

Rules and Regulations

Title 9—ANIMALS AND ANIMAL PRODUCTS

Chapter I—Animal and Plant Health Service, Department of Agriculture

SUBCHAPTER C—INTERSTATE TRANSPORTATION OF ANIMALS (INCLUDING POULTRY) AND ANIMAL PRODUCTS

PART 82—EXOTIC NEWCASTLE DISEASE; AND PSITTACOSIS OR ORNITHOSIS IN POULTRY

Areas Quarantined

Pursuant to the provisions of sections 1, 2, 3, and 4 of the Act of March 3, 1905, as amended, sections 1 and 2 of the Act of February 2, 1903, as amended, sections 4, 5, 6, and 7 of the Act of May 29, 1884, as amended, and sections 3 and 11 of the Act of July 2, 1962 (21 U.S.C. 111, 112, 113, 115, 117, 120, 123, 124, 125, 126, 134b, 134f), Part 82, Title 9, Code of Federal Regulations, is hereby amended in the following respects:

In § 82.3, in paragraph (a) (1) relating to the State of California, subdivisions (iii) and (iv) relating to Sonoma County are deleted.

(Secs. 4-7, 23 Stat. 32, as amended; secs. 1 and 2, 32 Stat. 791-792, as amended; secs. 1-4, 33 Stat. 1264, 1265, as amended; secs. 3 and 11, 76 Stat. 130, 132; 21 U.S.C. 111-113, 115, 117, 120, 123-126, 134b, 134f; 29 F.R. 16210, as amended; 36 F.R. 20707)

Effective date. The foregoing amendment shall become effective upon issuance.

The amendment excludes portions of Sonoma County in California from the areas quarantined because of exotic Newcastle disease. Therefore, the restrictions pertaining to the interstate movement of poultry, mynah and psittacine birds, and birds of all other species under any form of confinement, and their carcasses and parts thereof, and certain other articles from quarantine areas, as contained in 9 CFR Part 82, as amended, will not apply to said county.

The amendment relieves certain restrictions presently imposed but no longer deemed necessary to prevent the spread of exotic Newcastle disease, and must be made effective immediately to be of maximum benefit to affected persons. It does not appear that public participation in this rule making proceeding would make additional relevant information available to this Department. Accordingly, under the administrative procedure provisions in 5 U.S.C. 553, it is found upon good cause that notice and other public procedure with respect to the amendment are impracticable and unnecessary, and good cause is found for making the amendment effective less than 30 days after publication in the FEDERAL REGISTER.

Done at Washington, D.C., this 24th day of March 1972.

G. H. WISE,
Acting Administrator,
Animal and Plant Health Service.

[FR Doc.72-4895 Filed 3-29-72;8:53 am]

SUBCHAPTER D—EXPORTATION AND IMPORTATION OF ANIMALS (INCLUDING POULTRY) AND ANIMAL PRODUCTS

PART 92—IMPORTATION OF CERTAIN ANIMALS AND POULTRY AND CERTAIN ANIMAL AND POULTRY PRODUCTS, INSPECTION AND OTHER REQUIREMENTS FOR CERTAIN MEANS OF CONVEYANCE AND SHIPPING CONTAINERS THEREON

Exemption From Requirements

Pursuant to the provisions of section 2 of the Act of February 2, 1903, as amended, and sections 2, 3, 4, and 11 of the Act of July 2, 1962 (21 U.S.C. 111, 134a, 134b, 134c, and 134f), Part 92, Title 9, Code of Federal Regulations is hereby amended in the following respects:

Sections 92.31(a), 92.34(a), and 92.40 are amended by adding the name of the Mexican State of Aguascalientes immediately preceding the name of the State of Tamaulipas in the first sentence of each of these sections.

(Sec. 2, 32 Stat. 792, as amended; sections 2, 3, 4, and 11, 76 Stat. 129, 130, 132; 21 U.S.C. 111, 134a, 134b, 134c, 134f; 29 F.R. 16210, as amended; 36 F.R. 20707)

Effective date. The foregoing amendments shall become effective upon publication in the FEDERAL REGISTER (3-30-72).

The purposes of these amendments are to add the State of Aguascalientes to the list of Mexican States from which ruminants and swine may be imported into the United States under certain conditions at a land border port without an import permit; to exempt cattle, other ruminants and swine originating in said State from quarantine at the port of entry and to provide for the detention, inspection, testing, and dipping of cattle from such State as required to determine freedom from disease; to allow importation for immediate slaughter of swine and ruminants (other than sheep and goats) from such State if they comply with specified conditions including inspection on the premises of origin by a salaried veterinarian of the Mexican Government and certification by him of freedom from communicable diseases and exposure thereto.

The amendments relieve certain restrictions presently imposed but no longer deemed necessary to prevent the spread of animal diseases, and must be

made effective immediately to be of maximum benefit to affected persons. It does not appear that public participation in this rule making proceeding would make additional relevant information available to this Department. Accordingly, under the administrative procedure provisions in 5 U.S.C. 553, it is found upon good cause that notice and other public procedure with respect to the amendments are impracticable and unnecessary, and good cause is found for making them effective less than 30 days after publication in the FEDERAL REGISTER.

Done at Washington, D.C., this 24th day of March 1972.

G. H. WISE,
Acting Administrator,
Animal and Plant Health Service.

[FR Doc.72-4896 Filed 3-29-72;8:53 am]

Title 10—ATOMIC ENERGY

Chapter I—Atomic Energy Commission

PART 50—LICENSING OF PRODUCTION AND UTILIZATION FACILITIES

PART 115—PROCEDURES FOR REVIEW OF CERTAIN NUCLEAR REACTORS EXEMPTED FROM LICENSING REQUIREMENTS

Reporting of Deficiencies in Design and Construction of Nuclear Powerplants

On July 27, 1970, the Atomic Energy Commission published in the FEDERAL REGISTER (35 F.R. 12076) for public comment proposed amendments to 10 CFR Parts 50 and 115, "Licensing of Production and Utilization Facilities" and "Procedures for Review of Certain Nuclear Reactors Exempted from Licensing Requirements," which would establish uniform requirements for reporting deficiencies occurring during nuclear powerplant design and construction.

All interested persons were invited to submit comments or suggestions in connection with the proposed amendments within 60 days after publication of the notice of proposed rule making in the FEDERAL REGISTER. After careful consideration of the comments received in response to the notice of proposed rule making and other factors involved, the Commission has adopted the amendments in the form set out below. The amendments, as adopted, reflect a number of the comments received on the notice of proposed rule making.

In summary, the comments on the proposed rule were: (1) The extensive use of many adjectives and phrases, such

as "significant," "not indicative of," "minor," "magnitude," "extensive," "frequently occurring," etc., leads to ambiguity and vagueness; (2) the provision requiring that no remedial action shall be taken until the Commission has been notified of the deficiency is not necessary, is burdensome, and represents a possible unnecessary loss of time and money to the permit holder or his contractors; and (3) the rule itself is unnecessary, since existing quality assurance programs require maintenance of records of the deficiencies and these are available to the Commission.

With respect to the last comments, the Commission believes that the rule is necessary, so that the AEC staff will have prompt notification of the deficiency and timely information on which to base an evaluation of the potential safety consequences of the deficiency and determine if further regulatory action is required. Some changes have been made which are intended to resolve some of the problems indicated regarding clarity and ambiguity. Other significant changes from the proposed rule are:

a. Examples of deficiencies have been eliminated, since these made the reporting requirements appear more complex than was actually intended.

b. The rule has been modified to permit construction to continue subject to the risk of subsequent disapproval by the Commission.

Among other requirements in the Commission's "Quality Assurance Criteria for Nuclear Power Plants," Appendix B to 10 CFR Part 50, Criterion XVI "Corrective Action" requires that significant conditions adverse to quality be reported to appropriate levels of licensee management. The following amendment to § 50.55 of 10 CFR Part 50 requires the holder of a construction permit for a nuclear powerplant to report the more important of these deficiencies to the Commission.

It is not the intent of the Commission to require reporting of trivial matters. Notification is required, however, of significant deficiencies in design and construction. The holder of a permit for construction of a nuclear powerplant is required to notify the Commission of each deficiency found in the processes of design, manufacture, fabrication, installation, construction, testing, and inspection which, were it to have remained uncorrected, could have affected adversely the safety of operations of the nuclear powerplant at any time throughout the expected lifetime of the plant, and which represents either (1) a significant breakdown in any portion of the quality assurance program, (2) a significant deficiency in final designs approved and released for construction, (3) a significant deficiency in the construction of or significant damage to a structure, system, or component requiring corrective action involving extensive effort, or (4) a significant deviation from performance specifications requiring corrective action involving extensive effort.

A similar amendment to § 115.43 of 10 CFR Part 115, "Procedures for Review of

Certain Nuclear Reactors Exempted from Licensing Requirements," has also been adopted.

Pursuant to the Atomic Energy Act of 1954, as amended, and sections 552 and 553 of title 5 of the United States Code, the following amendments to 10 CFR Parts 50 and 115 are published as a document subject to codification to be effective 30 days after publication in the FEDERAL REGISTER.

1. A new paragraph (e) is added to § 50.55 of 10 CFR Part 50 to read as follows:

§ 50.55 Conditions of construction permits.

(e) (1) If the permit is for construction of a nuclear power plant, the holder of the permit shall notify the Commission of each deficiency found in design and construction, which, were it to have remained uncorrected, could have affected adversely the safety of operations of the nuclear power plant at any time throughout the expected lifetime of the plant, and which represents:

(i) A significant breakdown in any portion of the quality assurance program conducted in accordance with the requirements of Appendix B; or

(ii) A significant deficiency in final design as approved and released for construction such that the design does not conform to the criteria and bases stated in the safety analysis report or construction permit; or

(iii) A significant deficiency in construction of or significant damage to a structure, system, or component which will require extensive evaluation, extensive redesign, or extensive repair to meet the criteria and bases stated in the safety analysis report or construction permit or to otherwise establish the adequacy of the structure, system, or component to perform its intended safety function; or

(iv) A significant deviation from performance specifications which will require extensive evaluation, extensive redesign, or extensive repair to establish the adequacy of a structure, system, or component to meet the criteria and bases stated in the safety analysis report or construction permit or to otherwise establish the adequacy of the structure, system, or component to perform its intended safety function.

(2) The holder of a construction permit shall promptly notify the appropriate Atomic Energy Commission Regional Compliance Office of each reportable deficiency.

(3) The holder of a construction permit shall also submit a written report on a reportable deficiency within 30 days to the Director, Division of Compliance, with a copy to the Regional Compliance Office. The report shall include a description of the deficiency, an analysis of the safety implications and the corrective action taken, and sufficient information to permit analysis and evaluation of the deficiency and of the corrective action. If sufficient information is not available for a definitive report to be submitted within 30 days, an interim report containing all

available information shall be filed, together with a statement as to when a complete report will be filed.

(4) Remedial action may be taken both prior to and after notification of the Division of Compliance subject to the risk of subsequent disapproval of such action by the Commission.

2. A new paragraph (c) is added to § 115.43 of 10 CFR Part 115 to read as follows:

§ 115.43 Conditions of construction authorizations.

(c) (1) If the authorization is for construction of a nuclear powerplant, the holder of the authorization shall notify the Commission of each deficiency found in design and construction, which, were it to have remained uncorrected, could have affected adversely the safety of operations of the nuclear powerplant at any time throughout the expected lifetime of the plant, and which represents:

(i) A significant breakdown in any portion of the quality assurance program established for the design and construction of the powerplant; or

(ii) A significant deficiency in final design as approved and released for construction such that the design does not conform to the criteria and bases stated in the safety analysis report or construction authorization; or

(iii) A significant deficiency in construction of or significant damage to a structure, system, or component which will require extensive evaluation, extensive redesign, or extensive repair to meet the criteria and bases stated in the safety analysis report or construction authorization or to otherwise establish the adequacy of the structure, system, or component to fulfill its intended safety function; or

(iv) A significant deviation from performance specifications which will require extensive evaluation, extensive redesign, or extensive repair to establish the adequacy of a structure, system, or component to meet the criteria and bases stated in the safety analysis report or construction authorization or an operating authorization or to otherwise establish the adequacy of the structure, system, or component to perform its intended safety function.

(2) The holder of a construction authorization shall promptly notify the appropriate Atomic Energy Commission Regional Compliance Office of each reportable deficiency.

(3) The holder of a construction authorization also shall submit a written report on a reportable deficiency within 30 days to the Director, Division of Compliance, with a copy to the Regional Compliance Office. The report shall include a description of the deficiency, an analysis of the safety implications and the corrective action taken, and sufficient information to permit analysis and evaluation of the deficiency and of the corrective action. If sufficient information is not available for a definitive report to be

submitted within 30 days, an interim report containing all available information shall be filed, together with a statement as to when a complete report will be filed.

(4) Remedial action may be taken both prior to and after notification of the Division of Compliance subject to the risk of subsequent disapproval by the Commission.

(Sec. 161, 68 Stat. 948; 42 U.S.C. 2201)

Dated at Germantown, Md., this 24th day of March 1972.

For the Atomic Energy Commission.

W. B. McCool,
Secretary of the Commission.

[FR Doc.72-4876 Filed 3-29-72; 8:52 am]

Title 14—AERONAUTICS AND SPACE

Chapter I—Federal Aviation Administration, Department of Transportation

[Docket No. 72-SO-27, Amdt. 39-1419]

PART 39—AIRWORTHINESS DIRECTIVES

Grumman Model G-159 Airplanes

There has been a failure of a Grumman Model G-159 airplane main landing gear drag brace to operate which resulted in the failure of the gear to extend. Since in other airplanes of the same type design, an airworthiness directive is being issued to require inspection of the P/N 159L10003 drag brace for wear, galling, bearing misalignment, and improper down lock geometry on Model G-159 airplanes.

Since a situation exists that requires immediate adoption of this regulation, it is found that notice and public procedures hereon are impracticable and good cause exists for making this amendment effective in less than 30 days.

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:

GRUMMAN. Applies to all Model G-159 airplanes certificated in all categories. Compliance required as indicated unless already accomplished.

To prevent jamming of the main landing gear drag brace assembly, P/N 159L10003, accomplish the following:

(a) For airplanes having been inspected and modified, if necessary, in accordance with Grumman Customer Bulletin Number 99 or 217 within the last 50 hours' time in service, comply with paragraph (e) below within the next 50 hours' time in service after the effective date of this AD.

(b) For all airplanes incorporating a new drag brace lower bearing, P/N 159LM10011-3 or -5, within the last 100 hours' time in service, comply with paragraph (e) below within the next 15 hours' time in service after the effective date of this AD.

(c) Airplanes having been inspected and modified, if necessary, in accordance with

Grumman Customer Bulletin 217A have met the requirements of this AD.

(d) All airplanes that do not meet the requirements set forth in paragraphs (a), (b), or (c) above, must comply with paragraph (e) below within the next 15 hours' time in service after the effective date of this AD.

(e) (1) Inspect the following areas of the main landing gear drag brace assembly in accordance with Grumman Customer Bulletin 217A dated February 18, 1972 or later FAA approved revision:

(a) Inner cylinder, P/N 159LM10001, for wear and galling;

(b) The lower bearing, P/N 159LM10011, for wear and proper wall thickness;

(c) The down lock, P/N 159LM10007, for the presence of a 0.030 ± 0.010 inch radius on the 2.735 inch major diameter.

(2) If bearing wear or improper wall thickness is found, before further flight, replace with a P/N 159LM10011-7 bearing.

(3) If the down lock radius is absent, or if wear or galling of the inner cylinder is noted, before further flight, rework in accordance with Grumman Customer Bulletin 217A.

(f) Airplanes requiring any action under subparagraph (e)(2) or (e)(3) above, may be flown with the landing gear in the down and locked position in accordance with FAR 21.197 to a base where the repair or modification can be accomplished.

This amendment becomes effective March 30, 1972.

(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 East Point, Ga., on March 22, 1972.

DUANE W. FREER,
Acting Director, Southern Region.

[FR Doc.72-4912 Filed 3-29-72; 8:53 am]

[Airspace Docket No. 72-SW-4]

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

Designation of Transition Area

The purpose of this amendment to Part 71 of the Federal Aviation Regulations is to designate a 700-foot transition area at Frederick, Okla.

On February 2, 1972, a notice of proposed rule making was published in the FEDERAL REGISTER (37 F.R. 2524) stating the Federal Aviation Administration proposed to designate the Frederick, Okla., transition area.

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

In consideration of the foregoing, Part 71 of the Federal Aviation Regulations is amended, effective 0901 G.m.t., May 25, 1972, as hereinafter set forth.

In § 71.181 (37 F.R. 2143), the following transition area is added:

FREDERICK, OKLA.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of Frederick, Okla., Municipal Airport (latitude 34°21'09" N., longitude 98°59'21" W.) and within 3.5 miles each side of a 001° bearing from the Frederick, Okla., RBN (latitude

34°23'35" N., longitude 98°59'19" W.) extending from the 6-mile-radius area to 11.5 miles north of the RBN.

(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 Fort Worth, Tex., on March 20, 1972.

HENRY L. NEWMAN,
Director, Southwest Region.

[FR Doc.72-4849 Filed 3-29-72; 8:47 am]

[Docket No. 11811, Amdt. 802]

PART 97—STANDARD INSTRUMENT APPROACH PROCEDURES

Miscellaneous Amendments

This amendment to Part 97 of the Federal Aviation Regulations incorporates by reference therein changes and additions to the Standard Instrument Approach Procedures (SIAP's) that were recently adopted by the Administrator to promote safety at the airports concerned.

The complete SIAP's for the changes and additions covered by this amendment are described in FAA Forms 3139, 8260-3, 8260-4, or 8260-5 and made a part of the public rule making dockets of the FAA in accordance with the procedures set forth in Amendment No. 97-696 (35 F.R. 5609).

SIAP's are available for examination at the Rules Docket and at the National Flight Data Center, Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591. Copies of SIAP's adopted in a particular region are also available for examination at the headquarters of that region. Individual copies of SIAP's may be purchased from the FAA Public Document Inspection Facility, HQ-405, 800 Independence Avenue SW., Washington, DC 20591, or from the applicable FAA regional office in accordance with the fee schedule prescribed in 49 CFR 7.85. This fee is payable in advance and may be paid by check, draft, or postal money order payable to the Treasurer of the United States. A weekly transmittal of all SIAP changes and additions may be obtained by subscription at an annual rate of \$125 per annum from the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402.

Since a situation exists that requires immediate adoption of this amendment, I find that further notice and public procedure hereon is impracticable and good cause exists for making it effective in less than 30 days.

In consideration of the foregoing, Part 97 of the Federal Aviation Regulations is amended as follows, effective on the dates specified:

1. Section 97.23 is amended by establishing, revising, or canceling the following VOR-VOR/DME SIAP's effective April 20, 1972:

Lebanon, N.H.—Lebanon Regional Airport; VOR-A, Amdt. 10; Revised.

Lebanon, N.H.—Lebanon Regional Airport; VOR-B, Amdt. 1; Canceled.

2. Section 97.23 is amended by establishing, revising, or canceling the following VOR-VOR/DME SIAP's, effective April 27, 1972:

Battle Creek, Mich.—W. K. Kellogg Regional Airport; VOR Runway 4, Amdt. 8; Revised.
 Battle Creek, Mich.—W. K. Kellogg Regional Airport; VOR Runway 22, Amdt. 6; Revised.
 Battle Creek, Mich.—W. K. Kellogg Regional Airport; VOR Runway 31, Amdt. 4; Revised.
 Chicago, Ill.—Chicago O'Hare International Airport; VOR Runway 4L, Amdt. 1; Revised.
 Dallas, Tex.—Dallas Love Field; VOR Runway 18, Amdt. 15; Revised.
 Dallas, Tex.—Dallas Love Field; VOR Runway 36, Amdt. 7; Revised.
 Davenport, Iowa—Davenport Municipal Airport; VOR Runway 2, Original; Established.
 Davenport, Iowa—Davenport Municipal Airport; VOR Runway 20, Amdt. 1; Revised.
 El Paso, Tex.—El Paso International Airport; VOR Runway 26, Amdt. 25; Revised.
 Everett, Wash.—Snohomish County (Paine Field); VOR Runway 16, Amdt. 1; Revised.
 Fortuna, Calif.—Rohnerville Airport; VOR Runway 11, Amdt. 2; Revised.
 Glens Falls, N.Y.—Warren County Airport; VOR Runway 1, Amdt. 7; Revised.
 Hot Springs, Ark.—Memorial Field; VOR Runway 5, Amdt. 9; Revised.
 Jacksonville, Ill.—Jacksonville Municipal Airport; VOR Runway 13, Amdt. 1; Revised.
 Lafayette, La.—Lafayette Airport; VOR Runway 1, Amdt. 9; Revised.
 Mayaguez, P.R.—Mayaguez Airport; VOR Runway 8, Amdt. 1; Revised.
 Morristown, Tenn.—Moore-Murrell Airport; VOR Runway 5, Amdt. 1; Revised.
 Napa, Calif.—Napa County Airport; VOR Runway 6, Amdt. 3; Revised.
 Oroville, Calif.—Oroville Municipal Airport; VOR-A, Original; Established.
 Pasco, Wash.—Tri-Cities Airport; VOR-A, Amdt. 1; Revised.
 Pellston, Mich.—Emmett County Airport; VOR Runway 23, Amdt. 6; Revised.
 Provo, Utah—Provo Municipal Airport; VOR-A, Amdt. 1; Revised.
 Reno, Nev.—Reno International Airport; VOR-A, Amdt. 1; Revised.
 St. Joseph, Mo.—Rosecrans Memorial Airport; VOR Runway 17, Amdt. 8; Revised.
 Santa Rosa, Calif.—Sonoma County Airport; VOR Runway 32, Amdt. 5; Revised.
 Shreveport, La.—Shreveport Downtown Airport; VOR Runway 14, Amdt. 8; Revised.
 Terre Haute, Ind.—Sky King Airport; VOR-A, Original; Established.
 Wichita, Kans.—Beech Factory Airport; VOR-A, Amdt. 5; Revised.

2. Section 97.23 is amended by establishing, revising, or canceling the following VOR-VOR/DME SIAP's, effective April 27, 1972.

De Quincy, La.—De Quincy Industrial Airport; VOR/DME-A, Original; Established.
 Glens Falls, N.Y.—Warren County Airport; VOR/DME Runway 1, Amdt. 1; Revised.
 Glens Falls, N.Y.—Warren County Airport; VOR/DME Runway 19, Amdt. 5; Revised.
 Marshalltown, Iowa—Marshalltown Municipal Airport; VOR/DME-A, Original; Established.
 Pellston, Mich.—Emmett County Airport; VOR/DME Runway 5, Amdt. 1; Revised.
 Tulsa, Okla.—Tulsa Riverside Airport; VOR/DME Runway 36L, Amdt. 1; Revised.

3. Section 97.25 is amended by establishing, revising, or canceling the following SDF-LOC-LDA SIAP's effective April 27, 1972.

Anchorage, Alaska—Anchorage International Airport; LOC Runway 6L, Original; Established.

Dallas, Tex.—Dallas Love Field; LOC (BC) Runway 13R, Amdt. 5; Revised.
 Dallas, Tex.—Dallas Love Field; LOC (BC) Runway 31R, Amdt. 19; Revised.
 Lafayette, La.—Lafayette Airport; LOC (BC) Runway 1, Amdt. 2; Revised.
 Reno, Nev.—Reno International Airport; LOC-A, Amdt. 1; Revised.
 Reno, Nev.—Reno International Airport; LOC/DME (BC)-B, Amdt. 2; Revised.
 St. Joseph, Mo.—Rosecrans Memorial Airport; LOC (BC) Runway 17, Amdt. 1; Revised.

4. Section 97.27 is amended by establishing, revising, or canceling the following NDB/ADF SIAP's, effective April 27, 1972.

Dallas, Tex.—Dallas Love Field; NDB Runways 13L/13R, Amdt. 6; Revised.
 Dallas, Tex.—Dallas Love Field; NDB Runway 31L, Amdt. 5; Revised.
 Dallas, Tex.—Dallas Love Field; NDB Runway 31R, Amdt. 9; Revised.
 Davenport, Iowa—Davenport Municipal Airport; NDB Runway 2, Amdt. 5; Revised.
 Hot Springs, Ark.—Memorial Field; NDB Runway 5, Amdt. 2; Revised.
 Lafayette, La.—Lafayette Airport; NDB Runway 19, Amdt. 4; Revised.
 Minneapolis, Minn.—Minneapolis-St. Paul International/Wold Chamberlain Airport; NDB Runway 4, Amdt. 7; Revised.
 Minneapolis, Minn.—Minneapolis-St. Paul International/Wold Chamberlain Airport; NDB Runway 11L, Amdt. 2; Revised.
 Minneapolis, Minn.—Minneapolis-St. Paul International/Wold Chamberlain Airport; NDB Runway 29L, Amdt. 14; Revised.
 Minneapolis, Minn.—Minneapolis-St. Paul International/Wold Chamberlain Airport; NDB Runway 29R, Amdt. 2; Revised.
 Morristown, Tenn.—More-Murrell Airport; NDB Runway 5, Amdt. 1; Revised.
 Rockford, Ill.—Greater Rockford Airport; NDB Runway 36, Amdt. 13; Revised.
 St. Joseph, Mo.—Rosecrans Memorial Airport; NDB Runway 17, Amdt. 1; Revised.
 St. Joseph, Mo.—Rosecrans Memorial Airport; NDB Runway 35, Amdt. 21; Revised.

5. Section 97.29 is amended by establishing, revising, or canceling the following ILS SIAP's, effective April 27, 1972:

Albany, Ga.—Albany-Dougherty County Airport; ILS Runway 4, Original; Canceled.
 Anchorage, Alaska—Anchorage International Airport; ILS Runway 6L, Original; Canceled.
 Baton Rouge, La.—Ryan Airport; ILS Runway 13, Amdt. 15; Revised.
 Dallas, Tex.—Dallas Love Field; ILS Runway 13L, Amdt. 18; Revised.
 Dallas, Tex.—Dallas Love Field; ILS Runway 31L, Amdt. 7; Revised.
 Everett, Wash.—Snohomish County (Paine Field); ILS Runway 16, Amdt. 10; Revised.
 Hot Springs, Ark.—Memorial Field; ILS Runway 5, Amdt. 2; Revised.
 Lafayette, La.—Lafayette Airport; ILS Runway 19, Amdt. 5; Revised.
 Minneapolis, Minn.—Minneapolis-St. Paul International/Wold Chamberlain Airport; ILS Runway 4, Amdt. 12; Revised.
 Minneapolis, Minn.—Minneapolis-St. Paul International/Wold Chamberlain Airport; ILS Runway 29L, Amdt. 31; Revised.
 Reno, Nev.—Reno International Airport; ILS-A, Amdt. 1; Revised.
 Rockford, Ill.—Greater Rockford Airport; ILS Runway 36, Amdt. 15; Revised.
 St. Joseph, Mo.—Rosecrans Memorial Airport; ILS Runway 35, Amdt. 22; Revised.

6. Section 97.31 is amended by establishing, revising, or canceling the following Radar SIAP's, effective April 27, 1972:

Oklahoma City, Okla.—Will Rogers World Airport; Radar-1 Amdt. 12; Revised.
 Reno, Nev.—Reno International Airport; Radar-1, Original; Established.
 Wichita, Kans.—Beech Factory Airport; Radar-2, Amdt. 2; Revised.

7. Section 97.33 is amended by establishing, revising, or canceling the following RNAV SIAP's, effective April 27, 1972:

Fullerton, Calif.—Fullerton Municipal Airport; RNAV Runway 24, Amdt. 4; Revised.
 Napa, Calif.—Napa County Airport; RNAV Runway 36, Amdt. 1; Revised.
 Torrance, Calif.—Torrance Municipal Airport; RNAV Runway 29R, Amdt. 2; Revised.
 Wichita, Kans.—Beech Factory Airport; RNAV Runway 18, Original; Established.
 Wichita, Kans.—Beech Factory Airport; RNAV Runway 36, Original; Established.
 Wichita, Kans.—Wichita Municipal Airport; RNAV Runway 19R, Original; Established.

(Secs. 307, 313, 601, 1110, Federal Aviation Act of 1958; 49 U.S.C. 1438, 1354, 1421, 1510; sec. 6(c) Department of Transportation Act, 49 U.S.C. 1655(c) and 5 U.S.C. 552(a)(1))

Issued in Washington, D.C., on March 22, 1972.

WILLIAM G. SHREVE, JR.,
 Acting Director,
 Flight Standards Service.

NOTE: Incorporation by reference provisions in §§ 97.10 and 97.20 (35 F.R. 5610) approved by the Director of the Federal Register on May 12, 1969.

[FR Doc. 72-4712 Filed 3-29-72; 8:45 am]

[Docket No. 10204, Amdt. 121-89]

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

Doppler Radar and Inertial Navigation Systems

This amendment to Part 121 of the Federal Aviation Regulations prescribes requirements for the approval and use of Doppler Radar and Inertial Navigation Systems, and updates the requirements of §§ 121.355 and 121.389.

This amendment is based on a notice of proposed rule making Notice 70-32, published in the FEDERAL REGISTER on August 5, 1970 (35 F.R. 12479). Nine public comments were received in response to the notice, and the recommendations contained therein are discussed below, insofar as they relate to matters within the scope of the notice.

One commentator objected to the proposed amendment to § 121.355 requiring approval of Doppler Radar and Inertial Navigation Systems (INS), because as worded it would have required currently approved systems to be reapproved under proposed Appendix G to Part 121. The FAA agrees with this commentator's recommendation that currently approved systems be excepted from compliance with the approval requirements of Appendix G, as required by § 121.355, and this amendment adopts this change to the notice accordingly.