

1968, and published in the **FEDERAL REGISTER** on October 4, 1968 (33 F.R. 14887). Six public comments were received on the notice. Three of the comments either concurred with, or expressed no objection to, the proposal as a whole. Two comments concurred with the proposal but respectively recommended that the crosswind component to which the existing paved runway is subject should be fixed at more than 11.5 or 12 miles per hour in § 151.79 (c) (2) and (d) (2) as the basis for determining the need for a second runway at airports serving small aircraft only. The sixth comment concurred with the proposal to eliminate paragraph (e) of § 151.79 that, as stated in the Notice, is no longer feasible or meaningful, for the purposes of that section, particularly in the absence of any established definition of an airport limited to VFR operations. However, this comment stated, it considered the proposed change in the crosswind component to be not significant enough to warrant a change in the regulations.

After reviewing the proposed amendments in the light of the comments received, it has been determined to issue the amendments as proposed, for the reasons stated in Notice 68-23. However, in § 151.79 (c) (2) and (d) (2) the crosswind component to which the existing paved runway is subject, at airports serving small aircraft only, is changed to more than 12 miles per hour (10.5 knots), for ease of application.

Interested persons have been afforded an opportunity to participate in the making of these amendments, and due consideration has been given to all matter presented.

In consideration of the foregoing, § 151.79 of the Federal Aviation Regulations is amended as follows, effective February 14, 1969:

1. By amending paragraph (a) (1) to read as follows:

§ 151.79 Runway paving; second runway; wind conditions.

(a) *All airports.* * * *

(1) The airport meets the applicable standards of paragraph (b), (c), or (d) of this section;

2. By striking out the words "15 miles per hour (13 knots)" in paragraphs (c) (2) and (d) (2), and inserting the words "12 miles per hour (10.5 knots)" therefor in each of those subparagraphs.

3. By striking out paragraph (e).

(Secs. 1-15, 17-20, Federal Airport Act; 49 U.S.C. 1101-1114, 1116-1119; sec. 6(c), Department of Transportation Act; 49 U.S.C. 1655(c); § 1.4(b) (2), Regulations of the Office of the Secretary of Transportation)

Issued in Washington, D.C., on January 8, 1969.

D. D. THOMAS,
Acting Administrator.

[F.R. Doc. 69-471; Filed, Jan. 14, 1969; 8:47 a.m.]

[Docket No. 9171, Amdt. 151-22]

PART 151—FEDERAL AID TO AIRPORTS

Second Runway Paving for Inclusion in FAAP Project; Wind Conditions

The purpose of these amendments to Part 151 of the Federal Aviation Regulations is to change the standards for eligibility of second runway paving at airports for inclusion in projects under the Federal-aid Airport Program by (1) eliminating paragraph (e) of § 151.79 concerning airports with limited facilities serving small aircraft only; and (2) reducing the minimum crosswind component to which the existing paved runway is subject, at airports serving small aircraft only, as provided in paragraphs (c) and (d) of that section.

These amendments were proposed in Notice 68-23 issued on September 27,

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