendment may be made effective in less than 30 days.

In consideration of the foregoing and pursuant to the authority delegated to me by the Administrator, 14 CFR 11.85 (31 F.R. 13697), § 39.13 of Part 39 of the Federal Aviation Regulations is amended by amending Airworthiness Directive 69-13-7 by adding the following to paragraph (b):

Where oversize Rosan R231SB-8 inserts have been installed, replaced with Rosan RD231SB-8 inserts and RL-31-SB9 locking rings in accordance with Fairchild Hiller Service Bulletins UH12L-23-1 and UH12D through G-23-1 dated January 19, 1970, or an alternate method approved by the Chief, Engineering and Manufacturing Branch, FAA Eastern Region.

This amendment is effective April 30, 1970.

(Secs. 313(a), 601, 603, Federal Aviation Act of 1958 (49 U.S.C. 1354(a), 1421, 1423); sec. 6(c), Department of Transportation Act (49 U.S.C. 1655(c)))

Issued in Jamaica, N.Y., on April 1, 1970.

WAYNE HENDERSHOT,
Deputy Director, Eastern Region.

[F.R. Doc. 70-4495; Filed, Apr. 13, 1970; 8:45 a.m.]

SUBCHAPTER E—AIRSPACE

[Airspace Docket No. 60-SW-75]

PART 73—SPECIAL USE AIRSPACE

Alteration of Restricted Areas

On February 5, 1970, a notice of proposed rule making was published in the *FEDERAL REGISTER* (35 F.R. 2595) stating that the Federal Aviation Administration was considering amendments to Part 73 of the Federal Aviation Regulations that would alter Restricted Areas R-5104A, R-5104B, and R-5105 at Melrose, N. Mex.

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

In consideration of the foregoing, Part 73 of the Federal Aviation Regulations is amended, effective 0901 G.m.t., May 28, 1970, as hereinafter set forth.

Section 73.51 (35 F.R. 2340) is amended as follows: In R-5104A, R-5104B, and R-5105, Melrose, N. Mex., "Sunrise to sunset" is deleted and "Continuous" is substituted therefor.

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

Issued in Washington, D.C., on April 9, 1970.

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

[F.R. Doc. 70-4526; Filed, Apr. 13, 1970; 8:48 a.m.]

[Airspace Docket No. 70-SO-22]

PART 73—SPECIAL USE AIRSPACE

Alteration of Restricted Area

The purpose of this amendment to Part 73 of the Federal Aviation Regulations is to alter the designated altitudes of the Fort McClellan, Ala., Restricted Area R-2102.

R-2102 is presently stratified by altitudes as follows:

R-2102A—Surface to and including 5,000 feet MSL.

R-2102B—From 5,000 feet MSL to and including 14,000 feet MSL.

R-2102C—From 14,000 feet MSL to 24,000 feet MSL.

To simplify the management of these areas, the Federal Aviation Administration is altering the altitude division between R-2102A and R-2102B from 5,000 feet MSL to 8,000 feet MSL. The Department of the Army concurs in this action.

Since this amendment is editorial in nature and does not require the designation of additional airspace, notice and public procedure hereon are unnecessary. However, since it is necessary that sufficient time be allowed to permit appropriate changes to be made on aeronautical charts, this amendment will become effective more than 30 days after publication.

In consideration of the foregoing, § 73.21 (35 F.R. 2312) is amended, effective 0901 G.m.t., May 28, 1970, as follows: In the designated altitudes of R-2102 "5,000 feet MSL" is deleted wherever it appears and "8,000 feet MSL" is substituted therefor.

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

Issued in Washington, D.C., on April 9, 1970.

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

[F.R. Doc. 70-4527; Filed, Apr. 13, 1970; 8:48 a.m.]

[Airspace Docket No. 70-CE-24]

PART 73—SPECIAL USE AIRSPACE

Revocation of Restricted Area

The purpose of this amendment to Part 73 of the Federal Aviation Regulations is to revoke R-4204 Oscoda, Mich. (Wurtsmith AFB), Restricted Area/Military Climb Corridor.

The Federal Aviation Administration has been advised by the Department of the Air Force that R-4204 is no longer required for its designated purpose. Accordingly, action is taken herein to revoke this restricted area.

Since this amendment restores airspace to the public use and relieves a restriction, notice and public procedure thereon are unnecessary, and good cause exists for making this amendment effective on less than 30 days notice.

In consideration of the foregoing, Part 73 of the Federal Aviation Regulations is amended, effective upon publication in the *FEDERAL REGISTER*, as hereinafter set forth.

In § 73.42 (35 F.R. 2335) "R-4204 Oscoda, Mich. (Wurtsmith AFB), Restricted Area/Military Climb Corridor" is revoked.

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

Issued in Washington, D.C., on April 9, 1970.

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

[F.R. Doc. 70-4528; Filed, Apr. 13, 1970; 8:48 a.m.]

SUBCHAPTER F—AIR TRAFFIC AND GENERAL OPERATING RULES

[Reg. Docket No. 10254; Amdt. 695]

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:

Burley, Idaho—Burley Municipal, VOR Runway 10, Amdt. 8, 12 Aug. 1967 (established under Subpart C).

2. By amending § 97.13 of Subpart B to delete terminal very high frequency omnirange (TerVOR) procedures as follows:

Riverton, Wyo.—Riverton Municipal, TerVOR-10, Amdt. 3, 12 Nov. 1966 (established under Subpart C).

Riverton, Wyo.—Riverton Municipal, TerVOR-28, Amdt. 3, 12 Nov. 1966 (established under Subpart C).

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

Burley, Idaho—Burley Municipal, VOR/DME Runway 28, Orig., 12 Aug. 1967 (established under Subpart C).

4. 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.

From—	To—	Transition	Course and distance	Minimum altitude (feet)	Condition	Ceiling and visibility minimums			
						2-engine or less	More than 2-engine, more than 66 knots	More than 2-engine, more than 66 knots	
MKE VOR	LOM		Direct	2500	T-dn**	300-1	300-1	300-1	
Big Bend Int	LOM		Direct	2500	C-dn	500-1	500-1	500-1	
Racine Int	LOM		Direct	2500	S-dn-1 $\frac{1}{2}$	200- $\frac{3}{4}$	200- $\frac{1}{2}$	200- $\frac{1}{2}$	
Cardinal Int	LOM		Direct	2700	A-dn	600-2	600-2	600-2	
Wind Lake Int	LOM		Direct	2300	Category II special authorization required: TDZ elevation 702', Decision heights-8-dn-1 DH 130', RVR 1600', 852' MSL, RA 152'; 8-dn-1 DH 100', RVR 1200', 802' MSL, RA 95'.				
Horlick Int	LOM		Direct	2500					
Oakwood Int	LOM (final)		Direct	2500					

Radar available.

Procedure turn E side S of crs, 186° Outbnd, 006° Inbnd, 2300' within 10 miles.

Minimum altitude at glide slope interception Inbnd, 2500'.

Altitude of glide slope and distance to approach end of runway at OM, 2370'—5.5 miles; at MM, 319'—0.6 miles.

Distance IAT 150° to runway threshold 2392'. Distance IM to runway threshold 1039'. Distance from runway threshold to QPI 1029'.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, climb to 2700' on 006° bearing from LOM and proceed direct to the North Park RBn, or when directed by ATC, climb to 2600' and intercept R 110° MKE VOR and proceed to MKE VOR.

Category II missed approach: climb to 2700' on 006° bearing from LOM and proceed direct to the North Park RBn if contact with visual guidance system not established at DH.

NOTE: Runway 1 LOM named METRO.

* RVR 2000', 4-engine turbojet; RVR 1800', other aircraft, descent below 922' not authorized unless approach lights visible.

** RVR 1800' authorized Runway 1, RVR 2400' authorized Runway 7R, RVR 4000' authorized Runway 19 Category 2 engines or less, RVR 2400' authorized Runway 19 Category more than 2 engines or less than 66 KTS.

\$400- $\frac{1}{4}$ required when glide slope not utilized and 400- $\frac{1}{4}$ authorized with operative ALS except for 4-engine turbojets.

MSA within 25 miles of LOM: 006°-270°-2300'; 270°-006°-2300'.

City, Milwaukee; State, Wis.; Airport name, General Mitchell Field; Elev., 722'; Par. Class., ILS; Ident., I-MKE; Procedure No. ILS; Runway 1, Amdt. 20; Eff. date, 7 May 70; Sup. Amdt. No. 25; Dated, 20 Nov. 69

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

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR

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

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator. Initial approach minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: 4.4 miles after passing BY1 VOR.	
10-mile DME Fix, R 300° BY1 Hazleton Int.	BY1 VOR (NOPT) BY1 VOR (NOPT) Hazleton Int.	Direct Direct 10-mile Arc BY1 R 300° lead radial.	5300 5300 6000	Left turn climb to 6000' direct BY1 VOR and hold. [§] Supplementary charting information: \$Hold W, 1 minute, right turns, 10° Inbd. Correct obstruction elevation at 42°32'39"/ 113°48'12" to 4372'. Chart FSS frequencies. Runway 10, TDZ elevation, 4150'.	
BY1, R 240° CW					

Procedure turn S side of crs, 283° outbnd, 103° Inbnd, 6000' within 10 miles of BY1 VOR.
FAF, BY1 VOR. Final approach crs, 103°. Distance FAF to MAP, 4.4 miles.

Minimum altitude over BY1 VOR, 5300'.

MSA: 000°-090°—7500'; 090°-180°—11,400'; 180°-270°—8800'; 270°-360°—6000'.

*Air carrier reduction not authorized.

%IFR departure procedures—Climb direct to BY1 VOR. Continue climb on R 272° BY1 VOR within 20 miles so as to cross BY1 VOR at or above: V4 eastbound 5500'; VIN northwestbound, 5900'; V101 southeastbound, 6000'.

DAY AND NIGHT MINIMUMS

Category	A		B		C		D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-10	4640	1	490	4610	1	490	4640	1	490
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	4680	1	530	4680	1	530	4680	1½	530
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT

Takeoff 300-1.5% Alternate—Standard.

City, Burley; State, Idaho; Airport name, Burley Municipal; Elev., 4150'; Fac. Ident., BY1; Procedure No. VOR Runway 10, Amdt. 9; Eff. date, 7 May 70; Sup. Amdt. No 8; Dated, 12 Aug. 67

Terminal routes				Missed approach			
From—	To—	Via	Minimum altitudes (feet)	MAP: RIW VOR.			
Moneta Int.	RIW VOR	Direct	7700	Climb to 7700' in holding pattern.*			
Sweetwater Int.	RIW VOR	Direct	9200	Supplementary charting information:			
BOY, R 180°/5-mile DME Fix	RIW VOR	Direct	7700	*Hold W, 1 minute, right turns, 09° Inbnd.			
Crowheart Int.	Morton Int.	Direct	8300	LRCO 122.1, 123.6.			
Morton Int.	Edmo Int.	DR 150°/2.5-miles and R 275°	7400	Final approach crs intercepts runway centerline 4900' from threshold.			
Edmo Int.	Pilot Int (NOPT)	RIW	7200	Runway 10, TDZ elevation, 5500'.			
		Direct					

Procedure turn S side of crs, 275° Outbnd, 095° Inbnd, 7700' within 10 miles of Pilot Int.
Final approach crs, 095°.

Minimum altitude over Pilot Int, 7200'.

MSA: 000°-090°—9100'; 090°-180°—10,700'; 180°-270°—12,100'; 270°-360°—9500'.

* Alternate minimums not authorized when control zone not effective except operators with approved weather reporting service.

** Use Landier altimeter setting when control zone not effective, circling and straight-in MDA's increased 70' except operators with approved weather reporting service.

DAY AND NIGHT MINIMUMS

Category	A		B		C		D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-10**	5920	1	411	5920	1	411	5920	1	411
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C**	5960	1	451	5960	1	451	5960	1½	451
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT

Takeoff Standard. Alternate—Standard#

City, Riverton; State, Wyo.; Airport name, Riverton Municipal; Elev., 5500'; Fac. Ident., RIW; Procedure No. VOR Runway 10, Amdt. 4; Eff. date, 7 May 70; Sup. Amdt. No. Ter VOR-10, Amdt. 3; Dated, 12 Nov. 66

RULES AND REGULATIONS

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR—Continued

Terminal routes					Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: RIW VOR.		
Moneta Int.	RIW VOR	Direct	7700	Climb to 7700' in holding pattern.*		
Sweetwater Int.	RIW VOR	Direct	9200	Supplementary charting information:		
BOY, R 180°/5-mile DME Fix	RIW VOR	Direct	7700	Hold E, 1 minute, right turns, 287° Inbd.		
Crowheart Int.	RIW VOR	Direct	8300	LRCO 122.1, 123.6.		
Hunt Int.	Kirby Int (NOPT)	Direct	7200	Final approach crs intercepts runway centerline 607' from threshold.		
				Runway 28, TDZ elevation, 5455'.		

Procedure turn N side of crs, 107° Outbnd, 287° Inbnd, 7700' within 10 miles of RIW VOR.

Final approach crs, 287°.

Minimum altitude over Kirby Int, 7200'.

MSA: 000°-090°—9100'; 090°-180°—10,700'; 180°-270°—12,100'; 270°-360°—9500'.

*Alternate minimums not authorized when control zone not effective except operators with approved weather reporting service.

**Use Lunder altimeter setting when control zone not effective, circling and straight-in minimums increased 70' except operators with approved weather reporting service.

NOTE: Final approach from holding pattern not authorized; procedure turn required.

DAY AND NIGHT MINIMUMS

Category	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-28**	5820	1	365	5820	1	365	5820	1	365	5820	1	365
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C**	5960	1	451	5960	1	451	5960	1 1/2	451	6060	2	551

Takeoff Standard. Alternate—Standard.#

City, Riverton; State, Wyo.; Airport name, Riverton Municipal; Elev., 5509'; Fcc. Ident., RIW; Procedure No. VOR Runway 28, Amdt. 4; Eff. date, 7 May 70; Sup. Amdt. No. Ter VOR-28, Amdt. 3; Dated, 12 Nov. 66

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR/DME

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

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator. Initial approach minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Terminal routes					Missed approach				
From—	To—	Via	Minimum altitudes (feet)	MAP: 5-mile DME Fix, R 103°.					
BYI, R 091° CW	BYI, R 103°	19-mile Arc BYI, R 097° lead radial.	8400	Climb to 8400' direct BYI VORTAC and hold.\$			Supplementary charting information:		
BYI, R 117° CCW	BYI, R 103°	25-mile Arc BYI, R 108° lead radial.	10,000	\$Hold W, right turns, 1 minute, 103° inbd.			Chart FSS frequencies.		
25-mile DME Fix, R 103°	19-mile DME Fix, R 103°	Direct	8400	Runway 28, TDZ elevation, 4149'.					

Procedure turn not authorized.

Approach crs (profile) starts at 19-mile DME Fix, R 103°.

Final approach crs, 287°.

Minimum altitude over BYI, R 103° 19-mile DME, 8400'; over 17-mile DME, 7800'; over 12-mile DME, 6300'; over 9-mile DME, 5400'.

MSA: 000°-090°—7300'; 090°-180°—11,400'; 180°-270°—8800'; 270°-360°—6000'.

*Air carrier reduction not authorized.

#IFR departure procedures: Climb direct to BYI VOR, continue climb on R 272° BYI VOR within 20 miles so as to cross BYI VOR at or above: V4 eastbound, 5500'; V4N northwestbound, 5000'; V101 southeastbound, 5000'.

DAY AND NIGHT MINIMUMS

Category	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-28	4640	1	491	4640	1	491	4640	1	491	4640	1	491
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	4680	1	530	4680	1	530	4680	1 1/2	530	4700	2	550

Takeoff 2-eng. or less, 300-1; over 2-eng. 300-15.%#

Alternate—Standard.

City, Burley; State, Idaho; Airport name, Burley Municipal; Elev., 4159'; Fcc. Ident., BYI; Procedure No. VOR/DME Runway 28, Amdt. 1; Eff. date, 7 May 70; Sup. Amdt. No. Orig.; Dated, 12 Aug. 67

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

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL, except HAT, HAA, and RA. 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 6-mile radar fix.	
					Climb to 2000', right turn, to LIT VORTAC R 243° direct to Benton Int and hold. Supplementary charting information: Hold W of Benton Int on R 249°, 009° Inbind, 1 minute, right turns.

Procedure turn not authorized.

FAF, 6-mile Radar Fix. Final approach crs, 243°. Distance FAF to MAP, 6 miles.

Minimum altitude over 6-mile Radar Fix, 2000'.

NOTE: Radar required.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C		D	
	MDA	VIS	HAA	MDA	VIS	HAA	VIS		VIS	
C.....	1060	1	735	1060	114	735	NA		NA	
A.....	Not authorized.			T 2-eng. or less—Standard.			T over 2-eng.—Standard.			

City, Benton; State, Ark.; Airport name, Saline County; Elev., 325'; Fac. Ident., LIT; Procedure No. VOR-1, Amdt. 1; Eff. date, 7 May 70; Sup. Amdt. No. Orig.; Dated, 13 Nov. 69

Terminal routes					Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: 7 miles after passing BUM VORTAC.	
R 348°, BUM VORTAC CCW..... R 171°, BUM VORTAC CW.....					2500 Climb to 2500', right turn to BUM VORTAC and hold.* Supplementary charting information: *Hold E, 1 minute, right turns, 290° Inbind. Final approach crs aiming point is the airport reference point.

Procedure turn S side of crs, 254° Outbnd, 074° Inbnd, 2000' within 10 miles of BUM VORTAC.

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

Minimum altitude over BUM VORTAC, 2500'; over 4-mile DME Fix, 1480'.

MSA: 000°-180°—2400'; 180°-270°—2300'; 270°-360°—2000'.

NOTE: Use Richards-Gebaur AFB, Grandview, Mo., altimeter setting.

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:										
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'; Fac. Ident., BUM; Procedure No. VOR-1, Amdt. 1; Eff. date, 7 May 70; Sup. Amdt. No. Orig.; Dated, 6 Feb. 69

RULES AND REGULATIONS

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR—Continued

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: 3.7 miles after passing ELD VORTAC.	
El Dorado VORTAC, R 340° CW	El Dorado VORTAC, R 051° (NOPT). 10-mile arc ELD, R 041° lead radial.		1800	Climb to 1800' on ELD VORTAC, R 20° within 20 miles.	
El Dorado VORTAC, R 139° CCW	El Dorado VORTAC, R 051° (NOPT). 10-mile arc ELD, R 061° lead radial.		1800	Supplementary charting information: Runway 22, TDZ elevation, 250'.	
Hampton Int.	El Dorado VORTAC (NOPT)	Direct	1800		

Procedure turn N side of crs, 051° Outbnd, 231° Inbnd, 1600' within 10 miles of ELD VORTAC, FAF, ELD VORTAC. Final approach crs, 231°. Distance FAF to MAP, 3.7 miles. Minimum altitude over ELD VORTAC, 1800'. MSA: 000°-090°—1700'; 090°-180°—2500'; 180°-360°—1800'.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-23	600	1	410	600	1	410	600	1	410	600	1	410
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
	700	1	423	740	1	463	740	1½	463	840	2	563
A	Standard		T 2-eng. or less—Standard					T over 2-eng.—Standard				

City, El Dorado; State, Ark.; Airport name, Goodwin Field; Elev., 277'; Fac. Ident., ELD; Procedure No. VOR Runway 22, Amdt. 6; Eff. date, 7 May 70; Sup. Amdt. No. 5; Dated, 28 Mar. 68

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: 10.1 miles after passing HKY VOR.	
				Climbing right turn to 4000' direct to HKY VOR and hold.	
				Supplementary charting information: Hold NE, 1 minute, right turns, 240° Inbnd, REIL, Runway 24, Runway 24, TDZ elevation, 1180'.	

Procedure turn S side of crs, 060° Outbnd, 240° Inbnd, 3500' within 10 miles of HKY VOR. FAF, HKY VOR. Final approach crs, 224°. Distance FAF to MAP, 10.1 miles. Minimum altitude over HKY VOR, 3000'; over Taylorsville FM, 2400'.

MSA: 000°-090°—4400'; 090°-180°—4000'; 180°-270°—4100'; 270°-360°—5700'.

*Categories A and B 1300-2, Category C 1300-24.

#Runway 11, 600-L.

%Runway 6, climb on runway heading to 1600' MSL before making right turn.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-24	2400	1½	1211	2400	2	1211	2400	2½	1211	NA		
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA			
C	2400	1½	1211	2400	2	1211	2400	2½	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	(*)		T 2-eng. or less—Standard.#%					T over 2-eng.—Standard.#%				

City, Hickory; State, N.C.; Airport name, Hickory Municipal; Elev., 1180'; Fac. Ident., HKY; Procedure No. VOR Runway 24, Amdt. 12; Eff. date, 7 May 70; Sup. Amdt. No. 11; Dated, 2 Oct. 69

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR—Continued

Terminal routes					Missed approach		
From—	To—	Via	Minimum altitudes (feet)	MAP: 5 miles after passing UKIVORTAC.			
				Climbing left turn to 6000' via R 030° to UKI VORTAC and hold.* Supplementary charting information: *Hold S, right turns, 1 minute, 020° Inbd. FAC intercepts midpoint of Runways 15/33. Chart 5-mile DME at MAP. Chart VFR track MAP to airport.			

Procedure turn E side of crs, 200° Outbd, 020° Inbd, 5000' within 10 miles of Ukiah VORTAC.
FAF, UKI VORTAC. Final approach crs 020°. Distance FAF to MAP, 5 miles.
Minimum altitude over UKI VORTAC, 5000'.
MSA: 070°-160°—5800'; 160°-340°—4500'; 340°-070°—7200'.
%IFR departure procedures: Remain E of extended runway centerline and climb visually to cross the airport at or above 3000'. Continue climb northbound on UKI VORTAC R 020° to 4000', reverse crs to left, climbing to 6000' to UKI VORTAC on R 020°.
#Circling not authorized W of airport.

DAY AND NIGHT MINIMUMS

Category	A			B			C			D		
	MDA	VIS	HAA									
C4	3500	3	2885	3500	3	2885	3500	3	2885	3500	3	2885

Takoff 3 miles. % Alternate—3500-3.

City, Ukiah; State, Calif.; Airport name, Ukiah Municipal; Elev., 615'; Fac. Ident., UKI; Procedure No. VOR-1, Amdt. 5, Eff. date, 7 May 70; Sup. Amdt. No. 4; Dated, 19 Mar. 70

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: 4.5-mile DME Fix.			
El Dorado VORTAC	8-mile DME Fix, R 225°	Direct	2000	Climb to 2000' direct ELD VORTAC and ELD VORTAC, R 027° within 15 miles. Supplementary charting information: Runway 4, TDZ elevation, 269'.			
El Dorado VORTAC, R 130° CW	El Dorado VORTAC R 225° (NOPT)	12-mile arc ELD R 219° lead radial.	2000				

Procedure turn S side of crs, 225° Outbd, 040° Inbd, 2000' within 10 miles of 8-mile DME Fix.
Final approach crs, 040°.
Minimum altitude over 12-mile DME Fix, 2000'; over 8-mile DME Fix, 1300'.
MSA: 000°-090°—1700'; 090°-180°—2500'; 180°-360°—1800'.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT									
S-4	700	1	441	700	1	441	700	1	441	700	1	441
C	MDA	VIS	HAA									
A	700	1	423	740	1	463	740	1½	463	840	2	563

Standard. T 2-eng. or less—Standard.

T over 2-eng.—Standard.

City, El Dorado; State, Ark.; Airport name, Goodwin Field; Elev., 277'; Fac. Ident., ELD; Procedure No. VOR/DME Runway 4, Amdt. 2, Eff. date, 7 May 70; Sup. Amdt. No. 1; Dated, 30 May 68

RULES AND REGULATIONS

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR—Continued

Terminal routes				Missed approach			
From—	To—	Via	Minimum altitudes (feet)	MAP: 14-mile DME Fix.			
R 040°, JAN VORTAC CW R 264°, JAN VORTAC CCW R 200°, JAN VORTAC CCW 22-mile DME Arc	R 150°, JAN VORTAC R 200°, JAN VORTAC R 155°, JAN VORTAC 19-mile DME (NOPT)	22-mile DME Arc 22-mile DME Arc 22-mile DME Arc R 150°	2000 3400 2000 2000	Climbing right turn to 2000' on R 120° JAN VORTAC to Rankin DME Int and hold. Supplementary charting information: Hold SE within 4 miles, right turns, 30° Inbnd. HIRLs all runways. Runway 33L, TDZ elevation, 327'.			

Procedure turn E side of crs, 155° Outbnd, 335° Inbnd, 2000' within 10 miles of 19-mile DME Fix, R 155°.

Final approach crs, 335°.

Minimum altitude over 19-mile DME Fix, 2000'.

MSA: 000°-090°-1700'; 090°-180°-2000'; 180°-270°-3400'; 270°-360°-1700'.

NOTE: ASR.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-33L	740	5/4	413	740	5/4	413	740	5/4	413	740	1	413
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	780	1	435	800	1	455	800	1 1/2	455	900	2	555
A	Standard.	T 2-eng. or less—RVR 24', Runway 15L; Standard all other runways.			T over 2-eng.—RVR 24', Runway 15L; Standard all other runways.							

City, Jackson, Miss.; Airport name, Allen C. Thompson Field; Elev., 345'; Fac. Ident., JAN; Procedure No. VOR/DME Runway 33L, Admt. 5; Eff. date, 7 May 70; Sup. Admt. No. 4; Dated, 8 Jan. 70

Terminal routes				Missed approach			
From—	To—	Via	Minimum altitudes (feet)	MAP: 13.5-mile DME Fix.			
R 040°, JAN VORTAC CW R 264°, JAN VORTAC CCW R 200°, JAN VORTAC CCW 22-mile DME Arc	R 152°, JAN VORTAC R 200°, JAN VORTAC R 155°, JAN VORTAC 19-mile DME (NOPT)	22-mile DME Arc 22-mile DME Arc 22-mile DME Arc R 152°	2000 3400 2000 2000	Climbing right turn to 2000' on R 120° JAN VORTAC to Rankin DME Int and hold. Supplemental charting information: Hold SE within 4 miles, right turns, 30° Inbnd. HIRLs all runways. Runway 33R, TDZ elevation, 345'.			

Procedure turn E side of crs, 152° Outbnd, 332° Inbnd, 2000' within 10 miles of 19-mile DME Fix, R 152°.

Final approach crs, 332°.

Minimum altitude over 19-mile DME Fix, 2000'.

MSA: 000°-090°-1700'; 090°-180°-2000'; 180°-270°-3400'; 270°-360°-1700'.

NOTE: ASR.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-33R	740	5/4	395	740	5/4	395	740	5/4	395	740	1	395
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	780	1	435	800	1	455	800	1 1/2	455	900	2	555
A	Standard.	T 2-eng. or less—RVR 24', Runway 15L; Standard all other runways.			T over 2-eng.—RVR 24', Runway 15L; Standard all other runways.							

City, Jackson, Miss.; Airport name, Allen C. Thompson Field; Elev., 345'; Fac. Ident., JAN; Procedure No. VOR/DME Runway 33R, Admt. 7; Eff. date, 7 May 70; Sup. Admt. No. 6; Dated, 8 Jan. 70

RULES AND REGULATIONS

6055

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR—Continued

Terminal routes						Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: 20.7-mile DME Fix.			
R 347°, CAP VORTAC CW	R 036°, CAP VORTAC (NOPT)	10-mile Arc	2300	Climbing left turn to 3300' to intercept			
R 100°, CAP VORTAC CCW	R 036°, CAP VORTAC (NOPT)	10-mile Arc	2300	CAP VORTAC, R 032°, proceed to			
CAP VORTAC	Broadwell Int (15-mile DME) (NOPT)	CAP R 036°	2300	Gilbert Int.			

Procedure turn not authorized. Four-mile holding pattern, SW of Broadwell Int (15-mile DME), 036° Inbnd, right turns, 2300'. Final approach crs, 036°.

Minimum altitude over Broadwell Int (15-mile DME), 2300'.

MSA: 000°-360°—2200'; 000°-180°—2600'; 180°-270°—2100'; 270°-360°—2000'.

NOTE: Use Capital, Ill., airport altimeter setting.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D	
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	VIS	
S-3	1200	1	605	1200	1/4	605	1200	1 1/2	605	NA	
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA		
C	1200	1	605	1200	1/4	605	1200	1 1/2	605	NA	
A	Not authorized.		T 2-eng. or less—Standard.						T over 2-eng.—Standard.		

City, Lincoln; State, Ill.; Airport name, Logan County; Elev., 505'; Fac. Ident., CAP; Procedure No. VOR/DME Runway 3, Amdt. 1; Eff. date, 7 May 70; Sup. Amdt. No. Orig.; Dated, 13 Nov. 69

Terminal routes						Missed approach		
From—	To—	Via	Minimum altitudes (feet)	MAP: 26.7-mile DME TBD VOR, R 270°.				
TBD VORTAC	16-mile DME	R 270°	1500	Climb to 1500', left turn, direct to TBD				
R 290°, TBD VOR CCW	R 270°, TBD VOR	16-mile Arc TBD, R 277° lead radial	1500	VOR via R 263°.				
R 267°, TBD VOR CW	R 270°, TBD VOR	16-mile Arc TBD, R 263° lead radial	1500					

Procedure turn not authorized. Approach crs (profile) starts at 16-mile DME TBD R 270°.

Final approach crs, 270°.

Minimum altitude over 16-mile DME R 270°, 1500'; over 21-mile DME R 270°, 1500'.

MSA: 000°-360°—1500'.

NOTE: Use Lafayette altimeter setting when Patterson altimeter not available.

CAUTION: Seaplane slip 5/23, 4000' x 100' located 1000' SE of runway with green edge lighting and white threshold lights.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D	
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	VIS	
C	700	1	601	700	1	601	700	1 1/2	601	NA	
A	Not authorized.		T 2-eng. or less—Standard.						T over 2-eng.—Standard.		

City, Patterson; State, La.; Airport name, Williams Memorial; Elev., 9'; Fac. Ident., TBD; Procedure No. VOR/DME-1, Amdt. 1; Eff. date, 7 May 70; Sup. Amdt. No. Orig.; Dated, 8 Jan. 70

Terminal routes						Missed approach		
From—	To—	Via	Minimum altitudes (feet)	MAP: 23.8-mile DME CRP, R 054°.				
CRP VORTAC	Wendell DME Fix (NOPT)	R 054° CRP	1600	Climb to 1600' left turn to R 045°, CRP				
R 030°, CRP VORTAC CW	R 054°, CRP VORTAC (NOPT)	10-mile arc CRP, R 043° lead radial	1600	VORTAC to Copano Int.				

Procedure turn not authorized.

FAF, Wendell 18-mile DME Fix. Final approach crs, 054°. Distance FAF to MAP, 5.8 miles.

Minimum altitude over Wendell 18-mile DME Fix, R 054°, 1600'.

MSA: 000°-360°—2100'.

NOTE: (1) Radar vectoring. (2) Use Corpus Christi altimeter setting when Aransas County altimeter setting not available.

*Circling MDA increased 140° when Aransas County altimeter setting not received.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D	
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	VIS	
C	420	1	395	480	1	455	480	1 1/2	455	NA	
A	Not authorized.		T 2-eng. or less—Standard MIRL, Runways 14-32 only.						T over 2-eng.—Standard MIRL, Runways 14-32 only.		

City Rockport; State, Tex.; Airport name, Aransas County; Elev., 29'; Fac. Ident., CRP; Procedure No. VOR/DME-1, Amdt. 1; Eff. date, 7 May 70; Sup. Amdt. No. Orig.; Dated, 4 Apr. 68

FEDERAL REGISTER, VOL. 35, NO. 72—TUESDAY, APRIL 14, 1970

RULES AND REGULATIONS

7. 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			Missed approach		
From—	To—	Via	Minimum altitudes (feet)	MAP: 13.5-mile DME Fix.	
R 040°, JAN VORTAC CW	153° crs I-JAN LOC	22-mile DME Arc JAN R 167° lead radial.	2000	Climbing right turn to 2000' on R 129° JAN VORTAC within 15 miles.	
R 264°, JAN VORTAC COW	R 200°, JAN VORTAC	22-mile DME Arc.	3400	Supplementary charting information: HIRLs all runways.	
R 200°, JAN VORTAC COW	153° crs I-JAN LOC	22-mile DME Arc JAN R 157° lead radial.	2000	Runway 33R, TDZ elevation, 345'.	
22-mile DME Arc	19-mile DME Fix (NOPT)	LOC crs.	1900		

Procedure turn E side of crs, 153° Outbnd, 333° Inbnd, 2000' within 10 miles of 19-mile DME. Final approach crs, 333°. Minimum altitude over 19-mile DME, 1900'.

NOTES: (1) ASR. (2) DME or Radar required. (3) Localizer front crs and back crs unusable beyond 35° each side of centerline.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-33R	700	1/4	355	700	1/4	355	700	1/4	355	700	1	355
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	780	1	435	800	1	435	800	1 1/2	435	900	2	555
A	Standard.	T 2-eng. or less—RVR 24', Runway 15L; Standard all other runways.			T over 2-eng.—RVR 24', Runway 15L; Standard all other runways.							

City, Jackson; State, Miss.; Airport name, Allen C. Thompson Field; Elev., 345'; Fac. Ident., I-JAN; Procedure No. LOC (BC) Runway 33R, Amdt. 3; Eff. date, 7 May 70; Sup. Amdt. No. 2; Dated, 6 Mar. 69

Terminal routes						Missed approach					
From—	To—			Via			Minimum altitudes (feet)	MAP: 4.9 miles after passing Surf Int.			
Westlake Int.	Snapper Int.			Direct			3000	Climb to 4000' via LOC crs and LAX R 046° to Stadium Int and hold.*			
LAX VOR	Surf Int.			Direct			2000	Supplementary charting information: *Hold SW, 1 minute, right turns, 046° Inbnd.			
Snapper Int.	Surf Int (NOPT)			Direct			1600	Chart I-OSS 1.3-mile DME at MAP. Runway 6 L/R, TDZ elevation, 115'.			

Procedure turn S side of crs, 248° Outbnd, 068° Inbnd, 2000' within 10 miles of Surf Int. FAF, Surf Int. Final approach crs, 068°. Distance FAF to MAP, 4.9 miles. Minimum altitude over Surf Int, 1600'.

MSA: Not Authorized.

NOTES: (1) ASR/PAR. (2) DME should not be used to determine aircraft position over runway threshold or runway touchdown point. (3) Inoperative table does not apply to HIRL Runway 6 L/R and REIL Runway 6R.

%IFR departure procedures: Northbound (280° CW through 060°) published SID's must be used or be radar vectored.

#Runways 6 L/R, 7R, RVR 50'; Runways 24 L/R, RVR 40'; Runways 25 L/R, 7L, RVR 24'.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-6L	440	RVR 50	325	440	RVR 50	325	440	RVR 50	325	440	RVR 50	325
S-6R	640	RVR 50	525	640	RVR 50	525	640	RVR 50	525	680	RVR 60	560
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	640	1	514	640	1	514	640	1 1/2	514	680	2	554
A	Standard.	T 2-eng. or less—Runway 8/26, Standard.%#			T over 2-eng.—Runway 8/26, Standard; all other runways RVR 24.%							

City, Los Angeles; State, Calif.; Airport name, Los Angeles International; Elev., 126'; Fac. Ident., I-OSS; Procedure No. LOC(BC) Runway 6L, Amdt. 2; Eff. date, 7 May 70; Sup. Amdt. No. 1; Dated, 22 Jan. 70

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

Islip, N.Y.—Long Island-MacArthur, LOC (BC) Runway 24, Amdt. 4, effective 15 Aug. 1968, canceled, effective 16 Apr. 1970.

9. 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: Patterson NDB.			
TBD VOR	PTN NDB	Direct	1500	Climb to 1500', right turn, direct to TBD VOR via R 263°.			
Eich Int.	PTN NDB	Direct	1500	Supplementary charting information: Lighted seaplane slip 4000' by 100' approximately 1000' SE of, and parallel to, runway.			
Holm Int.	PTN NDB	Direct	1500	Slip edge lighting, green lights with white threshold lights.			

Procedure turn E side of crs, 227° Outbnd, 047° Inbnd, 1500' within 10 miles of PTN NDB.

Final approach crs 047°.

MSA: 000°-360°-1500'.

NOTE: Use Lafayette altimeter setting when Patterson altimeter not available. MDA increased 200' when Patterson altimeter setting not available.

CAUTION: Seaplane slip 5/23, 4000' by 100' located 1000' SE of runway with green edge lighting and white threshold lights.

DAY AND NIGHT MINIMUMS

Category	A			B			C			D	
S-5	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS
	560	1	551	560	1	551	560	1	551		NA
C	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA		
	560	1	551	560	1	551	620	1½	611		NA

Takeoff Standard. Alternate—Not authorized.

City, Patterson; State, La.; Airport name, Williams Memorial; Elev., 0'; Fac. Ident., PTN; Procedure No. NDB (ADF) Runway 5, Amdt. Orig.; Eff. date, 7 May 70

10. 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: 3.1 miles after passing BAK NDB.			
Hope Int.	BAK NDB	Direct	2300	Climbing right turn to 2300' direct to BAK NDB. Supplementary charting information: Secondary area of procedure turn penetrates R-3401. Depict penetrated area on chart.			

Procedure turn N side of crs, 048° Outbnd, 223° Inbnd, 2300' within 10 miles of BAK NDB.

FAF, BAK NDB. Final approach crs, 223°. Distance FAF to MAP, 3.1 miles.

Minimum altitude over BAK NDB, 1500'.

MSA: 000°-270°-2300'; 270°-360°-3100'.

NOTES: (1) Radar vectoring. (2) Use Indianapolis (Weir Cook) altimeter setting.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-22	1260	1	604	1260	1	604	1260	1	604	1260	1½	604
C	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
A	1260	1	604	1260	1	604	1260	1½	604	1260	2	604
	Not authorized.			T 2-eng. or less—Standard.			T over 2-eng.—Standard.					

City, Columbus; State, Ind.; Airport name, Bakalar AFB/Bakalar Municipal; Elev., 636'; Fac. Ident., BAK; Procedure No. NDB (ADF) Runway 22, Amdt. 1; Eff. date, 7 May 70; Sup. Amdt. No. Orig.; Dated, 24 July 69

RULES AND REGULATIONS

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

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL, except HAT, IAA, 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.

From—	Terminal routes			Via	Minimum altitudes (feet)	MAP: ILS DH 220'; LOC 4 miles after passing OM.	Missed approach
	To—						
Cougar Int.	SVY NDB		Direct		4000	Climb to 3400' direct to Lake (IA) LOM and hold. When directed by ATC, climb straight ahead to 400', turn left, continue climb to 4000', direct to PDX VORTAC and hold.	
Orwego Int.	SVY NDB		Direct		4500		
PDX VORTAC	SVY NDB		Direct		3400		
UBO VORTAC	SVY NDB		Direct		3700		
Scappoose Int.	SVY NDB (NOPT)		Direct		3300		

Supplementary charting information:
Hold E, 1 minute, left turns, 278° inbound Runway 10R, TDZ elevation, 20'.

Procedure turn-S side of crs, 278° Outlnd, 098° Inhd, 3400' within 10 miles of SVY NDB.

FAF, OM. Final approach crs, 098°. Distance FAF to MAP, 4 miles.

Minimum altitude over OM, 1371'.

Minimum glide slope interception altitude, 3200'. Glide slope altitude at SVY NDB, 3111'; at OM, 1371'; at MM, 280'.

Distance to runway threshold at SVY NDB, 9.5 miles; at OM, 4 miles; at MM, 0.6 mile.

MSA: 000°-090°—5400'; 090°-180°—3300'; 180°-270°—4700'; 270°-360°—4000'.

NOTE: ASR/PAR.

IFR departure procedures: Climb direct to PDX VORTAC. Continue climb on R 329° PDX VORTAC within 10 miles to cross PDX VORTAC at or above; northbound V448, 5500'; northeastbound V488, 2600'; eastbound V112, 2000'.

*Categories A, B, C, 700-2; Category D, 1000-2; Category E, 1100-24.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT
S-10R	220	RVR 24	200	220	RVR 24	200	220	RVR 24	200	220	RVR 24	200
LOC:	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-10R	500	RVR 24	480	500	RVR 24	480	500	RVR 24	480	500	RVR 24	480
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	700	1	674	720	1	694	720	1 1/4	694	980	2	954
Category E Aircraft:												
	DH	VIS	HAT									
S-10R	220	RVR 24	200									
LOC:	MDA	VIS	HAT									
S-10R	500	RVR 40	480									
	MDA	VIS	HAA									
C	1040	2 1/4	1014									
A	T 2-eng. or less—Runway 2/20, 700-1; Runways 10L/28L, 7 over 2-eng.—Runway 2/20, 700-1; Runways 10L/28L											
	Standard; Runways 10R/28R, RVR 24% Standard; Runways 10R/28R, RVR 24%											

City, Portland; State, Oreg.; Airport name, Portland International; Elev., 28'; Fac. Ident., I-PDX; Procedure No. ILS Runway 10R, Amdt. 19; Eff. date, 7 May 70; Sup. Amdt. No. 18; Dated, 5 Mar. 70.

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS—Continued

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)		
OCN VOR 301/15-mile DME	I-NZJ OM	OCN R-301 and I-NZJ LOC S crs 9.8 miles.	2200	MAP: ILS DH, 574'; LOC 5.7 miles after passing NZJ OM.	
SLI VOR R 180°, SLI VOR CCW, 24-mile Arc	SLI R 150°/24-mile DME	Direct	2500	Climb straight ahead to 750', then climbing left turn to 2500' heading 180° and NZJ VOR R 200° within 10 miles.	
	R 122° SLI VOR	24-mile DME Arc	2500	Supplementary charting information: Correct 1164' obstruction to 1183'.	
	I-NZJ OM	Direct	2200	Chart Category E minimums on JAL procedures.	
				Runway 34R, TDZ elevation, 324'.	

Procedure turn not authorized. Approach crs (profile) starts at NZJ OM.

FAF, OM, Final approach crs, 345°. Distance FAF to MAP, 5.7 miles.

Minimum altitude over NZJ OM, 2200'; over SNA R 103°, 1140'.

Minimum glide slope interception altitude, 2300'. Glide slope altitude at OM, 2200'; at MM, 515'.

Distance to runway threshold at OM, 5.7 miles; at MM, 0.5 miles.

NOTES: (1) ASR/PAR. (2) Inoperative table does not apply to HIIRL and ALS Runway 34R. (3) Prior permission required. (4) Glide slope unusable below 435' MSL. (5) Auto-pilot coupled approaches not authorized below 485' MSL.

West IFR departures: 800-1 takeoff all runways except 25L/R. Climb heading 260° to V-23 then direct SLI VOR.

South IFR departures: 800-1 takeoff all runways except 16L/R. Climb southbound on LOC crs to V-23.

CAUTION: High terrain N clockwise through SW of airport.

*Categories A, B, 800-2; Category C, 900-2; Category D, 1100-2; Category E, 1700-2.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT
S-34R	574	3/4	250	574	3/4	250	574	3/4	250	574	3/4	250
Localizer:												
S-34R	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
	1140	1 1/4	816	1140	1 1/4	816	1140	1 1/4	816	1140	1 1/4	816
C	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
	1140	1 1/4	757	1140	1 1/4	757	1200	1 1/4	877	1480	2	1097
Localizer/VOR minimums:												
S-34R	660	1	336	660	1	336	660	1	336	660	1	336
Category E:	DH	VIS	HAT									
S-34R	574	3/4	250									
Localizer:												
S-34R	MDA	VIS	HAT									
	1140	1 1/4	816									
C	MDA	VIS	HAA									
	2080	2	1697									
Localizer/VOR minimums:												
S-34R	MDA	VIS	HAT									
	660	1	336									
A	(*)	T 2-eng. or less—%		T over 2-eng.—%								

City, Santa Ana; State, Calif.; Airport name, El Toro MCAS; Elev., 383'; Fac. Ident., I-NZJ; Procedure No. ILS Runway 34R, Amdt. 1; Eff. date, 7 May 70; Sup. Amdt. No. Orig.; Dated, 6 Nov. 69

RULES AND REGULATIONS

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS/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.

From—	To—	Via	Minimum altitudes (feet)	Missed approach	
				Terminal routes	MAP: ILS DH 264°, LOC 4.9 miles after passing FAF.
AWK VORTAC	3.6 DME AWK VORTAC and W crs AWK R 265° AWK LOC				1500 Climb to 1500' on R 100° AWK VORTAC to 20-mile DME Fix and hold.
R 180°, AWK VORTAC CW	W crs LOC (NOPT)	12-mile Arc R 268° lead radial	1500 Supplementary charting information:		
R 360°, AWK VORTAC CCW	W crs LOC (NOPT)	12-mile Arc R 287° lead radial	1500 3.6-mile DME Fix/AWK VORTAC R		
12-mile DME Arc and W crs LOC	3.6-mile DME Fix	W crs LOC	1500 265° intercepts the W crs of LOC.		
			Runway 10, TDZ elevation, 14'.		
			Hold W between 16-20 DME, right turn, 100° Inbnd.		

Procedure turn S side of crs, 276° Outbnd, 090° Inbnd, 1160' within 10 miles of 3.6 DME AWK VORTAC and W crs AWK LOC.

FAF, 3.6 DME AWK VORTAC and W crs AWK LOC. Final approach crs, 090°. Distance FAF to MAP, 4.9 miles.

Minimum altitude over 3.6 DME AWK VORTAC and W crs AWK LOC, 1500'.

Minimum glide slope interception altitude, 1500'. Glide slope altitude at FAF, 1500'.

Distance to runway threshold at FAF, 4.9 miles.

MSA within 25 miles of AWK VORTAC: 000°-360°—1500'.

NOTE: No marker beacons; no approach lights.

#LOC only minimums when ocean vessel at mooring buoy.

*Also applies to Category E.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT	DH*	VIS	HAT*
S-10	264	1	250	264	1	250	264	1	250	264	1	250
LOC:	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-10	340	1	326	340	1	326	340	1	326	340	1	326
S-10#	380	1	366	380	1	366	380	1	366	380	1	366
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	420	1	406	480	1	406	480	1½	406	580	2	566
A	Standard	T 2-eng. or less—Standard.			T over 3-eng.—Standard.							

Island, Wake Island; Airport name, Wake Island; Elev., 14'; Fac. Ident., I-AWK; Procedure No. ILS/DME Runway 10, Amdt. 8; Eff. date, 7 May 70; Sup. Amdt. No. 7; Dated, 19 Feb. 70

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 April 1, 1970.

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

[F.R. Doc. 70-4372; Filed, Apr. 13, 1970; 8:45 a.m.]

Title 7—AGRICULTURE

Chapter III—Agricultural Research Service, Department of Agriculture

PART 301—DOMESTIC QUARANTINE NOTICES

Subpart—Cereal Leaf Beetle

REGULATED AREAS

Under the authority of § 301.84-2 of the Cereal Leaf Beetle Quarantine regulations (7 CFR 301.84-2, as amended, 34 F.R. 12373), a supplemental regulation designating regulated areas is hereby issued to appear in 7 CFR 301.84-2a as follows:

§ 301.84-2a Regulated areas.

The civil divisions and parts of civil divisions described below are designated as cereal leaf beetle regulated areas within the meaning of the provisions in this subpart:

ILLINOIS

Champaign County. The entire county.

Clark County. Sec. 19, T. 12 N., R. 12 W.; and secs. 22, 23, and 24, T. 12 N., R. 13 W.

Cook County. Secs. 34, 35, and 36, T. 37 N.

R. 11 E.; secs. 5, 6, 7, 8, 17, 18, 19, and 20,

T. 36 N., R. 12 E.; secs. 31 and 32, T. 37 N., R.

12 E.; T. 35 N., R. 13 E.; T. 35 N., R. 14 E.;

and secs. 5, 6, 7, 8, 17, 18, 19, 20, 29, 30, 31, and

32, T. 35 N., R. 15 E.

Douglas County. Secs. 28 and 33, T. 16 N.,

R. 14 W.

Edgar County. The entire county.

Ford County. Secs. 34, 35, and 36, T. 23 N.,

R. 8 E.; sec. 31, T. 23 N., R. 9 E.; secs. 6, 7,

18, and 19, T. 27 N., R. 9 E.; and secs. 28

and 33, T. 23 N., R. 14 W.

Grundy County. Secs. 22, 23, 24, 25, 26,

34, 35, and 36, T. 34 N., R. 7 E.; and secs. 19,

30, and 31, T. 34 N., R. 8 E.

Iroquois County. The entire county.

Kankakee County. The entire county.

Livingston County. Secs. 1, 2, 3, 10, 11, 12,

13, 14, 15, 22, 23, and 24, T. 27 N., R. 8 E.;

and secs. 8, 9, 10, 11, 14, 15, 16, 17, 20, 21, 22,

and 23, T. 28 N., R. 8 E.

McLean County. Secs. 1 and 2, T. 21 N., R.

1 E.; secs. 23, 24, 25, 26, 35, and 36, T. 22 N.,

R. 1 E.; secs. 5 and 6, T. 21 N., R. 2 E.; and secs. 19, 20, 29, 30, 31, and 32, T. 22 N., R. 2 E.

Moultrie County. Secs. 2, 3, and 4, T. 13 N., R. 4 E.; secs. 21, 22, 23, 26, 27, 28, 33, 34, and 35, T. 14 N., R. 4 E.; sec. 11, T. 12 N., R. 5 E.; secs. 1, 2, 3, 10, 11, 12, 13, 14, and 15, T. 15 N., R. 5 E.; and secs. 6, 7, and 18, T. 15 N., R. 6 E.

Piatt County. Secs. 25, 26, 27, 34, 35, and 36, T. 16 N., R. 5 E.; secs. 12 and 13, T. 18 N., R. 5 E.; secs. 30 and 31, T. 16 N., R. 6 E.; T. 18 N., R. 6 E.; and T. 19 N., R. 6 E.

Shelby County. Secs. 10, 11, 12, 13, 14, 15, 22, 23, 24, 25, 26, 27, 34, 35, and 36, T. 11 N., R. 4 E.; secs. 1, 2, 3, 10, 11, 12, 13, 14, and 15, T. 10 N., R. 5 E.; secs. 7, 8, 17, 18, 19, 20, 29, 30, 31, 32, 34, 35, and 36, T. 11 N., R. 5 E.; secs. 9, 10, 14, 15, 16, 21, 22, 23, 26, 27, and 28, T. 12 N., R. 5 E.; secs. 6, 7, and 18, T. 10 N., R. 6 E.; and secs. 31, T. 11 N., R. 6 E.

Vermilion County. The entire county.

Will County. Secs. 1, 2, 3, 10, 11, 12, 13, 14, 15, 22, 23, and 24, T. 36 N., R. 11 E.; T. 33 N., R. 12 E.; T. 34 N., R. 12 E.; T. 35 N., R. 12 E.; T. 33 N., R. 13 E.; T. 34 N., R. 13 E.; T. 33 N., R. 14 E.; T. 34 N., R. 14 E.; and secs. 5, 6, 7, 8, 17, 18, 19, 20, 29, 30, 31, and 32, T. 33 N., R. 15 E.; and secs. 5, 6, 7, 8, 17,