

THE NATIONAL ARCHIVES  
LITTERA  
SCRIPTA  
MANET  
1934  
OF THE UNITED STATES

# FEDERAL REGISTER

VOLUME 27 NUMBER 57

Washington, Friday, March 23, 1962

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Compiled by Office of the Federal Register, National Archives and Records Service, General Services Administration  
Order from Superintendent of Documents, United States Government Printing Office, Washington 25, D.C.


**FEDERAL REGISTER**

Telephone

WOrth 3-3261

Published daily, except Sundays, Mondays, and days following official Federal holidays, by the Office of the Federal Register, National Archives and Records Service, General Services Administration, pursuant to the authority contained in the Federal Register Act, approved July 26, 1935 (49 Stat. 500, as amended; 44 U.S.C., ch. 8B), under regulations prescribed by the Administrative Committee of the Federal Register, approved by the President. Distribution is made only by the Superintendent of Documents, Government Printing Office, Washington 25, D.C.

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# Rules and Regulations

## Title 14—AERONAUTICS AND SPACE

### Chapter III—Federal Aviation Agency

#### SUBCHAPTER E—AIR NAVIGATION REGULATIONS

[Airspace Docket No. 61-WA-232]

#### PART 600—DESIGNATION OF FEDERAL AIRWAYS

##### Alteration

The purpose of these amendments to §§ 600.6013 and 600.6289 of the regulations of the Administrator is to redefine the use of low altitude VOR Federal airways Nos. 13 and 289 in relation to the Fort Chaffee, Ark., Restricted Areas R-2401 and R-2402 and to delete reference to the Duluth, Minn., RA/MCC (R-4302) from the description of Victor 13.

Victor 13 is designated in part to exclude the portion which coincides with R-2401 during the time of use of this restricted area and to exclude the portion which coincides with R-4302. Victor 289, as designated, traverses R-2401 and R-2402 but makes no provision for use of the portion within the restricted areas. R-2401 is designated from the surface to 6,000 feet MSL and R-2402 is designated from the surface to 26,000 feet MSL. Both restricted areas are now designated on a continuous and joint use basis. R-4302 has been revoked.

In the interest of clarifying the use of these airway segments in the vicinity of Fort Chaffee, the following actions are taken:

1. Alter the description of Victor 13 to permit use of the portion of the main airway within R-2401 when this restricted area is not being used for its designated purpose. Victor 13 west alternate will still be designated to allow full time use of this airway regardless of activities with R-2401.

2. Alter the description of Victor 289 to permit use of the portions within R-2401 and R-2402 when these restricted areas are not being used for their designated purpose.

3. Delete reference to R-4302 from the description of Victor 13.

Since these alterations are minor in nature and impose no additional burden on any person, compliance with section 4 of the Administrative Procedure Act is unnecessary.

In consideration of the foregoing, and pursuant to the authority delegated to me by the Administrator (25 F.R. 12582), the following actions are taken:

1. In the text of § 600.6013 (26 F.R. 8245) "to the Lakehead, Ontario, VOR, excluding the portion which lies outside of the United States and excluding the portion which would coincide with R-4302. The portion of this airway which coincides with R-2401 is excluded during the time of designation of the restricted area," is deleted and "to the Lakehead,

Ontario, VOR. The portion of this airway which lies outside the United States is excluded and the airspace within R-2401 is excluded from the west alternate. The portion of the main airway between the Page VOR and the Fort Smith VOR which lies within R-2401 shall be used only after obtaining prior approval from the appropriate authority." is substituted therefor.

2. In the text of § 600.6289 (14 CFR 600.6289) the following is added: "The portion of this airway which lies within R-2401 and R-2402 shall be used only after obtaining prior approval from the appropriate authority."

These amendments shall become effective upon date of publication in the FEDERAL REGISTER.

(Sec. 307(a), 72 Stat. 749; 49 U.S.C. 1348)

Issued in Washington, D.C., on March 16, 1962.

D. D. THOMAS,  
Director, Air Traffic Service.

[F.R. Doc. 62-2782; Filed, Mar. 22, 1962; 8:45 a.m.]

[Airspace Docket No. 62-WA-32]

#### PART 600—DESIGNATION OF FEDERAL AIRWAYS

##### Alteration

The purpose of this amendment to § 600.6017 of the regulations of the Administrator is to alter the description of VOR Federal airway No. 17 from Waco, Texas, to Mineral Wells, Texas.

VOR Federal airway No. 163 is designated in part from the Lometa, Texas, VORTAC direct to the Mineral Wells VORTAC. This alignment is via the 197° True radial of the Mineral Wells VORTAC. Victor 17 is designated in part from the Waco VORTAC via the intersection of the Waco VORTAC 315° and the Mineral Wells VORTAC 198° True radials to the Mineral Wells VORTAC. It is intended that Victor 17 coincide with Victor 163 north of Mill, Texas. Accordingly, action is taken herein to alter Victor 17 by substituting the Mineral Wells VORTAC 197° for the 198° radial in the description of the airway. This alteration will involve no additional assignment of airspace.

Since this alteration is minor in nature and imposes no additional burden on any person, 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 and pursuant to the authority delegated to me by the Administrator (25 F.R. 12582), § 600.6017 is amended as follows:

In the text of § 600.6017 (14 CFR 600.6017, 26 F.R. 9848) "INT of the Waco VOR 315° with the Mineral Wells VOR 198° radials;" is deleted and "INT of the

Waco VORTAC 315° and the Mineral Wells VORTAC 197° radials;" is substituted therefor.

This amendment shall become effective 0001 e.s.t., May 3, 1962.

(Sec. 307(a), 72 Stat. 749; 49 U.S.C. 1348)

Issued in Washington, D.C., on March 16, 1962.

D. D. THOMAS,  
Director, Air Traffic Service.

[F.R. Doc. 62-2783; Filed, Mar. 22, 1962; 8:45 a.m.]

[Airspace Docket No. 62-CE-19]

#### PART 608—SPECIAL USE AIRSPACE

##### Alteration of Restricted Area

The purpose of this amendment to § 608.69 of the regulations of the Administrator is to change the using agency of the Sheboygan, Wis., Restricted Area R-6903 from "Commander, 128th Fighter Group, Wisconsin Air National Guard, Milwaukee, Wis." to "Commander, Permanent Field Training Site, Volk Field, Camp Douglas, Wis."

The Department of the Air Force has advised that the 128th Fighter Group has been assigned another mission and that this unit no longer has a direct interest in R-6903. Therefore, the designation of the Commander, Permanent Field Training Site at Volk Field as the using agency of R-6903 will facilitate the planning and scheduling of operations within this area.

Since this amendment is minor in nature and imposes no additional burden on the public, notice and public procedure hereon are unnecessary and it may be made effective immediately.

In consideration of the foregoing, and pursuant to the authority delegated to me by the Administrator (25 F.R. 12582), the following action is taken:

In § 608.69 (26 F.R. 7204, 7962), R-6903 Sheboygan, Wis., Restricted Area is amended to read as follows:

R-6903 Sheboygan, Wis.

*Boundaries.* Beginning at latitude 43°45'00" N., longitude 87°10'00" W.; to latitude 43°15'15" N., longitude 87°09'00" W.; to latitude 43°14'20" N., longitude 87°44'30" W.; to latitude 43°45'00" N., longitude 87°39'20" W.; to the point of beginning.

*Designated altitudes.* Surface to flight level 450.

*Time of designation.* Sunrise to sunset.  
*Using agency.* Commander, Permanent Field Training Site, Volk Field, Camp Douglas, Wis.

This amendment shall become effective upon date of publication in the FEDERAL REGISTER.

(Sec. 307(a), 72 Stat. 749; 49 U.S.C. 1348)

Issued in Washington, D.C., on March 16, 1962.

D. D. THOMAS,  
Director, Air Traffic Service.

[F.R. Doc. 62-2784; Filed, Mar. 22, 1962; 8:45 a.m.]

[Reg. Docket No. 1086; Amdt. 261]

PART 609—STANDARD INSTRUMENT APPROACH PROCEDURES

Miscellaneous Amendments

The amendments to standard instrument approach procedures contained herein are being adopted to become effective when indicated in order to promote safety. The revised procedures supersede the existing procedures of the same classification now in effect for the airports specified therein. For the convenience of the users, the revised procedures specify the complete procedure and indicate 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, procedure and effective date provisions of section 4 of the Administrative Procedure Act would be contrary to the public interest and is therefore not required.

Pursuant to the authority delegated to me by the Administrator (24 F.R. 5662), Part 609 is amended as follows:  
 1. The low or medium frequency range procedures prescribed in § 609.100(a) are amended to read in part:

LFR STANDARD INSTRUMENT APPROACH PROCEDURE

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 of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	

PROCEDURE CANCELLED, EFFECTIVE MARCH 31, 1962.

City, Baton Rouge; State, La.; Airport Name, Ryan; Elev., 70'; Fac. Class., BMRLZ; Ident., BTR; Procedure No. 1, Amdt. 7; Eff. Date, 7 Sept. 57; Sup. Amdt. No. 6; Dated, 12 Mar. 55

PROCEDURE CANCELLED, EFFECTIVE MARCH 31, 1962.

City, Lynchburg; State, Va.; Airport Name, Preston Glenn; Elev., 942'; Fac. Class., SBRAZ; Ident., LYN; Procedure No. 1, Amdt. 3; Eff. Date, 15 May 54; Sup. Amdt. No. 2; Dated, 1 Dec. 52

PROCEDURE CANCELLED, EFFECTIVE MARCH 31, 1962.

City, New Orleans; State, La.; Airport Name, Moisant International; Elev., 3'; Fac. Class., SBRAZ; Ident., MSY; Procedure No. 2, Amdt. 8; Eff. Date, 14 Dec. 57; Sup. Amdt. No. 7; Dated, 13 July 57

Scarsdale Int.....	LA-LFR (Final).....	Direct.....	*1500	T-dn#.....	300-1	300-1	200-1/2
				C-dn#.....	700-1	700-2	700-2
				S-dn-22#*%.....	500-1	500-1	500-1
				A-dn.....	800-2	800-2	800-2

Procedure turn N side NE crs, 043° Outbnd, 223° Inbnd, 1900' within 10 miles. Minimum altitude over facility on final approach crs, \*\*1500' (\*\*1000' authorized after New Rochelle MHW.)

Crs and distance, facility to airport, 223°-2.8. If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 2.8 miles after passing LaGuardia LFR, climb to 2500' on SW crs LaGuardia LFR to Coney Island Int. Hold Coney Island Int right turns, 1 minute, 043° Inbnd.

CAUTION: Standard clearance not provided over obstructions in final approach area and in missed approach area. Bridge towers 383' msl 2.5 ml NE; tank 422' msl 2 ml North.

NOTE: LaGuardia LFR must be monitored aurally if ADF approach is made on this procedure.  
 \*If New Rochelle MHW not received, straight-in minimums not authorized.  
 %Descent to landing minimums authorized only after passing LaGuardia LFR.  
 #Takeoff minimums for Rwnys 4 and 31 will not be less than 200-1 during periods when tower advisories indicate presence of surface ships in channel.  
 #AIR CARRIER NOTE: Sliding scale not authorized for landings on Rwnys 13, 31, and 22.

City, New York; State, N.Y.; Airport Name, LaGuardia; Elev., 20'; Fac. Class., SABRAZ; Ident., LA; Procedure No. 1, Amdt. 11; Eff. Date, 31 Mar. 62; Sup. Amdt. No. 10; Dated, 27 Jan. 62

PROCEDURE CANCELLED, EFFECTIVE MARCH 31, 1962.

City, Oklahoma City; State, Oklahoma; Airport Name, Will Rogers; Elev., 1283'; Fac. Class., SBRAZ; Ident., OKC; Procedure No. 1, Amdt. 9; Eff. Date, 2 Jan. 60; Sup. Amdt. No. 8; Dated, 30 Nov. 57

Red Hill FM.....	RA-LFR (Final).....	Direct.....	2700	T-dn*#.....	1000-2	1000-2	1000-2
				C-d.....	1500-2	1500-2	1500-2
				C-n*.....	2000-2	2000-2	2000-2
				A-dn*.....	2500-2	2500-2	2500-2

Procedure turn E side South crs, 170° Outbnd, 350° Inbnd, 4600' within 10 miles of Red Hill FM. Minimum altitude over Red Hill FM on final approach crs, 4600'; over LFR, 2700'.

Crs and distance, Red Hill FM to airport, 350°-9.3 ml; RA-LFR to airport, 350°-1.5 ml. If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile of RA LFR, climb to 5000' on N crs within 13 miles of LFR, maintaining at least 500' per minute rate of climb. Return to Roanoke LFR at 5000'. If unable to maintain 500' per minute climb, notify ATC and make right turn climbing to 5000' on S crs.

AIR CARRIER NOTE: Sliding scale not authorized. No reduction in landing visibility minimums authorized due to local visibility conditions.  
 #For Air Carrier use only: 600-2 minimums on Rwny 15 and 800-2 minimums on Rwny 23 authorized with immediate left turn to Intercept R-126 ODR-VOR, cross Leslie MHW at 2400' MSL or above, climb to 4000' in Leslie holding pattern—VOR receiver required.  
 \*Takeoffs on Rwny 33 and landings on Runway 15 not authorized at night.

City, Roanoke; State, Va.; Airport Name, Roanoke Municipal (Woodrum Field); Elev., 1174'; Fac. Class., SABRAZ; Ident., RA; Procedure No. 1, Amdt. 10; Eff. Date, 31 Mar. 62; Sup. Amdt. No. 9; Dated, 8 June 57



LFR STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
				T-dn.....	300-1	300-1	200-1/2
				C-dn.....	400-1	500-1	500-1 1/2
				A-dn.....	800-2	800-2	800-2

Procedure turn W side S crs, 199° Outbnd, 019° Inbnd, 1900' within 10 mi.  
 Minimum altitude over facility on final approach crs, 1100'.  
 Crs and distance, facility to airport, 019°—2.3 mi.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 2.3 mi, make climbing left turn# to 1900' returning to the Wilmington LFR. Hold South ILG-LFR 1-minute right turns, 019° Inbnd.  
 CAUTION: #Turn left as soon as practicable to avoid holding pattern at Philadelphia LOM. Maintain 1900' until South of range.  
 NOTE: ADF approach not authorized.

City, Wilmington; State, Del.; Airport Name, Greater Wilmington; Elev., 79'; Fac. Class., MRLWZ; Ident., ILG; Procedure No. 1, Amdt. 9; Eff. Date, 31 Mar. 62; Sup Amdt. No. 8; Dated, 1 Feb. 58

2. The automatic direction finding procedures prescribed in § 609.100(b) are amended to read in part:

ADF STANDARD INSTRUMENT APPROACH PROCEDURE

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 of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Elkins LFR.....	CKB-RBn.....	Direct.....	5000	T-dn*	500-1		
Elkins VOR.....	CKB-RBn.....	Direct.....	4000	C-dn.....	1000-1		
Int 328° crs from Elkins VOR and 040° crs..	CKB-RBn (Final).....	Direct.....	2200	A-dn.....	1500-2		

Procedure turn W side of crs, 220° Outbnd, 040° Inbnd, 3000' within 10 miles.  
 Minimum altitude over facility on final approach crs, 2200'.  
 Facility at airport.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile, turn left, climb to 3000' on crs of 220° within 10 miles.  
 CAUTION: 2049' tower 4.7 mi West of RBn.  
 \*Night takeoffs not authorized on NW-SE Runways.

City, Clarksburg; State, W. Va.; Airport Name, Bonedum; Elev., 1209'; Fac. Class., HW; Ident., CKB; Procedure No. 1, Amdt. 6; Eff. Date, 31 Mar. 62; Sup. Amdt. No. 5; Dated, 24 Feb. 62

				T-d.....	300-1	300-1	NA
				T-n*	300-1	300-1	NA
				C-d.....	500-1	500-1	NA
				C-n*	500-1 1/2	500-1 1/2	NA
				A-dn.....	NA	NA	NA

Procedure turn South side of crs, 244° Outbnd, 064° Inbnd, 1500' within 10 miles.  
 Minimum altitude over facility on final approach crs, 1100'.  
 Crs and distance, facility to airport, 064°—3.6 mi.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished with 3.6 mi after passing Hampton RBn, make an immediate right climbing turn and proceed direct to the Hampton RBn at 3000'. Hold East of Hampton RBn, 1-minute patterns, right hand turns, inbound 270°.  
 CAUTION: Power line and associated towers reaching 155' MSL along NE boundary of airport.  
 NOTE: No weather reporting. No tower communications. Unicom available on 122.8 during normal hours of operation—Sunrise to Sunset.  
 \*Runway lights on 10-28 only. Night operation authorized on 10-28 only.

City, East Hampton; State, N.Y.; Airport Name, East Hampton; Elev., 55'; Fac. Class., HW; Ident., XTO; Procedure No. 1, Amdt. Orig.; Eff. Date, 31 Mar. 62

3. The very high frequency omnirange (VOR) procedures prescribed in § 609.100(c) are amended to read in part:

VOR STANDARD INSTRUMENT APPROACH PROCEDURE

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 of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
				T-d.....	800-1	800-1	800-1
				C-d.....	1000-2	1000-2	1000-2
				S-d.....	NA	NA	NA
				A-d.....	NA	NA	NA

Procedure turn East side of crs, 212° Outbnd, 032° Inbnd, 4600' within 10 miles of PSK-VOR.  
 Minimum altitude over facility on final approach crs, 3900'.  
 Crs and distance, facility to airport, 032°—2.9 mi.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 2.9 miles, make a right (South) climbing turn and return to PSK-VOR at 4600'. Hold SW PSK-VOR R-212, 032° inbnd crs, 1-minute right turns.  
 NOTE: Runway lights not installed.

City, Dublin; State, Va.; Airport Name, New River Valley; Elev., 2105'; Fac. Class., BVOR; Ident., PSK; Procedure No. 1, Amdt. 1; Eff. Date, 31 Mar. 62; Sup. Amdt. No. Orig.; Dated, 16 Dec. 61

VOR STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
KE-LFR.....	ENA-VOR.....	Direct.....	1900	T-dn..... C-dn..... S-dn-18..... A-dn.....	300-1 400-1 400-1 800-2	300-1 500-1 400-1 800-2	200-1/2 500-1 1/2 400-1 800-2

Procedure turn North side of crs, 004° Outbnd, 184° Inbnd, 1900' within 10 mi.  
 Minimum altitude over facility on final approach crs, 900'.  
 Crs and distance, facility to airport, 184°—2.9 mi.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 2.9 miles, climb to 1900' on R-184 within 20 miles.  
 City, Kenai; State, Alaska; Airport Name, Kenai Airport; Elev., 93'; Fac. Class., BVOR; Ident., ENA; Procedure No. 1, Amdt. 1; Eff. Date, 31 Mar. 62; Sup. Amdt. No. Orig.; Dated, 24 Sept. 60

				T-dn..... C-dn..... A-dn.....	300-1 600-1 800-2	300-1 600-1 800-2	200-1/2 600-1 1/2 800-2
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Procedure turn South side of crs, 247° Outbnd, 067° Inbnd, 1800' within 10 miles.  
 Minimum altitude over facility on final approach crs, 800'.  
 Crs and distance, facility to airport, 067°—0.5 mi.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.5 mile, make an immediate left climbing turn to 1800' and proceed direct to the Wilmington VOR. Hold Southwest, 1-minute right turns, 067° Inbnd.  
 City, Wilmington; State, Del.; Airport Name, Greater Wilmington; Elev., 79'; Fac. Class., BVORTAC; Ident., EWT; Procedure No. 1, Amdt. 1; Eff. Date, 31 Mar. 62; Sup. Amdt. No. Orig.; Dated, 8 Aug. 59

4. The terminal very high frequency omnirange (TerVOR) procedures prescribed in § 609.200 are amended to read in part:

TERMINAL VOR STANDARD INSTRUMENT APPROACH PROCEDURE

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 of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
CHS RBn.....	CHS-VOR.....	Direct.....	1400	T-dn..... C-dn..... S-dn-3..... A-dn.....	300-1 500-1 500-1 800-2	300-1 500-1 500-1 800-2	200-1/2 500-1 1/2 500-1 800-2

Radar vectoring authorized in accordance with approved patterns.  
 Procedure turn S side of crs, 213° Outbnd, 033° Inbnd, 1400' within 10 mi.  
 Minimum altitude over facility on final approach crs, 500'.  
 Facility on airport.  
 Crs and distance, breakoff point to Runway 3, 026°—1.0 mi.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, climb to 1400' on R-033 within 20 miles or, when directed by ATC, turn left, climb to 1400' on R-213 CHS-VOR.  
 City, Charleston; State, S. C.; Airport Name, Charleston AFB/Municipal; Elev., 45'; Fac. Class., BVORTAC; Ident., CHS; Procedure No. TerVOR-3, Amdt. 1; Eff. Date, 31 Mar. 62; Sup. Amdt. No. Orig.; Dated, 8 July 61

CHS RBn.....	CHS-VOR.....	Direct.....	1400	T-dn..... C-dn..... S-dn-15..... A-dn.....	300-1 *400-1 *400-1 800-2	300-1 500-1 400-1 800-2	200-1/2 500-1 1/2 400-1 800-2
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Radar vectoring authorized in accordance with approved patterns.  
 Procedure turn West side of crs, 334° Outbnd, 154° Inbnd, 1300' within 10 mi, not to be started until abeam LOM Outbnd.  
 Minimum altitude over facility on final approach crs, 800'.  
 Facility on airport.  
 Distance from final approach fix (Int CHS R-334 and brng 244° to LOM), 4.0 mi.  
 Crs and distance, breakoff point to Runway 21; 206°—0.6 mi.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished prior to passing CHS-VOR, climb to 2000' on R-154 within 15 miles or, when directed by ATC, turn right, climb to 1300' on R-334 of VOR within 20 mi.  
 CAUTION: Radio towers 428' m.s.l. 6 mi SE; 1049' m.s.l. 10 mi SE.  
 \*Descent below 600' MSL NA unless final approach fix (Int CHS R-334 and brng 244° to LOM) is received.  
 City, Charleston; State, S. C.; Airport Name, Charleston AFB/Municipal; Elev., 45'; Fac. Class., BVORTAC; Ident., CHS; Procedure No. TerVOR-15, Amdt. 5; Eff. Date, 31 Mar. 62; Sup. Amdt. No. 4; Dated, 12 Aug. 61

CHS RBn.....	CHS VOR.....	Direct.....	1400	T-dn..... C-dn*..... S-dn-21*..... A-dn.....	300-1 400-1 400-1 800-2	300-1 500-1 400-1 800-2	200-1/2 500-1 1/2 400-1 800-2
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Radar vectoring authorized in accordance with approved patterns.  
 Procedure turn N side of crs, 020° Outbnd, 200° Inbnd, 1200' within 10 mi.  
 Minimum altitude over facility on final approach crs, \*600'.  
 Facility on airport.  
 Distance from final approach fix (Int CHS-VOR R-020 and brng 263° to LOM), 4.1 mi.  
 Crs and distance, breakoff point to Runway 21; 206°—0.6 mi.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, climb to 1300' on R-200 within 15 miles or, when directed by ATC, turn right, climb to 1300' on R-020 of CHS-VOR, within 20 mi.  
 \*Descent below 600' MSL NA unless final approach fix (Int CHS-VOR R-020 and brng 263° to LOM) is received. If 400' ceiling minimum is to be used, procedure turn maneuvering must be completed North of final approach fix. Functioning ADF receiver required for minima of 500' or lower.  
 City, Charleston; State, S. C.; Airport Name, Charleston AFB/Municipal; Elev., 45'; Fac. Class., BVORTAC; Ident., CHS; Procedure No. TerVOR-21, Amdt. 1; Eff. Date, 31 Mar. 62; Sup. Amdt. No. Orig.; Dated, 26 Aug. 61

TERMINAL VOR STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
RA-LFR.....	Leslie RBN.....	Direct.....	4000	T-dn*#.....	1000-2	1000-2	1000-2
Roanoke VOR.....	Leslie RBN.....	Direct.....	4000	C-dn*.....	1000-2	1000-2	1000-2
Goodes Int.....	Leslie RBN.....	Direct.....	4000	A-dn*.....	2500-2	2500-2	2500-2
Bedford Int.....	Leslie RBN.....	Direct.....	4000				

Procedure turn North side of crs, 126° Outbnd, 306° Inbnd, 3600' within 10 miles of Leslie RBN.  
 Minimum altitude over Leslie RBN on final approach, 3000'.  
 Crs and distance, Leslie RBN to airport, 306°—6.8 mi.  
 Crs and distance, Cloverdale RBN to airport, 306°—1.9 mi.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished at the Cloverdale RBN, make climbing left turn to 3600' and proceed to the Leslie RBN.  
 NOTE: This procedure requires the following aids to be operating: ODR-VOR, Leslie RBN and Cloverdale RBN. Aircraft must be equipped to utilize the facilities.  
 #For Air Carrier use only: 600-2 minimums on Runwy 15 and 800-2 minimums on Runwy 23 authorized with immediate left turn to intercept R-126 ODR-VOR, cross Leslie MHW at 2400' MSL or above, climb to 4000' in Leslie holding pattern—VOR receiver required.  
 \*Takeoffs on Runwy 33 and landings on Runwy 15 NA at night.  
 City, Roanoke; State, Va.; Airport Name, Roanoke Municipal (Woodrum Field); Elev., 1174'; Fac. Class., VOR; Ident., ODR; Procedure No. TerVOR (R-306), Amdt. 1; Eff. Date, 31 Mar. 62; Sup Amdt. No. Orig.; Dated, 6 June 59

5. The instrument landing system procedures prescribed in § 609.400 are amended to read in part:

ILS STANDARD INSTRUMENT APPROACH PROCEDURE

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 of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Dallas VOR.....	LOM.....	Direct.....	2200	T-dn**.....	300-1	300-1	200-1½
Ross Ave Int.....	LOM.....	Direct.....	2200	C-dn.....	400-1	500-1	500-1½
Dallas RBN.....	LOM.....	Direct.....	2200	S-dn-13*.....	200-½	200-½	200-½
Lakeside Int.....	LOM.....	Direct.....	2200	A-dn.....	600-2	600-2	600-2

Radar terminal area transition altitude 2200' within 20 miles. Radar control must provide 1000' clearance when within 3 miles or 500' clearance when within 3-5 miles of radio towers 1108' msl 20 mi N; 1221' msl 10 mi WNW; TV tower 2349' msl 17 mi SSW of airport.  
 Procedure turn N side NW crs, 307° Outbnd, 127° Inbnd, 2200' within 10 mi. Nonstandard due to ATC.  
 Minimum altitude at glide slope int inbnd, 2000'.  
 Altitude of glide slope and distance to approach end of runway at OM, 1765'—4.1 mi; at MM, 711'—0.6 mi.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.1 miles of LOM, climb to 2200' on SE crs ILS (127°) within 20 miles or, when directed by ATC, turn left, proceed to DAL-VOR, climbing to 2200' or, when under positive radar contact, climb to 2200' on crs as directed by ATC.  
 CAUTION: 1221' radio tower 5.6 mi WNW of LOM; 695' tank 1.7 mi SE of Runway 31.  
 NOTE: Maintain 2200' until established on glide slope inbound.  
 \*Runway Visual Range 2600' also authorized for landing on Runway 13, provided that all components of the ILS, high intensity runway lights, approach lights, condenser-discharge flashers, middle and outer compass locators and all related airborne equipment are in satisfactory operating condition. Descent below 685' msl shall not be made unless visual contact with approach lights has been established or the aircraft is clear of clouds.  
 \*\*Runway Visual Range 2600' also authorized for takeoff on Runway 13 in lieu of 200-½ when 200-½ is authorized; providing high intensity runway lights are operational.  
 City, Dallas; State, Tex.; Airport Name, Love Field; Elev., 485'; Fac. Class., ILS; Ident., I-DAL; Procedure No. ILS-13, Amdt. 8; Eff. Date, 31 Mar. 62; Sup. Amdt. No. 7; Dated, 9 Jan. 60

PIE-VOR.....	LOM.....	Direct.....	1300	T-dn#.....	300-1	300-1	*200-½
Tampa LFR.....	LOM.....	Direct.....	1500	C-dn.....	500-1	500-1	500-1½
All directions.....	Radar Site.....	Within 25 mi.....	1500	S-dn-18**##.....	200-½	200-½	200-½
				A-dn.....	600-2	600-2	600-2

Radar control must provide 1000 ft. clearance when within 3 miles or 500 ft. clearance when between 3-5 miles of radio antenna towers 861' MSL 12 mi SE and 1135' MSL 16 mi SE of airport.  
 Procedure turn W side N crs, 001° Outbnd, 181° Inbnd, 1300' within 10 mi. Beyond 10 mi NA.  
 Minimum altitude at glide slope interception inbnd, 1300'.  
 Altitude of glide slope and distance to app end of rny at LOM, 1220—4.0; at MM, 220°—0.6 mi.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, turn right to 225°, climb to 1500' on R-080/R-260 PIE-VOR within 20 miles or, when directed by ATC, climb to 1500' on S crs of ILS or 181° crs from LOM within 20 miles.  
 AIR CARRIER NOTES: 200-½ absolute minimum for takeoff Runway 27. Runway 14-32 closed to all air carrier operations.  
 CAUTION: 210' radio tower 1 mile WSW of airport.  
 #Runway Visual Range 2600' also authorized for takeoff on Runway 18 in lieu of 200-½ when 200-½ is authorized, provided high intensity runway lights are operational.  
 ##Runway Visual Range 2600' also authorized for landing on Runway 18, provided all components of the ILS high intensity runway lights, approach lights, condenser discharge flashers, middle and outer compass locators, and all related airborne equipment are operating satisfactorily. Descent below 227' MSL shall not be made unless visual contact with the approach lights has been established or the aircraft is clear of the clouds.  
 \*1 mile visibility required all operations Runway 14-32.  
 \*\*400-¾ required when glide slope not utilized.  
 City, Tampa; State, Fla.; Airport Name, International; Elev., 27'; Fac. Class., ILS; Ident., I-TPA; Procedure No. ILS-18, Amdt. 15; Eff. Date, 31 Mar. 62; Sup. Amdt. No. 14; Dated, 12 Aug. 61

These procedures shall become effective on the dates specified therein.

(Secs. 319(a), 307(c), 72 Stat. 752, 749; 49 U.S.C. 1354(a), 1348(c))

Issued in Washington, D.C., on February 23, 1962.

G. S. MOORE,  
 Acting Director, Flight Standards Service.

[Reg. Docket No. 1092; Amdt. 262]

PART 609—STANDARD INSTRUMENT APPROACH PROCEDURES

Miscellaneous Amendments

The amendments to standard instrument approach procedures contained herein are being adopted to become effective when indicated in order to promote safety. The revised procedures supersede the existing procedures of the same classification now in effect for the airports specified therein. For the convenience of the users, the revised procedures specify the complete procedure and indicate 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, procedure and effective date provisions of section 4 of the Administrative Procedure Act would be contrary to the public interest and is therefore not required.

Pursuant to the authority delegated to me by the Administrator (24 F.R. 5662), Part 609 is amended as follows:  
 1. The low or medium frequency range procedures prescribed in § 609.100(a) are amended to read in part:

LFM STANDARD INSTRUMENT APPROACH PROCEDURE

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 of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	

PROCEDURE CANCELLED, EFFECTIVE APRIL 7, 1962.

City, Barre-Montpelier; State, Vt.; Airport Name, Barre-Montpelier; Elev., 1149'; Fac. Class., BMRLZ; Ident., MR; Procedure No. 1, Amdt. 3; Eff. Date, 22 Apr. 61; Sup. Amdt. No. 2; Dated, 29 July 54

PROCEDURE CANCELLED, EFFECTIVE APRIL 7, 1962.

City, Lynchburg; State, Va.; Airport Name, Preston Glenn; Elev., 942'; Fac. Class., SBRAZ; Ident., LII; Procedure No. 2, Amdt 3; Eff. Date, 15 May 54; Sup. Amdt. No. 2; Dated, 1 Dec. 52

2. The automatic direction finding procedures prescribed in § 609.100(b) are amended to read in part:

ADF STANDARD INSTRUMENT APPROACH PROCEDURE

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 of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
HOU VOR.....	AAP MH.....	Direct.....	1800	T-dn.....	300-1	NA	NA
Fairbanks Int.....	AAP MH.....	Direct.....	1800	C-dn.....	600-1	NA	NA
Arcoia Int.....	AAP MH.....	Direct.....	2100	A-dn.....	NA	NA	NA
Rosenberg Int.....	AAP MH.....	Direct.....	1500				
Cypress Int.....	AAP MH.....	Direct.....	1500				
Radar Vectoring Position.....	AAP MH.....	Direct.....	1500				

Houston Radar terminal area transition altitude 2200' within 20 miles of radar site.

Radar vectoring authorized in accordance with approved patterns.

Procedure turn West side of crs, 344° Outbnd, 164° Inbnd, 1500' within 10 ml. Beyond 10 ml NA.

Minimum altitude over facility on final approach crs, 800'.

Crs and distance, facility to airport, 165°—0.4 ml.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.4 mile, turn right, climb to 2000' on crs of 270° from the AAP MH within 10 miles.

NOTES: No weather service. Unicom 24 hours 122.8 and 122.1. Procedure NA for air carrier. Runways 50' wide. Private facility approved for public use.

Other change: Deletes transition from HOU LFR.

City, Alief; State, Tex.; Airport Name, Andrau Airpark; Elev., 80'; Fac. Class., MHIW; Ident., AAP; Procedure No. 1, Amdt. 2; Eff. Date, 7 Apr. 62; Sup. Amdt. No. 1; Dated, 30 Apr. 60

PROCEDURE CANCELLED, EFFECTIVE APRIL 7, 1962.

City, Columbus; State, Ohio; Airport Name, Port Columbus; Elev., 816'; Fac. Class., MHW; Ident., BXL; Procedure No. 2, Amdt. 1; Eff. Date, 22 Apr. 61; Sup Amdt. No. Orig.; Dated, 14 June 58

APE-VOR.....	LOM.....	Direct.....	2500	T-dn.....	300-1	300-1	200-1/2
CM RBn.....	LOM.....	Direct.....	2500	C-dn.....	500-1	500-1	600-1/2
CMH LFR.....	LOM.....	Direct.....	2500	S-dn-9R.....	500-1	500-1	600-1
				A-dn.....	800-2	800-2	800-2

Radar vectoring authorized in accordance with approved patterns. When used in lieu of procedure turn, alignment on final approach heading within 10 ml of CB RBn is required.

Procedure turn S side of crs, 280° Outbnd, 100° Inbnd, 2500' within 10 ml of CB LOM.

Minimum altitude over facility on final approach crs, 2000'.

Crs and distance, facility to airport, 100°—5.6 ml.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.6 ml after passing CB RBn, climb on a heading of 096° to 2500' and proceed to CM RBn, hold East 1-minute right turns.

City, Columbus; State, Ohio; Airport Name, Port Columbus; Elev. 816'; Fac. Class., LOM; Ident., CB; Procedure No. 2; Amdt. Orig.; Eff. Date, 7 Apr. 62



ADF STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
HOU VOR.....	LOM.....	Direct.....	1200	T-dn.....	300-1	300-1	200-1/2
Houston RBn.....	LOM.....	Direct.....	1200	C-dn.....	400-1	500-1	500-1 1/2
Fairbanks Int.....	LOM.....	Direct.....	1800	S-dn-3.....	400-1	400-1	400-1
Arcola Int.....	LOM (Final).....	Direct.....	1100	A-dn.....	800-2	800-2	800-2
HOU FM.....	LOM.....	Direct.....	1600				
Radar vectoring position.....	LOM (Final).....	036°-5.0.....	1100				

Radar terminal transition altitude 2200' within 20 miles.  
 Radar vectoring authorized in accordance with approved patterns.  
 Procedure turn S side SW crs, 216° Outbd, 036° Inbd, 1600' within 10 miles.  
 Minimum altitude over LOM on final approach crs, 1100'.  
 Crs and distance, facility to airport, 036°-4.2 mi.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.2 miles, climb to 1600' on crs 036° within 20 miles or, when directed by ATC, turn left, climb to 1800' on HOU RBn brng 309° within 20 mi.  
 CAUTION: 1232' MSL TV tower approximately 9 mi SE of LOM.

City, Houston; State, Tex.; Airport Name, International; Elev., 50'; Fac. Class., LOM; Ident., HOU; Procedure No. 1, Amdt. 21; Eff. Date, 7 Apr. 62; Sup. Amdt. No. 20; Dated, 16 Sept. 61

Arcola VHF Int.....	HOU RBn.....	Direct.....	1500	T-dn.....	300-1	300-1	200-1/2
HOU VOR.....	HOU RBn.....	Direct.....	1200	C-dn.....	400-1	500-1	500-1 1/2
HOU FM.....	HOU RBn.....	Direct.....	1300	A-dn.....	800-2	800-2	800-2

Radar vectoring authorized in accordance with approved patterns.  
 Procedure turn E side of crs, 131° Outbd, 311° Inbd, 1700' within 10 mi.  
 Minimum altitude over facility on final approach crs, 700'.  
 Crs and distance, facility to airport, 311°-1.4 mi.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 1.4 miles, climb to 1800' on HOU RBn brng 309° within 20 mi or, when directed by ATC, turn right, climb to 1600' on HOU RBn brng 062° within 20 mi.  
 NOTE: Runway 8-26 used as taxiway only.  
 CAUTION: 1232' msl TV tower approximately 9 mi SSE of HOU RBn.

City, Houston; State, Tex.; Airport Name, International; Elev., 50'; Fac. Class., BH; Ident., HOU; Procedure No. 2, Amdt. 1; Eff. Date, 7 Apr. 62; Sup. Amdt. No. Orig.; Dated, 16 Sept. 61

Arcola VHF Int.....	HOU RBn.....	Direct.....	1500	T-dn.....	300-1	300-1	200-1/2
HOU VOR.....	HOU RBn.....	Direct.....	1200	C-dn.....	400-1	500-1	500-1 1/2
Fairbanks VHF Int.....	HOU RBn.....	Direct.....	1500	S-dn-12.....	400-1	400-1	400-1
Fairbanks VHF Int.....	HOU FM# (Final).....	Direct.....	1500	A-dn.....	800-2	800-2	800-2

Radar vectoring authorized in accordance with approved patterns.  
 Procedure turn West side of crs, 309° Outbd, 129° Inbd, 1800' within 19 mi.  
 Minimum altitude over HOU FM on final approach crs, 1500'.  
 Crs and distance, HOU FM to airport, 129°-4.0 mi.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.0 mi of HOU FM, climb to 1700' on HOU RBn brng 130° within 15 mi or, when directed by ATC, turn left, climb to 1600' on HOU RBn brng 062° within 20 mi.  
 CAUTION: 1232' msl TV tower approximately 9 mi SSE of HOU RBn.  
 #Radar Fix 6.5 mi from HOU RBn may be used in lieu of HOU FM. If HOU FM not identified or Radar Fix not obtained on final, descent below 1500' NA.

City, Houston; State, Tex.; Airport Name, International; Elev., 50'; Fac. Class., BH; Ident., HOU; Procedure No. 3, Amdt. 1; Eff. Date, 7 Apr. 62; Sup. Amdt. No. Orig.; Dated, 16 Sept. 61

3. The very high frequency omnirange (VOR) procedures prescribed in § 609.100(c) are amended to read in part:

VOR STANDARD INSTRUMENT APPROACH PROCEDURE

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 of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Fairbanks Int.....	HOU FM# (Final).....	Direct.....	1500	T-dn.....	300-1	300-1	200-1/2
				C-dn.....	400-1	500-1	500-1 1/2
				A-dn.....	800-2	800-2	800-2

Radar terminal area maneuvering altitude all directions 2200' within 20 mi. Radar may be used to position aircraft for a final approach within 5 miles of VOR, with elimination of a procedure turn.  
 Radar vectoring authorized in accordance with approved patterns.  
 Procedure turn W side of crs, 306° Outbd, 128° Inbd, 1800' within 10 mi of HOU FM#. Beyond 10 mi NA.  
 Minimum altitude over HOU FM# on final approach crs, 1500'.  
 Crs and distance, HOU FM# to airport, 128°-4.0 mi.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.0 miles of HOU FM (or within 0.0 mi of HOU-VOR if HOU FM not identified or Radar Fix not obtained on final, climb to 2200' on HOU-VOR R-171 within 15 mi.  
 CAUTION: 1232' TV tower 11 mi SSE of VOR.  
 #Radar Fix 4.8 mi from HOU-VOR may be used in lieu of HOU FM. If HOU FM not identified or radar fix not obtained on final, descent below 1500' NA.

City, Houston; State, Tex.; Airport Name, International; Elev., 50'; Fac. Class., BVORTAC; Ident., HOU; Procedure No. 1, Amdt. 7; Eff. Date, 7 Apr. 62; Sup. Amdt. No. 6; Dated, 4 Mar. 61

RULES AND REGULATIONS

4. The terminal very high frequency omnirange (TerVOR) procedures prescribed in § 609.200 are amended to read in part:

TERMINAL VOR STANDARD INSTRUMENT APPROACH PROCEDURE

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 of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
10 mi fix, R-017	5 mi fix, # R-017	Direct	1500	T-dn	300-1	300-1	200-1/2
5 mi fix, # R-017	HOU VOR (Final)	Direct	500	C-dn	400-1	500-1	500-1 1/2
				S-dn-21	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Radar vectoring authorized in accordance with approved patterns.

Procedure turn W side, 017° Outbnd, 197° Inbnd, 1500' within 10 miles.\*\* Beyond 10 mi NA.

Minimum altitude over facility on final approach crs, 500.\*

Crs and distance, breakoff point to app end rny 21, 216°—0.7.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile, climb to 2100' on R-218 within 20 miles.

# Fixes may be determined by either DME or radar. Radar terminal area maneuvering altitude all directions 2200' within 20 miles.

\*\*When authorized by ATC, DME may be used within 10 miles at 2200 orbiting altitude to position aircraft for a final approach with the elimination of a procedure turn.

\*After completion of procedure turn, descent below 1500' not authorized until passing 5 mi DME or Radar Fix.

City, Houston; State, Tex.; Airport Name, International; Elev., 50'; Fac. Class., BVORTAC; Ident., HOU; Procedure No. TerVOR-21, Amdt. 5; Eff. Date, 7 Apr. 62; Sup. Amdt. No. 4; Dated, 30 Apr. 60

10 ml, R-231	5 mi fix, # R-231	Direct	1500	T-dn	300-1	300-1	200-1/2
5 mi fix, # R-231	HOU VOR (Final)	Direct	500	C-dn	400-1	500-1	500-1 1/2
				S-dn-3	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

All procedures: #Fixes may be determined by either DME or radar. Radar terminal area maneuvering altitude all directions 2200' within 20 mi.

Radar vectoring authorized in accordance with approved patterns.

Procedure turn S side, 231° Outbnd, 051° Inbnd, 2100' within 10 miles.\*\* Beyond 10 mi NA.

Minimum altitude over facility on final approach crs, 500.\*

Crs and distance, breakoff point to app end rny 3, 036°—0.8.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile, climb to 1600' on R-036 within 20 miles.

\*After completion of procedure turn, descent below 1500' not authorized until passing 5 mile DME or Radar Fix.

\*\*When authorized by ATC, DME may be used within 10 mi at 2200' orbiting altitude to position aircraft for a final approach with the elimination of a procedure turn.

City, Houston; State, Tex.; Airport Name, International; Elev., 50'; Fac. Class., BVORTAC; Ident., HOU; Procedure No. TerVOR-3, Amdt. 5; Eff. Date, 7 Apr. 62; Sup. Amdt. No. 4; Dated, 30 Apr. 60

OKK-VOR	MZZ-VOR	Direct	2400	T-dn	300-1	300-1	200-1/2
OKK-RBn	MZZ-VOR	Direct	2400	C-dn	700-1	700-1	700-1 1/2
				S-dn-22	700-1	700-1	700-1 1/2
				A-dn#	NA	NA	NA
% If aircraft dual omni equipped and *Int received, the following minimums apply:							
				C-dn	400-1	500-1	500-1 1/2
				S-dn-22	400-1	400-1	400-1 1/2

Procedure turn South side of crs, 042° Outbnd, 222° Inbnd, 2400' within 10 miles of Int\* or MZZ-VOR.

Minimum altitude over MZZ-VOR on final approach crs, 1600'.

Crs and distance, Int\* to airport, 222°—2.1 mi.

Crs and distance, breakoff point to approach end of Runway 22, 218°—0.4 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile, climb to 2400' and return to MZZ-VOR.

NOTE: All aircraft except scheduled air carrier obtain Bunker Hill AFB or Fort Wayne, Ind current weather prior to IFR approach.

\*Int: Int MZZ-VOR R-042 and OKK-VOR R-090.

#800-2 alternate minimums authorized for air carrier with approved weather service at this airport.

%Over Int\* on final approach crs, 1700'.

City, Marion; State, Ind.; Airport Name, Marion Municipal; Elev., 850'; Fac. Class., BVOR; Ident., MZZ; Procedure No. TerVOR-22, Amdt. Orig.; Eff. Date, 7 Apr. 62

				T-dn*	300-1	300-1	300-1
				C-dn	800-1	800-1	800-1 1/2
				S-dn-8	800-1	800-1	800-1
				A-dn	1000-2	1000-2	1000-2
Following minimums authorized for aircraft equipped with dual omni receivers operating normally and the Negaunce Int* received:							
				C-dn	700-1	700-1	700-1 1/2
				S-dn-8	600-1	600-1	600-1
				A-dn	800-2	800-2	800-2

Procedure turn South side of crs, 251° Outbnd, 071° Inbnd, 3200' within 10 mi.

Facility on airport. Minimum altitude over facility on final approach crs, 2200'.

Crs and distance, breakoff point to approach end of Runway, 077°—0.5 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile climb to 2800' on R-083 MQT-VOR within 20 miles.

CAUTION: 2241' tower 5 miles SW of airport. 2110' tower 4 miles SW of airport.

NOTE: Sliding scale not applicable.

\*Runway 8-26: Climb to 2400' prior to making right or left turn. 700-1 required for Runway 1-19.

\*\*Negaunce Int: Int MQT-VOR R-251 and SAW-VOR R-315.

City, Marquette; State, Mich.; Airport Name, Marquette-County; Elev., 1419'; Fac. Class., BVOR; Ident., MQT; Procedure No. TerVOR-8, Amdt. 2; Eff. Date, 7 Apr. 62; Sup. Amdt. No. 1; Dated, 17 Mar. 62

TERMINAL VOR STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Bay Point Int%.....	Decoto Int.....	Direct.....	5000	T-dn#.....	300-1	300-1	200-1/2
Sunol Int%.....	Decoto Int.....	Direct.....	4000	C-dn.....	500-1	500-1	500-1 1/2
Oakland VOR.....	Decoto Int.....	Direct.....	4000	A-dn.....	800-2	800-2	800-2
Woodside VOR.....	Decoto Int.....	Direct.....	4000				
Decoto Int.....	Mount Eden Int* (Final).....	Direct.....	1900				
Mount Eden Int.....	Oak VOR (Final).....	Direct.....	500				

Radar transitions and vectoring using Oakland Radar authorized in accordance with approved radar patterns.  
 Procedure turn NA. All maneuvering and descent shall be accomplished in the Decoto (VHF) Int holding pattern, 114° Outbnd, 294° Inbnd, right turns, 1 minute, minimum altitude 4000'. Descent to 3500' authorized to cross Decoto Int on final approach course inbound.  
 Facility on airport.  
 Minimum altitude over VOR on final approach 500'.  
 Final approach course inbound, 294°.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile, climb to 2000' in a 1-minute right turn holding pattern on R-300 (120° Inbnd, 300° Outbnd), all turns west side of course.  
 Notes: 1. Missed or discontinued approach must not cross OAK-VOR above 1500'. 2. ADF and VOR, or dual VOR equipment required for this procedure.  
 \*These transitions not authorized if Radar vectoring unavailable.  
 #300-1 required for takeoff on Runway 33.  
 \*Mount Eden Int: Int OAK-VOR R-114 and 050° brng to Hayward RBN, or Int OAK-VOR R-114 and SFO-VOR R-064.  
 City, Oakland; State Calif.; Airport Name, Metropolitan-Oakland International; Elev., 5'; Fac. Class., BVORTAC; Ident., OAK; Procedure No. TerVOR (R-114), Amdt. Orig.; Eff. Date, 7 Apr. 62

5. The instrument landing system procedures prescribed in § 609.400 are amended to read in part:

ILS STANDARD INSTRUMENT APPROACH PROCEDURE

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 procedures, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Houston VOR.....	LOM.....	Direct.....	1200	T-dn**.....	300-1	300-1	200-1/2
Houston RBN.....	LOM.....	Direct.....	1200	C-dn.....	400-1	500-1	500-1 1/2
Houston FM.....	LOM.....	Direct.....	1600	S-dn-3°.....	200-1/2	200-1/2	200-1/2
Arcola Int.....	LOM (Final).....	Direct.....	1300	A-dn.....	600-2	600-2	600-2
Fairbanks Int.....	LOM.....	Direct.....	1800				
Radar vectoring position.....	LOM (Final).....	Direct.....	1300				

Radar terminal transition altitude 2200' within 20 miles.  
 Radar vectoring authorized in accordance with approved patterns.  
 Procedure turn S side SW crs, 216° Outbnd, 036° Inbnd, 1600' within 10 mi.  
 Minimum altitude at glide slope Int inbnd, 1300'.  
 Altitude of glide slope and distance to approach end of Runway at OM, 1260'—4.2 mi; at MM, 250'—0.6 mi.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished climb to 1600' on NE crs ILS within 20 mi or, when directed by ATC, (1) turn left, climb to 1800' on R-306 HOU VOR, or (2) turn left, climb to 2000' on R-232 HOU VOR, or (3) turn right, climb to 1500' on R-105 HOU VOR, or (4) turn right, climb to 2200' on R-171 HOU VOR all within 20 mi HOU VOR.  
 CAUTION: 1232' MSL TV tower approximately 9 mi SE of LOM.  
 \*\*Runway Visual Range 2600' also authorized for takeoff on Runway 3 in lieu of 200-1/2 when 200-1/2 authorized; provided high intensity runway lights are operational.  
 \*Runway Visual Range 2600' also authorized for landing on Runway 3; provided that all components of the ILS, high intensity runway lights, approach lights, condenser discharge flashers, middle and outer compass locators and all related airborne equipment are in satisfactory operating condition. Descent below 250' MSL shall not be made unless visual contact with the approach lights has been established or the aircraft is clear of clouds.  
 City, Houston; State, Tex.; Airport Name, International; Elev., 50'; Fac. Class., ILS; Ident., I-HOU; Procedure No. ILS-3, Amdt. 22; Eff. Date, 7 Apr 62; Sup. Amdt. No. 21; Dated, 23 Dec. 61

Houston VOR.....	Monument Int.....	Direct.....	1600	T-dn.....	300-1	300-1	200-1/2
Houston RBN.....	Monument Int.....	Direct.....	1600	C-dn.....	400-1	500-1	500-1 1/2
Monument Int.....	Pasadena RBN or Fix# (Final).....	Direct.....	1100	S-dn-21.....	400-1	400-1	400-1
				A-dn.....	800-2	800-2	800-2

Radar vectoring authorized in accordance with approved patterns.  
 Radar terminal transition altitude 2200' within 20 miles.  
 Radar may be used to position aircraft for a final approach within 2 miles East of Monument Int in lieu of a procedure turn.  
 Procedure turn N side NE crs, 036° Outbnd, 216° Inbnd, 1600' within 10 mi of Pasadena RBN or Fix#.  
 No glide slope. Minimum altitude over Pasadena RBN or Fix, # 1100'.  
 Distance, Pasadena RBN or Fix# to Rnwy 21, 4.0 mi.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.0 mi of Pasadena RBN or Fix, # climb to 1600' on SW crs HOU ILS within 15 mi or, when directed by ATC, turn right, climb to 1800' on R-306 HOU VOR within 20 miles.  
 CAUTION: 1232' MSL TV tower approximately 9 mi SE of LOM.  
 #Pasadena Fix is a Houston Radar (ASR) Fix coinciding with location of Pasadena RBN.  
 City, Houston; State, Tex.; Airport Name, International; Elev., 50'; Fac. Class., ILS; Ident., I-HOU; Procedure No. ILS-21, Amdt. 8; Eff. Date, 7 Apr. 62; Sup. Amdt. No. 7; Dated, 16 Sept. 61

ILS STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

From—	Transition	Course and distance	Minimum altitude (feet)	Condition	Ceiling and visibility minimums		
					2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
GGG VOR.....	Cherokee Int*.....	Direct.....	1800	T-dn..... C-dn..... S-dn-31..... A-dn.....	300-1 400-1 400-1 800-2	300-1 500-1 400-1 800-2	200-1/4 500-1/4 400-1 800-2

Procedure turn South side of crs, 126° Outbnd, 306° Inbnd, 1800' within 10 mi.

No glide slope.

Minimum altitude over Cherokee Int\* on final approach crs, 1400'.

Crs and distance, Cherokee Int\* to airport, 306°—4.6 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.6 miles of Cherokee Int\*, climb to 2000' on NE crs GGG ILS within 20 miles.

CAUTION: 644' msl tower 5 miles NW of airport.

\*Cherokee Int: Int GGG ILS SE crs (306° inbnd) and Marshall VOR R-243.

City, Longview; State, Tex.; Airport Name, Gregg County Municipal; Elev., 365'; Fac. Class., ILS; Ident., I-GGG; Procedure No. ILS-31, Amdt. Orig.; Eff. Date, 7 Apr. 61.

Ontario VOR.....	Riverside LFR or Edgemont Int.....	Direct.....	4200	T-dn.....	300-1	300-1	200-1/4
Edgemont Int.....	Colton RBN/Int.....	Direct.....	4200	C-dn.....	500-1	500-1	500-1/4
Riverside LFR.....	Colton RBN/Int.....	Direct.....	4200	S-dn-25.....	300-1/4	300-1/4	300-1/4
Colton RBN/Int.....	LOM (Final).....	Direct.....	2800	A-dn.....	600-2	600-2	600-2
Moreno Int.....	Colton RBN.....	Direct.....	4200				

Radar transitions and vectoring utilizing March Radar are authorized in accordance with approved radar patterns.

Procedure turn NA. Aircraft must be vectored to final approach by radar or proceed via the Colton RBN/Int in accordance with approved transitions.

Minimum altitude at glide slope int inbnd, 4200', or in accordance with approved radar patterns.

Altitude of glide slope and distances to approach end of Runway at Colton RBN/Int, 4200'—11 mi; at OM, 2800'—6.2 mi; at MM, 1120'—0.5 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, climb to 3000' on W crs within 8 miles of ILS MM.

City, Ontario; State, Calif.; Airport Name, Ontario International; Elev., 952'; Fac. Class., ILS; Ident., I-ONT; Procedure No. ILS-25, Amdt. 15; Eff. Date, 7 Apr. 62; Sup. Amdt. No. 14; Dated, 9 Sept. 61

Utica LFR.....	Utica RBN.....	Direct.....	3000	T-dn.....	300-1	300-1	200-1/4
Int E crs Syracuse LFR and SE crs ILS.....	Utica RBN (Final).....	Direct.....	3000	C-dn.....	400-1	500-1	500-1/4
Int Syracuse R-111 and SE crs ILS.....	Utica RBN (Final).....	Direct.....	3000	S-dn-33*.....	200-1/4	200-1/4	200-1/4
Sherrill Int.....	Utica RBN.....	Direct.....	3000	A-dn.....	600-2	600-2	600-2
Utica LFR.....	Utica LMM.....	Direct.....	3000				
Utica VOR.....	Utica RBN.....	Direct.....	3000				

Procedure turn E side SE crs, 149° Outbnd, 329° Inbnd, 3000' within 10 mi of Utica RBN.

Minimum altitude at glide slope int inbnd 3000'.

Altitude of glide slope and distance to appr end of rwy at Utica RBN 3000'—7.3; OM 1925'—3.8; MM 935'\*\*\*—0.6.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, make left climbing turn returning to Utica RBN at 3000' or, when directed by ATC, proceed to Utica LFR climbing to 3000'.

NOTE: Approaches may be conducted with Utica RBN inoperative provided OM is identified prior to executing procedure turn and glide slope is utilized.

\*400-1/4 with glide slope inoperative. Minimum altitude over OM with glide slope inoperative, 1340' msl.

City, Utica; State, N.Y.; Airport Name, Oneida County; Elev., 742'; Fac. Class., ILS; Ident., I-UCA; Procedure No. ILS-33, Amdt. 3; Eff. Date, 7 Apr. 62; Sup. Amdt. No. 2; Dated 26 Sept. 59

Ventura VOR.....	Thousand Oaks Int*.....	Direct.....	5000	T-dn.....	300-1	300-1	300-1
Thousand Oaks Int*.....	Woodland Int (Final)**.....	Direct.....	3200	C-d.....	700-1	700-1	700-1/4
Twin Lakes Int.....	Woodland Int**.....	Direct.....	4500	C-n.....	700-2	700-2	700-2
Fillmore VOR.....	Woodland Int**.....	Direct.....	4500	A-dn.....	800-2	800-2	800-2
Int XLA-VOR R-272 and LHS R-169.....	Woodland Int**.....	Direct.....	4500	If 4 mi radar fix received west of airport, the following minimums apply: C-dn.....	500-1	500-1	500-1/4

Radar transitions and vectoring using Burbank Radar via approved patterns authorized.

Procedure turn not authorized. Hold at Woodland Int, right hand 1 minute, 4000'.

Minimum altitude over Woodland Int\*\* on final approach crs, 3200'.

Crs and distance, Woodland Int\*\* to airport, 076°—6.5 mi.

BUR ILS OM on Van Nuys Airport.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished climb straight ahead within 3.0 miles of BUR ILS OM, reverse course to the left and climb via W crs BUR ILS Loc. to Woodland Int. Cross Woodland Int\*\* at minimum altitude 3200'.

CAUTION: Disregard glide slope indications.

Other change: Reference to altitude at 4 mile fix deleted.

\*Thousand Oaks Int: Int W crs BUR ILS and Fillmore VOR R-148.

\*\*Woodland Int: Int W crs BUR ILS and Fillmore VOR R-111.

City, Van Nuys; State, Calif.; Airport Name, Van Nuys; Elev., 799'; Fac. Class., BUR ILS Loc.; Ident., I-BUR; Procedure No. ILS-08, Amdt. 2; Eff. Date, 7 Apr. 62; Sup. Amdt. No. 1; Dated, 24 Feb. 62



6. The radar procedures prescribed in § 609.500 are amended to read in part:

RADAR STANDARD INSTRUMENT APPROACH PROCEDURE

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

Radar terminal area maneuvering sectors and altitudes														Ceiling and visibility minimums			
From	To	Dist.	Alt.	Dist.	Alt.	Dist.	Alt.	Dist.	Alt.	Dist.	Alt.	Dist.	Alt.	Condition	2-engine or less		More than 2-engine, more than 65 knots
															65 knots or less	More than 65 knots	
225	020	0-5	8900												Surveillance approach		
385	065	15-20	12000											T-dn	300-1	300-1	200-1/2
355	075	5-10	11000	20-25	10000									C-dn	400-1	500-1	500-1/2
020	150	0-3	6800	10-15	12000	25-30	10000							S-dn-35, 17	400-1	400-1	*400-1
065	100	15-25	9000											S-dn-8, 3	400-1	400-1	**400-1
075	100	10-15	9000	25-30	9000									A-dn	800-2	800-2	800-2
075	122	5-10	8600												Precision approach		
100	150	10-15	11000											S-dn-8	300-3/4	300-3/4	**400-1
100	160	15-20	11000											A-dn	600-2	600-2	600-2
100	165	20-30	11000														
100	165	5-10	7000														
122	355	5-10	7000														
150	325	0-5	6400														
160	355	10-15	7000														
160	355	15-20	7000														
165	290	20-25	7000														
165	220	25-30	7000														
220	240	25-30	8000														
240	290	25-30	7000														
290	355	20-30	7500														

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished—  
 Runways 35, 8, and 3: Turn left and climb to 8000' on 260° crs direct to ABQ-VOR or, when directed by ATC, turn left and climb to 8000' on W crs AQ-LFR within 20 miles.  
 Runway 17: Climb straight ahead to AQ-LFR and climb to 7000' or, when directed by ATC, (1) turn right, climb to 8000' on W crs AQ-LFR within 20 miles or (2) make right climbing turn to 8000' on 260° crs direct to ABQ-VOR.

NOTES: No approach lights.  
 CAUTION: Terrain exceeding 8000' msl in East quadrants.  
 \*Runway 17-35 restricted to aircraft gross weight of 33,000 lbs or less.  
 \*\*800-1/2 required for jet aircraft.

City, Albuquerque; State, N. Mex.; Airport Name, Kirtland AFB/Mun; Elev., 5352'; Fac. Class, and Ident., Kirtland Radar; Procedure No. 1, Amdt. 6; Eff. Date, 7 Apr. 62; Sup. Amdt. No. 5; Dated, 24 Feb. 62

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
All directions	Radar site	Within 20 mi	2200		Precision approach		
				T-dn**	300-1	300-1	200-1/2
				C-dn	400-1	500-1	500-1/2
				S-dn-3°	200-1/2	200-1/2	200-1/2
				A-dn	600-2	600-2	600-2
					Surveillance approach		
				T-dn	300-1	300-1	200-1/2
				C-dn-3, 12, 30	400-1	500-1	500-1/2
				S-dn-3, 12, 30	400-1	400-1	400-1
				C-dn-17, 35	500-1	500-1	500-1/2
				S-dn-17, 35	500-1	500-1	500-1
				C-dn-21	600-1	600-1	600-1/2
				S-dn-21	600-1	600-1	600-1
				C-dn#	700-1/2	700-1/2	700-1/2
				A-dn#	800-2	800-2	800-2

Radar terminal area transition altitudes: All bearings are from the radar site with sector azimuths progressing clockwise.  
 Radar control will provide 1000' vertical clearance within a 3-mile radius or 500' vertical clearance within a 3- to 5-mile (inclusive) radius of 1232' TV tower 11 mi SSE, 1051' TV tower 11 mi SW, 765' TV tower 11 mi WNW, 753' TV tower 5 1/2 mi NW, 610' structure 12 mi NE of airport, 580' tower 16 mi SW, 608' tower 16 mi SE.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished climb to 2200 straight ahead then proceed to Houston LFR or VOR or proceed as directed by Radar Control.

\*Aircraft on any direct course to Houston VOR may descend to 750' MSL from 5-mi radar fix.  
 #Runway Visual Range 2600' also authorized for landing on Runway 3; provided that all components of the PAR, high intensity runway lights, approach lights, condenser-discharge flashers, middle and outer compass locators and all related airborne equipment are in satisfactory operating condition. Descent below 250' MSL shall not be made unless visual contact with approach lights has been established or the aircraft is clear of clouds.

\*\*Runway Visual Range 2600' also authorized for takeoff on Runway 3 in lieu of 200-1/2 when 200-1/2 is authorized; providing high intensity runway lights are operational.

City, Houston; State, Tex.; Airport Name, International; Elev., 50'; Fac. Class, and Ident., Houston Radar; Procedure No. 1, Amdt. 9; Eff. Date, 7 Apr. 62; Sup. Amdt. No. 8; Dated, 24 Feb. 62

RADAR STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
All sectors.....	Radar site.....	Within 10 mi.....	*2300	Surveillance approach			
All sectors.....	Radar site.....	Within 10-25 mi.....	2800				
				T-dn.....	300-1	300-1	200-1
				C-dn.....	600-1	600-1	600-1
				S-dn-1, 19, and 7R.	400-1	400-1	400-1
				S-dn-13.....	500-1	500-1	600-1
				S-dn-25L and 31.	600-1	600-1	600-1
				A-dn.....	800-2	800-2	800-2

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished—  
 Runway 1: Climb to 2700' on N crs MW-LFR within 20 mi.  
 Runway 19: Climb to 2300' on localizer crs to LOM.  
 Runways 7R-13: Right turn climb to 2300' and proceed to LOM.  
 Runways 25L-31: Left turn climb to 2300' and proceed to LOM.  
 CAUTION: TV towers 1685' MSL 7.8 NM N of airport, 1735' MSL 9.2 NM N of airport, and 1746' MSL 15.2 NM N of airport.  
 \*3-mile lateral separation required from 1685' tower 7.8 mi N of airport and 1735' tower 9.2 mi N of airport.

City, Milwaukee; State, Wis.; Airport Name, General Mitchell Field; Elev., 702'; Fac. Class., and Ident., Milwaukee Radar; Procedure No. 1, Amdt. 8; Eff. Date, 7 Apr. 62; Sup. Amdt. No. 7; Dated, 13 Jan. 62

These procedures shall become effective on the dates specified therein.

(Secs. 313(a), 307(c), 72 Stat. 752, 749; 49 U.S.C. 1354(a), 1348(c))

Issued in Washington, D.C., on March 1, 1962.

G. S. MOORE,  
 Acting Director, Flight Standards Service.

[F.R. Doc. 62-2270; Filed, Mar. 22, 1962; 8:45 a.m.]

**Title 7—AGRICULTURE**

**Chapter IX—Agricultural Marketing Service (Marketing Agreements and Orders), Department of Agriculture**

[949.303 Amdt. 3]

**PART 949—IRISH POTATOES GROWN IN THE RED RIVER VALLEY OF NORTH DAKOTA AND MINNESOTA**

**Limitation of Shipments**

*Findings.* (a) Pursuant to Marketing Agreement No. 135 and Order No. 949 (7 CFR Part 949; formerly Order No. 38, Part 938), regulating the handling of Irish potatoes grown in the Red River Valley of North Dakota and Minnesota, effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (secs. 1-19, 48 Stat. 31, as amended; 7 U.S.C. 601-674), and upon the basis of the recommendation and information submitted by the Red River Valley Potato Committee, established pursuant to said marketing agreement and order, and upon other available information, it is hereby found that the amendment to the limitation of shipments hereinafter set forth will tend to effectuate the declared policy of the act.

(b) It is hereby found that it is impracticable and contrary to the public interest to give preliminary notice, or engage in public rule making procedure, and that good cause exists for not postponing the effective date of this amendment until 30 days after publication in the FEDERAL REGISTER (5 U.S.C. 1001-1011) in that (1) the time intervening between the date when information upon which this amendment is based became available and the time when this amendment must become effective in order to effectuate the declared policy of

the act is insufficient, (2) compliance with this amendment will not require any special preparation on the part of handlers which cannot be completed by the effective date, (3) reasonable time is permitted under the circumstances, for such preparation, (4) information regarding the committee's recommendation has been made available to producers and handlers in the production area, and (5) this amendment relieves restrictions on the handling of potatoes in the production area.

*Order as amended.* In § 949.303 (26 F.R. 6834, 11725, 12063) paragraph (a) is deleted and in lieu thereof new paragraph (a) is substituted as set forth below.

**§ 949.303 Limitation of shipments.**

(a) *Minimum grade and size requirements—*(1) *Round whites.* U.S. No. 2, 75 percent U.S. No. 1 quality, or better grade, 2 inches minimum diameter; or U.S. No. 2, 85 percent U.S. No. 1 quality except for dirt, or better grade, 2 inches minimum diameter.

(2) *Round reds.* U.S. No. 2, 2 inches minimum diameter; or Size B, if U.S. No. 1, or better grade.

(3) *Long varieties.* U.S. No. 2, or better grade, 6 ounces minimum weight, or U.S. No. 1, or better grade, 2 inches minimum diameter or 4 ounces minimum weight.

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

Dated: March 20, 1962, to become effective March 21, 1962.

PAUL A. NICHOLSON,  
 Deputy Director,  
 Fruit and Vegetable Division.

[F.R. Doc. 62-2827; Filed, Mar. 22, 1962; 8:50 a.m.]

**Title 16—COMMERCIAL PRACTICES**

**Chapter I—Federal Trade Commission**

[Docket C-15]

**PART 13—PROHIBITED TRADE PRACTICES**

**Franklin Stores Corp. et al.**

Subpart—Advertising falsely or misleadingly: § 13.155 *Prices*: § 13.155-40 *Exaggerated as regular and customary*; § 13.155-45 *Fictitious marking*. Subpart—Furnishing means and instrumentalities of misrepresentation or deception: § 13.1055-50 *Preticketing merchandise misleadingly*. Subpart—Misbranding or mislabeling: § 13.1280 *Price*. Subpart—Misrepresenting oneself and goods—Prices: § 13.1805 *Exaggerated as regular and customary*; § 13.1811 *Fictitious preticketing*.

(Sec. 6, 38 Stat. 721; 15 U.S.C. 46. Interpret or apply sec. 5, 38 Stat. 719, as amended; sec. 8, 65 Stat. 179; 15 U.S.C. 45, 691 [cease and desist order, Franklin Stores Corporation (New York, N.Y.) et al., Docket C-15, Oct. 31, 1961])

*In the Matter of Franklin Stores Corporation, and Mayfair of New Orleans, Inc., Corporations, and Albert Rubenstein, and Nathan Katz, as Officers of Said Corporations*

Consent order requiring a New York City corporation and its New Orleans subsidiary retailer of women's apparel to cease such false representations in newspaper advertising as that the New Orleans store had "on sale \* \* \* 25 fabulous mink trimmed 100% cashmere coats \$78, reg. \$125" when the higher prices designated "reg." were not the usual prices but were fictitious; and to cease representing falsely by price tickets

affixed to cashmere coats before shipment from the New York headquarters and in advertising in New Orleans newspapers based thereon, that the usual price of \$99 for cashmere coats was reduced 40 percent to \$58, with consequent savings to purchasers.

The order to cease and desist, including further order requiring report of compliance therewith, is as follows:

*It is ordered,* That Franklin Stores Corporation and Mayfair of New Orleans, Inc., corporations, and their officers, and Albert Rubenstein and Nathan Katz, as officers of said corporations, and respondents' representatives, agents, and employees, directly or through any corporate or other device, in connection with the introduction into commerce, or the sale, advertising, or offering for sale in commerce, or the transportation or distribution in commerce, of fur products, or in connection with the sale, advertising, offering for sale, transportation or distribution of fur products which are made in whole or in part of fur which has been shipped and received in commerce, as "commerce," "fur" and "fur product" are defined in the Fur Products Labeling Act, do forthwith cease and desist from:

A. Falsely or deceptively advertising fur products through the use of any advertisement, representation, public announcement or notice which is intended to aid, promote or assist, directly or indirectly, in the sale or offering for sale of fur products, and which:

1. Represents directly or by implication that any amount is respondents' usual and customary retail price of fur products when it is in excess of the price at which said products are usually and customarily sold by respondents in the recent regular course of business.

2. Uses the word "Reg." to describe or refer to the retail price of merchandise when such amount is not the price at which the merchandise has been usually and customarily sold by respondents at retail in the recent, regular course of business.

3. Misrepresents in any manner the savings available to purchasers of respondents' fur products.

*It is further ordered,* That respondents Franklin Stores Corporation and Mayfair of New Orleans, Inc., corporations, and their officers, and Albert Rubenstein, and Nathan Katz, as officers of said corporations, and respondents' agents, representatives, and employees, directly or through any corporate or other device, in connection with the offering for sale, sale or distribution of wearing apparel or any other merchandise in commerce, as "commerce" is defined in the Federal Trade Commission Act, do forthwith cease and desist from:

1. Representing directly or by implication:

(a) That any amount is the price at which merchandise is usually and customarily sold at retail in the trade area, or areas, where the representation is made, when it is in excess of such price.

(b) That any savings are afforded in the purchase of merchandise from the price at which said merchandise is usually and customarily sold at retail in

the trade area or areas where the representations are made unless the price at which it is offered constitutes a reduction from such price.

2. Using the word "value" to describe or refer to the retail price of merchandise when such amount is not the price at which the merchandise has been usually and customarily sold at retail in the trade area, or areas, where the representation is made.

3. Using percentage savings claims to represent that merchandise is offered at a reduction from the price at which said merchandise is usually and customarily sold at retail in the trade area, or areas, where the representation is made unless the price at which it is offered constitutes a reduction from such price.

4. Misrepresenting in any manner the amount of savings available to purchasers of respondents' merchandise from the price at which said merchandise is usually and customarily sold in the trade area, or areas, where the representation is made.

*It is further ordered,* That the respondents herein shall, within sixty (60) days after service upon them of this order, file with the Commission a report in writing setting forth in detail the manner and form in which they have complied with this order.

Issued: October 31, 1961.

By the Commission.

[SEAL]

JOSEPH W. SHEA,  
Secretary.

[F.R. Doc. 62-2792; Filed, Mar. 22, 1962;  
8:46 a.m.]

## Title 21—FOOD AND DRUGS

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

#### SUBCHAPTER B—FOOD AND FOOD PRODUCTS

#### PART 121—FOOD ADDITIVES

#### PART 146—GENERAL REGULATIONS FOR THE CERTIFICATION OF ANTI-BIOTIC AND ANTI-BIOTIC-CONTAINING DRUGS

#### Food Additives Permitted in Animal Feed, Animal-Feed Supplements, and in Food for Human Consumption; Antibiotics for Growth Promotion and Feed Efficiency

I. The Commissioner of Food and Drugs, having evaluated the data submitted in petitions filed by American Cyanamid Company, 30 Rockefeller Plaza, New York 20, New York; Commercial Solvents Corporation, Terre Haute, Indiana; Merck and Company, Inc., Rahway, New Jersey; and Pabst Brewing Company, 917 West Juneau Avenue, Milwaukee, Wisconsin, and other relevant material, has concluded that the following regulation should issue with respect to procaine penicillin, bacitracin, zinc bacitracin, bacitracin methylene disalicylate, streptomycin, and chlortetracycline in specified animal feeds for growth promotion and feed efficiency.

Therefore, pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (sec. 409 (c)(1), (d), 72 Stat. 1786, 1787; 21 U.S.C. 348 (c)(1), (d)), and under the authority delegated to the Commissioner by the Secretary of Health, Education, and Welfare (25 F.R. 8625), the food additive regulations (21 CFR Part 121) are amended by adding to Subpart C the following new section:

#### § 121.225 Antibiotics for growth promotion and feed efficiency.

The antibiotics listed in this section may be safely used in animal feeds as an aid in stimulating growth and improving feed efficiency, in accordance with the following prescribed conditions:

(a) *Procaine penicillin.* Procaine penicillin, with or without one or more of the antibiotics named in subparagraph (3) of this paragraph, as follows:

(1) Procaine penicillin is the procaine salt of the antibiotic substance produced by the growth of *Penicillium notatum* or *Penicillium chrysogenum* or the same antibiotic substance produced by any other means.

(2) The quantities of the antibiotics referred to in this paragraph refer to activities equivalent to those of the appropriate antibiotic master standards.

(3) It is used or intended for use:

(i) In the feed of chickens, turkeys, and pheasants in an amount not less than 2.4 grams nor more than 50 grams per ton of finished feed.

(ii) In the feed of quail not to exceed 5 weeks of age, in an amount not less than 5 grams nor more than 20 grams per ton of finished feed.

(iii) With bacitracin, bacitracin methylene disalicylate, or zinc bacitracin in the feed of chickens and turkeys, in an amount not less than 0.6 gram of penicillin and not less than 3 grams of bacitracin nor more than 50 grams of the combination per ton of finished feed.

(iv) With streptomycin, in the feed of chickens and turkeys in an amount not less than 2.4 grams of penicillin and not less than 12 grams of streptomycin nor more than 50 grams of the combination.

(b) *Bacitracin.* Bacitracin, with or without procaine penicillin as provided in subparagraph (3) of this paragraph, as follows:

(1) Bacitracin is the antibiotic substance produced by the growth of *Bacillus subtilis* var. Tracy or the same antibiotic substance produced by any other means, and for the purposes of this paragraph refers to bacitracin or feed grade bacitracin.

(2) The quantities of the antibiotics referred to in this paragraph refer to activities equivalent to those of the appropriate antibiotic master standards.

(3) It is used or intended for use:

(i) In the feed of chickens, turkeys, and pheasants in an amount not less than 4 grams nor more than 50 grams per ton of finished feed.

(ii) In the feed of quail not to exceed 5 weeks of age, in an amount not less than 5 grams nor more than 20 grams per ton of finished feed.

(iii) With procaine penicillin as provided in paragraph (a)(3)(iii) of this section.



(c) *Zinc bacitracin*. Zinc bacitracin, with or without procaine penicillin as provided in subparagraph (3) of this paragraph, as follows:

(1) Zinc bacitracin is the zinc salt of the antibiotic substance produced by growth of *Bacillus subtilis* var. Tracy or the same antibiotic substance produced by any other means, and for the purposes of this paragraph refers to zinc bacitracin or feed grade zinc bacitracin.

(2) The quantities of the antibiotics referred to in this paragraph refer to activities equivalent to those of the appropriate antibiotic master standards.

(3) It is used or intended for use:

(i) In the feed of chickens, turkeys, and pheasants in an amount not less than 4 grams nor more than 50 grams per ton of finished feed.

(ii) With procaine penicillin as provided in paragraph (a) (3) (iii) of this section.

(d) *Bacitracin methylene disalicylate*. Bacitracin methylene disalicylate, with or without procaine penicillin, as provided in subparagraph (3) of this paragraph, as follows:

(1) Bacitracin methylene disalicylate is the methylene disalicylate salt of the antibiotic substance produced by growth of *Bacillus subtilis* var. Tracy or the same antibiotic substance produced by any other means, and for the purpose of this paragraph refers to bacitracin methylene disalicylate or feed grade bacitracin methylene disalicylate.

(2) The quantities of the antibiotics referred to in this paragraph refer to activities equivalent to those of the appropriate antibiotic master standards.

(3) It is used or intended for use:

(i) In the feed of chickens, turkeys, and pheasants in an amount not less than 4 grams nor more than 50 grams per ton of finished feed.

(ii) With procaine penicillin as provided in paragraph (a) (3) (iii) of this section.

(e) *Streptomycin*. Streptomycin with or without procaine penicillin as provided in subparagraph (3) of this paragraph, as follows:

(1) Streptomycin is the antibiotic substance produced by the growth of *Streptomyces griseus* or the same antibiotic substance produced by any other means, and for the purposes of this paragraph refers to streptomycin or feed grade streptomycin.

(2) The quantities of the antibiotics referred to in this paragraph refer to activities equivalent to those of the appropriate antibiotic master standards.

(3) It is used or intended for use:

(i) In the feed of chickens and turkeys in an amount not less than 30 grams nor more than 50 grams per ton of finished feed.

(ii) With procaine penicillin as provided in paragraph (a) (3) (iv) of this section.

(f) *Chlortetracycline*. Chlortetracycline, as follows:

(1) Chlortetracycline is the antibiotic substance produced by growth of *Streptomyces aureofaciens* or the same antibiotic substance produced by any other means, and for the purposes of this paragraph refers to chlortetracycline or feed grade chlortetracycline.

(2) The quantities of the antibiotic referred to in this paragraph refer to activity equivalent to that of the appropriate antibiotic master standard.

(3) It is used or intended for use:

(i) In the feed of chickens and turkeys, in an amount not less than 10 grams nor more than 50 grams per ton of finished feed.

(ii) In the feed of mink in an amount not less than 20 grams nor more than 50 grams per ton of finished feed.

(4) The additive or any intermediate premix prepared therewith shall be labeled in accordance with paragraph (w) of this section.

(g) through (v) [Reserved]

(w) *Labeling requirements*. (1) To assure safe use, the label and labeling of the additive, any combination of additives, and any intermediate premix prepared therewith, shall bear, in addition to the other information required by the act, the following:

(i) The name of the additive or additives.

(ii) A statement of the quantity of each contained in any mixtures.

(iii) A statement of the conditions for which the feed is to be used.

(iv) Adequate mixing directions to provide a finished feed with the proper concentration of the additive or additives, whether or not intermediate premixes are also used.

(Sec. 409 (c) (1), (d), 72 Stat. 1786, 1787; 21 U.S.C. 348 (c), (d))

II. Based upon an evaluation of the data before him, and proceeding under the authority of the Federal Food, Drug, and Cosmetic Act (sec. 409(c)(4), 72 Stat. 1786; 21 U.S.C. 348(c)(4)), the Commissioner of Food and Drugs has concluded that tolerance limitations are required to assure that edible tissues of birds and eggs from poultry are safe for human food, when such birds and poultry have received feed containing any of the antibiotics permitted by § 121.225. Therefore, §§ 121.1005, 121.1014, and 121.1026 (21 CFR 121.1005, 121.1014, 121.1026 (26 F.R. 4286, 5370)) are amended as follows:

#### § 121.1005 [Amendment]

1. Section 121.1005 *Bacitracin* \* \* \* is amended by changing the phrase "by-products of swine and poultry" to read "byproducts of swine, pheasants, quail, and poultry."

#### § 121.1014 [Amendment]

2. In § 121.1014 *Tolerances for residues of chlortetracycline in the edible tissues of animals slaughtered for human consumption*, the introduction to paragraph (a) is amended to read as follows:

(a) In edible tissues of chickens and turkeys fed on chlortetracycline-mediated feeds, as follows:

3. Section 121.1026 is amended by inserting therein the words "pheasants and quail." As amended, this section reads as follows:

#### § 121.1026 Penicillin.

A tolerance of zero is established for residues of penicillin and the salts of

penicillin in the eggs and edible tissues of chickens, turkeys, pheasants, and quail.

(Sec. 409(c)(4), 72 Stat. 1786; 21 U.S.C. 348 (c)(4))

#### § 146.26 [Amendment]

III. Pursuant to section 507 of the Federal Food, Drug, and Cosmetic Act (sec. 507, 59 Stat. 463 as amended; 21 U.S.C. 357) and under the authority delegated to the Commissioner of Food and Drugs by the Secretary of Health, Education, and Welfare (25 F.R. 8625), § 146.26(b) is amended by adding thereto the following new subparagraphs (46), (47), and (48):

(46) It is intended for use as an aid in improving pelt size, improving growth rate, and improving feed efficiency of mink; its labeling contains adequate directions and warnings for such use; and it contains not less than 20 grams nor more than 50 grams of chlortetracycline per ton of complete feed.

(47) It is intended for use solely as an aid in improving growth and feed efficiency in pheasants; its labeling bears adequate directions and warnings for such use; and it contains, per ton of complete ration, the following quantities of antibiotics:

(i) Bacitracin (as feed grade bacitracin, bacitracin methylene disalicylate, or feed grade zinc bacitracin): Not less than 4 grams and not more than 50 grams; or

(ii) Penicillin: Not less than 2.4 grams and not more than 50 grams.

(48) It is intended for use solely as an aid in stimulating growth in quail chicks up to 5 weeks of age; its labeling bears adequate directions and warnings for such use; and it contains, per ton of complete feed, the following quantities of antibiotics:

(i) Bacitracin: Not less than 5 grams and not more than 20 grams; or

(ii) Penicillin: Not less than 5 grams and not more than 20 grams.

(Sec. 507, 59 Stat. 463 as amended; 21 U.S.C. 357)

Any person who will be adversely affected by the foregoing order may at any time prior to the thirtieth day from the date of its publication in the FEDERAL REGISTER file with the Hearing Clerk, Department of Health, Education, and Welfare, Room 5440, 330 Independence Avenue SW., Washington 25, D.C., written objections thereto. Objections shall show wherein the person filing will be adversely affected by the order and specify with particularity the provisions of the order deemed objectionable and the grounds for the objections. If a hearing is requested, the objections must state the issues for the hearing. A hearing will be granted if the objections are supported by grounds legally sufficient to justify the relief sought. Objections may be accompanied by a memorandum or brief in support thereof. All documents shall be filed in quintuplicate.

*Effective date.* This order shall be effective on the date of its publication in the FEDERAL REGISTER.



(Secs. 409 (c) (1), (4), (d), 507; 59 Stat. 463 as amended, 72 Stat. 1786, 1787; 21 U.S.C. 348 (c) (1), (4), (d), 357)

Dated: March 16, 1962.

GEO. P. LARRICK,  
Commissioner of Food and Drugs.

[F.R. Doc. 62-2802; Filed, Mar. 22, 1962;  
8:47 a.m.]

## Title 47—TELECOMMUNICATION

### Chapter I—Federal Communications Commission

[Docket No. 13928; FCC 62-276]

#### PART 2—FREQUENCY ALLOCATIONS AND RADIO TREATY MATTERS; GENERAL RULES AND REGULATIONS

##### Doppler Radar Frequencies; Third Memorandum Opinion and Order

In the matter of amendment of Part 2, Frequency Allocations and Radio Treaty Matters; General Rules and Regulations, to align that Part with the Geneva (1959) Radio Regulations to the extent practicable.

1. On October 18, 1961, the Commission adopted a further notice of proposed rule making in this proceeding, looking toward amendment of the text of footnote US53 to the Table of Frequency Allocations, pursuant to agreement reached, following several months of negotiation, between representatives of the Commission, and the Office of Emergency Planning, in consultation with other Government agencies, the Air Transport Association of America (ATA), and Aeronautical Radio, Inc., (ARINC).

2. As stated in that further notice, the above-mentioned negotiations culminated in an exchange of correspondence on September 21, 1961, wherein it was agreed the Commission would institute rule making to modify the wording of the controversial footnote to read as follows:

US53 In view of the fact that the band 13,250-13,400 Mc/s is allocated exclusively to doppler navigation aids, government and nongovernment airborne doppler radars in the aeronautical radionavigation service are permitted in the band 8750-8850 Mc/s only on the condition that they must accept any interference which may be experienced from stations in the radiolocation service in the band 8500-10,000 Mc/s.

3. Comments in support of the above proposal were filed jointly by Air Transport Association of America (ATA) and Aeronautical Radio, Inc. (ARINC) and separately by Collins Radio Company (Collins). No other comments were filed.

4. While each respondent supported adoption of the previously negotiated change as set forth above, it then requested that additional changes be made to the Table of Frequency Allocations to make the band 8750-8850 Mc/s a joint Government/non-Government band wherein the aeronautical radionavigation

service would have equal status with the radiolocation service. This would be a departure from the negotiated treatment discussed in paragraph 1, wherein the entire band 8500-9000 Mc/s is a Government band to which Government and non-Government doppler radars have access by virtue of footnote US53, as amended.

5. The rationale for this requested change is quoted from the joint ATA-ARINC filing.

Now that the United States has satisfactorily resolved the matter of equal allocation status of Radiolocation and Aeronautical Radionavigation (Airborne Doppler Radar) in the band 8750-8850 Mc/s, ARINC and ATA request that FCC Part 2 be amended to include the additional letters "NG" under Column 6 opposite the frequency band 8750-8850 Mc/s, in keeping with FCC practice in other parts of the frequency allocation table of Part 2. Examples of this practice and policy are found by reference to Footnotes US37, US47, US52, US54, US58, US60, US63, etc.

The objective sought by this listing would be to confirm that uses by the Radiolocation and Aeronautical Radionavigation (Airborne Doppler Radar) services are on an equal basis, corresponding to the provisions included in the Frequency Allocations Table of the ITU Radio Regulations, Geneva-1959. Since Footnote US53 provides equality of use of 8750-8850 Mc/s by Radiolocation and Aeronautical Radionavigation (Airborne Doppler Radar), it is our view that both "G" and "NG" should be listed in Column 6. The addition of the "NG" designation would be in accord with the position of the Government as contained in the revised Footnote US53 and the view expressed by the FAA in its letter to O.C.D.M. of April 25, 1961.

6. The comments of Collins are similar in nature and, except for footnote US37, call attention to precisely the same footnote numbers as the ATA/ARINC filing in attempting to draw analogies between their request and existing Commission practices and policies.

7. Footnotes to the Table of Frequency Allocation are as much a part of the basic allocation scheme as the Table itself, and as such, are subject to the same treatment as any other portion of the Commission's rules. Such footnotes serve a variety of functions, foremost of which is indicating departures from the norm in the basic Table. They serve also to amplify; to clarify; to specify termination dates; to limit with respect to hours of use, emissions, power, geographical area, permissible types of operation within a particular radio service allocation; and many other purposes which can not be spelled out in detail within the framework of the Table itself.

8. As an example, in the band 8500-9000 Mc/s, Column 6 shows that the band is allocated on a national basis to only the Government, and that the terms of US53 apply. US53 permits a departure from the norm within a portion of that Government band.

9. An examination of the various footnotes cited by the respondents indicates they have incorrectly assumed an analogy between their proposals and the situ-

ations cited. Furthermore, the manner in which Part 2 treats doppler radar at 8800 Mc/s is not unique. Examination of the Table of Frequency Allocations will reveal a number of Government bands (i.e., designated by G in column 6) wherein varying degrees of non-Government operation is provided by US footnotes, e.g., 137-144 Mc/s, 148-150.8 Mc/s, 162-174 Mc/s, 216-220 Mc/s, 225-328.6 Mc/s, 406-420 Mc/s, 890-942 Mc/s, etc. The reverse is also true and there are non-Government bands wherein varying degrees of Government activity are permitted by footnote.

10. As stated in the Commission's further notice of proposed rule making of October 18, 1961, we do not view the present arrangement for doppler radars at 8750-8850 Mc/s as a necessarily permanent or completely satisfactory arrangement.

\* \* \* The Commission is of the opinion that proper allocation principles require, where possible, the use of separate frequency bands for radionavigation and radiolocation functions. It would therefore be the intention of the Commission, at such future date as there was readily available doppler equipment for civil aircraft use which could be accommodated in an exclusively allocated band, to commence proceedings to implement such an exclusive allocation. Such implementation would, of course, provide for a reasonable amortization period for then existing equipment \* \* \*

This position, in essence, was reiterated in paragraph 8 of the further notice wherein the Commission stated that despite its proposal to amend the text of footnote US53, it was continuing to advocate the development of civil doppler navigational aids in the exclusive band 13,250-13,400 Mc/s.

11. For the several reasons set forth above, the Commission is not persuaded that the Table of Frequency Allocation should be amended as requested by ATA, ARINC, and Collins and their requests are therefore denied.

12. Inasmuch as all comments filed in this proceeding recommended adoption of the rewording of footnote US53 as proposed: *It is ordered*, That, effective April 16, 1962, the text of footnote US53 is amended to read as set forth in paragraph 2 hereof, pursuant to authority contained in section 303 (c), (f), and (r) of the Communications Act of 1934, as amended.

13. *It is further ordered*, That the proceedings in Docket No. 13928 are herewith terminated.

(Sec. 4, 48 Stat. 1066, as amended; 47 U.S.C. 154. Interprets or applies sec. 303, 48 Stat. 1082, as amended; 47 U.S.C. 303)

Adopted: March 15, 1962.

Released: March 20, 1962.

FEDERAL COMMUNICATIONS  
COMMISSION,

[SEAL] BEN F. WAPLE,  
Acting Secretary.

[F.R. Doc. 62-2826; Filed, Mar. 22, 1962;  
8:50 a.m.]

# Proposed Rule Making

## FEDERAL AVIATION AGENCY

[ 14 CFR Part 191 ]

[Reg. Docket No. 1107; Draft Release No. 62-11]

### OPERATION OUTSIDE OF THE UNITED STATES OF CIVIL AIRCRAFT OF UNITED STATES REGISTRY

#### Notice of Proposed Rule Making

##### Correction

In F.R. Doc. 62-2560 appearing at page 2533 of the issue for Friday, March 16, 1962, the seventh line of "Article 12" is corrected by inserting the word "relating" immediately preceding the phrase "to the flight".

[ 14 CFR Part 600 ]

[Airspace Docket No. 61-NY-103]

### FEDERAL AIRWAY

#### Proposed Alteration

Pursuant to the authority delegated to me by the Administrator (14 CFR 409.13), notice is hereby given that the Federal Aviation Agency is considering an amendment to § 600.1691 of the regulations of the Administrator, the substance of which is stated below.

Intermediate altitude VOR Federal airway No. 1691 presently extends in part from the Coyle, N.J., VOR as a 10-mile wide airway to the Idlewild, N.Y., VOR; thence as a 16-mile wide airway via the intersection of the Idlewild VOR 042° and the Wilton, Conn., VOR 185° True radials; Wilton VOR; Poughkeepsie, N.Y., VOR; intersection of the Poughkeepsie VOR 336° and the Albany, N.Y., VOR 186° True radials to the Albany VOR.

The Federal Aviation Agency has under consideration alteration of this segment of Victor 1691. It is proposed to retain the segment of Victor 1691 from the Coyle, N.J., VOR as a 10-mile wide airway to the Idlewild, N.Y., VOR and redesignate the New York to Albany segment of Victor 1691 to extend as a 12-mile wide airway from the intersection of the Idlewild VOR 065° and the Clermont, N.Y., VOR 157° True radials via the Clermont VOR to the Albany VOR.

The realignment of this segment of Victor 1691 along with the proposed realignment of intermediate altitude VOR Federal airway No. 1693 as proposed in Airspace Docket No. 61-NY-59, published in the FEDERAL REGISTER (27 F.R. 1774) would provide a dual intermediate altitude airway structure between the New York and Burlington, Vt./Montreal, Canada, terminal areas. The proposed reduction in the width of Victor 1691 would provide lateral separation from Victor 1693 as proposed for realignment. Victor 1691 will also serve arrival and departure traffic in the New York terminal area.

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Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Assistant Administrator, Eastern Region, Attn: Chief, Air Traffic Division, Federal Aviation Agency, Federal Building, New York International Airport, Jamaica 30, N.Y. All communications received within forty-five days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Regional Air Traffic Division Chief, or the Chief, Airspace Utilization Division, Federal Aviation Agency, Washington 25, D.C. Any data, views or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The official Docket will be available for examination by interested persons at the Docket Section, Federal Aviation Agency, Room C-226, 1711 New York Avenue NW., Washington 25, D.C. An informal Docket will also be available for examination at the office of the Regional Air Traffic Division Chief.

This amendment is proposed under section 307(a) of the Federal Aviation Act of 1958 (72 Stat. 749; 49 U.S.C. 1348).

Issued in Washington, D.C., on March 16, 1962.

W. THOMAS DEASON,  
Assistant Chief,  
Airspace Utilization Division.

[F.R. Doc. 62-2779; Filed, Mar. 22, 1962; 8:45 a.m.]

[ 14 CFR Part 600 ]

[Airspace Docket No. 62-WA-26]

### FEDERAL AIRWAY

#### Proposed Alteration

Pursuant to the authority delegated to me by the Administrator (14 CFR 409.13), notice is hereby given that the Federal Aviation Agency is considering an amendment to § 600.1761 of the regulations of the Administrator, the substance of which is stated below.

Intermediate altitude VOR Federal airway No. 1761 extends from the Gila Bend, Ariz., VOR as a 10-mile wide airway to the intersection of the Gila Bend VOR 346° and the Phoenix, Ariz., VOR 272° True radials. The Federal Aviation Agency has under consideration extension of Victor 1761 from the intersection of Gila Bend VOR 346° and the Phoenix VOR 272° True radials as a 16-mile wide airway via the Parker, Calif., VOR to the intersection of the Parker VOR 303° and the Hector, Calif., VOR 091° True

radials; thence as a 10-mile wide airway to the Hector VOR at which point it would terminate. This extension of Victor 1761 would provide a connecting route between VOR Federal airway Nos. 1536 and 1728 for intermediate altitude air traffic operating between Phoenix/Tuscon Terminal area and points north of the Los Angeles, Calif., Terminal area. The airway width reduction between the intersection of the Parker VOR 303° and the Hector VOR 091° True radials to the Hector VOR would provide lateral separation from the Bullion Mountains, Calif., Restricted Area R-2501.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Assistant Administrator, Western Region, Attn: Chief, Air Traffic Division, Federal Aviation Agency, 5651 West Manchester Avenue, P.O. Box 90007, Airport Station, Los Angeles 9, Calif. All communications received within forty-five days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Regional Air Traffic Division Chief, or the Chief, Airspace Utilization Division, Federal Aviation Agency, Washington 25, D.C. Any data, views or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The official Docket will be available for examination by interested persons at the Docket Section, Federal Aviation Agency, Room C-226, 1711 New York Avenue NW., Washington 25, D.C. An informal Docket will also be available for examination at the office of the Regional Air Traffic Division Chief.

This amendment is proposed under section 307(a) of the Federal Aviation Act of 1958 (72 Stat. 749; 49 U.S.C. 1348).

Issued in Washington, D.C., on March 16, 1962.

W. THOMAS DEASON,  
Assistant Chief,  
Airspace Utilization Division.

[F.R. Doc. 62-2780; Filed, Mar. 22, 1962; 8:45 a.m.]

[ 14 CFR Part 608 ]

[Airspace Docket No. 61-LA-51]

### SPECIAL USE AIRSPACE

#### Proposed Designation of Restricted Area; Correction

In a notice of proposed rule making published in the FEDERAL REGISTER on

March 8, 1962 (27 F.R. 2250), it was stated the Federal Aviation Agency was considering the designation of a restricted area R-5110 at McGregor, N. Mex.

Upon publication of the FEDERAL REGISTER on March 8, 1962, an error was noted in a geographical coordinate included in the description of R-5110. Therefore, action is taken herein to correct this proposed area.

In consideration of the foregoing, and pursuant to the authority delegated to me by the Administrator (14 CFR 409.13), effective immediately, Airspace Docket No. 61-LA-51 (27 F.R. 2250) is hereby modified as follows:

In the description of the proposed McGregor, N. Mex., Restricted Area R-5110, "Beginning at latitude 38°13'00" N., longitude 105°17'35" W.; thence clockwise along the arc of a 45-mile radius circle centered at Walker AFB, Roswell, N. Mex.," is deleted and "Beginning at latitude 33°13'00" N., longitude 105°17'35" W.; thence counter clockwise along the arc of a 45-mile radius circle centered at Walker AFB, Roswell, N. Mex.," is substituted therefor.

This amendment is proposed under section 307(a) of the Federal Aviation Act of 1958 (72 Stat. 749; 49 U.S.C. 1348).

Issued in Washington, D.C., on March 16, 1962.

W. THOMAS DEASON,  
Assistant Chief,  
Airspace Utilization Division.

[F.R. Doc. 62-2781; Filed, Mar. 22, 1962;  
8:45 a.m.]



# Notices

## DEPARTMENT OF THE INTERIOR

### Bureau of Land Management

[Group No. 465]

### CALIFORNIA

#### Notice of Filing of Plat of Survey

MARCH 12, 1962.

1. Plat of survey of the lands described below will be officially filed in the Land Office, Riverside, California, effective at 10:00 a.m., March 20, 1962.

#### MOUNT DIABLO MERIDIAN

T. 23 S., R. 43 E.,  
Secs. 29 and 30.

The area described aggregates 1372.68 acres.

#### 2. Land use characteristics:

The topography of the area is extremely rough and mountainous, except for the eastern edge of sec. 29. It is cut by numerous washes which are a part of the drainage of the Argus Mountain range to the west. Vegetation is sparse, consisting of creosote bush and annual grasses.

3. The public lands affected by this order are hereby restored to the operation of the public land laws, subject to any valid existing rights, the provisions of existing withdrawals, and the requirements of applicable laws, rules, and regulations.

4. Persons claiming preference rights based upon valid settlement, statutory preference, or equitable claims must enclose properly corroborated statements in support of their application, setting forth all facts relevant to their claims.

5. Inquiries concerning these lands should be addressed to the Manager, Bureau of Land Management, 1414 Eighth Street, Riverside, Calif.

ROLLA E. CHANDLER,  
Manager.

[F.R. Doc. 62-2809; Filed, Mar. 22, 1962; 8:48 a.m.]

[No. 62-12]

### OREGON

#### Notice of Proposed Withdrawal and Reservation of Lands

MARCH 13, 1962.

The Assistant Secretary, Department of Agriculture, has filed an application, Serial No. Oregon 012008, for the withdrawal of the lands described below, subject to valid existing rights, from location and entry under the general mining laws.

The applicant desires the land in order to protect the Government's investment in the present and planned improvements in certain areas of the Malheur and Whitman National Forests in Oregon. Studies have been made by the Forest Service of twelve campgrounds,

one recreation area, and eight administrative sites on the Malheur National Forest, and one administrative site on the Whitman National Forest for the further development of recreation areas, lookout sites for fire detection and suppression work, and an air strip which is needed for the continued management and protection of national forest land.

For a period of thirty days from the date of publication of this notice, all persons who wish to submit comments, suggestions, or objections in connection with the proposed withdrawal may present their views in writing to the undersigned officer of the Bureau of Land Management, Department of the Interior, 710 Northeast Holladay, Portland 12, Oregon.

If circumstances warrant it, a public hearing will be held at a convenient time and place which will be announced.

The determination of the Secretary of the Interior on the application will be published in the FEDERAL REGISTER. A separate notice will be sent to each interested party of record.

The lands involved in the application are:

#### WILLAMETTE MERIDIAN, OREGON

##### MALHEUR NATIONAL FOREST

##### Strawberry Campground

T. 14 S., R. 34 E.,  
Sec. 30: SW $\frac{1}{4}$ SW $\frac{1}{4}$ SE $\frac{1}{4}$ ;  
Sec. 31: NW $\frac{1}{4}$ NW $\frac{1}{4}$ NE $\frac{1}{4}$ .

##### Crescent Campground

T. 15 S., R. 35 E.,  
Sec. 8: SW $\frac{1}{4}$ NW $\frac{1}{4}$ SW $\frac{1}{4}$ .

##### North Fork Malheur Campground

T. 16 S., R. 35 E.,  
Sec. 2: SW $\frac{1}{4}$  Lot 11, SE $\frac{1}{4}$  Lot 12.

##### Elk Creek Campground

T. 15 S., R. 35 $\frac{1}{2}$  E.,  
Sec. 27: E $\frac{1}{2}$ NW $\frac{1}{4}$ NE $\frac{1}{4}$ .

##### Trout Farm Campground

T. 15 S., R. 35 E.,  
Sec. 6: NW $\frac{1}{4}$  Lot 1, NE $\frac{1}{4}$  Lot 2.

##### Big Creek Campground

T. 16 S., R. 33 $\frac{1}{2}$  E.,  
Sec. 14: SW $\frac{1}{4}$ NE $\frac{1}{4}$ .

##### Crane Creek Campground

T. 16 S., R. 35 E.,  
Sec. 23: S $\frac{1}{2}$ NE $\frac{1}{4}$ SE $\frac{1}{4}$ , NE $\frac{1}{4}$ SE $\frac{1}{4}$ SE $\frac{1}{4}$ .

##### Fopian Creek Campground

T. 15 S., R. 35 $\frac{1}{2}$  E.,  
Sec. 14: SW $\frac{1}{4}$ SW $\frac{1}{4}$ SW $\frac{1}{4}$ ;  
Sec. 15: SE $\frac{1}{4}$ SE $\frac{1}{4}$ SE $\frac{1}{4}$ ;  
Sec. 22: NE $\frac{1}{4}$ NE $\frac{1}{4}$ NE $\frac{1}{4}$ ;  
Sec. 23: NW $\frac{1}{4}$ NW $\frac{1}{4}$ NW $\frac{1}{4}$ .

##### Sheep Creek Campground

T. 15 S., R. 35 $\frac{1}{2}$  E.,  
Sec. 10: SW $\frac{1}{4}$ NE $\frac{1}{4}$ SE $\frac{1}{4}$ .

##### Murray Campground

T. 16 S., R. 33 $\frac{1}{2}$  E.,  
Sec. 3: NE $\frac{1}{4}$ NE $\frac{1}{4}$ SW $\frac{1}{4}$ .

##### Lake Creek Guard Station

T. 16 S., R. 33 $\frac{1}{2}$  E.,  
Sec. 3: S $\frac{1}{2}$ SE $\frac{1}{4}$ SW $\frac{1}{4}$ .

#### Prairie Hill Lookout

T. 15 S., R. 35 $\frac{1}{2}$  E.,  
Sec. 25: N $\frac{1}{2}$ NE $\frac{1}{4}$ NE $\frac{1}{4}$ .

#### Crane Rock Lookout

T. 16 S., R. 34 E.,  
Sec. 26: NE $\frac{1}{4}$ SW $\frac{1}{4}$ SW $\frac{1}{4}$ .

#### Lookout Mountain Emergency Lookout

T. 15 S., R. 35 E.,  
Sec. 10: SW $\frac{1}{4}$ NW $\frac{1}{4}$ NE $\frac{1}{4}$ .

#### Canyon Meadows Recreation Area

T. 15 S., R. 33 E.,  
Sec. 28: SW $\frac{1}{4}$ , SW $\frac{1}{4}$ NW $\frac{1}{4}$ ;  
Sec. 29: SE $\frac{1}{4}$ , SE $\frac{1}{4}$ NE $\frac{1}{4}$ .

#### Spring Creek Campground

T. 15 S., R. 35 $\frac{1}{2}$  E.,  
Sec. 3: S $\frac{1}{2}$ SW $\frac{1}{4}$ SE $\frac{1}{4}$ .

#### Moffat Spring Campground

T. 18 S., R. 35 E.,  
Sec. 6: SE $\frac{1}{4}$  Lot 3.

#### Sheep Mountain Lookout

T. 15 S., R. 35 E.,  
Sec. 23: NE $\frac{1}{4}$ SW $\frac{1}{4}$ SW $\frac{1}{4}$ .

#### Antelope Mountain Lookout

T. 17 S., R. 35 E.,  
Sec. 33: NE $\frac{1}{4}$ SE $\frac{1}{4}$ SW $\frac{1}{4}$ .

#### Logan Valley Emergency Lookout

T. 16 S., R. 33 $\frac{1}{2}$  E.,  
Sec. 14: SW $\frac{1}{4}$ SW $\frac{1}{4}$ SW $\frac{1}{4}$ .

#### Logan Valley Emergency Air Strip

T. 16 S., R. 33 $\frac{1}{2}$  E.,  
Sec. 22: W $\frac{1}{2}$ NW $\frac{1}{4}$ NW $\frac{1}{4}$ , NW $\frac{1}{4}$ SW $\frac{1}{4}$ NW $\frac{1}{4}$ .

#### WHITMAN NATIONAL FOREST

##### Baldy Mountain Lookout

T. 13 S., R. 35 E.,  
Sec. 36: W $\frac{1}{2}$ NE $\frac{1}{4}$ SW $\frac{1}{4}$ .

These areas aggregate approximately 784.5 acres.

GARTH H. RUDD,  
Acting State Director.

[F.R. Doc. 62-2796; Filed, Mar. 22, 1962; 8:47 a.m.]

## DEPARTMENT OF AGRICULTURE

### Office of the Secretary

### MARYLAND

#### Designation of Area for Emergency Loans

For the purpose of making emergency loans pursuant to section 321(a) of Public Law 87-128 (7 U.S.C. 1961) it has been determined that in Wicomico County, Maryland, natural disasters have caused a need for agricultural credit not readily available from commercial banks, cooperative lending agencies, or other responsible sources.

Pursuant to the authority set forth above, emergency loans will not be made in the above-named county after December 31, 1962, except to applicants who previously received emergency or special livestock loan assistance and who can



qualify under established policies and procedures.

Done at Washington, D.C., this 19th day of March 1962.

ORVILLE L. FREEMAN,  
Secretary.

[F.R. Doc. 62-2805; Filed, Mar. 22, 1962;  
8:48 a.m.]

## DEPARTMENT OF COMMERCE

Bureau of International Programs

[File No. 23-810]

### FRANCISCO FEMENIAS LORES ET AL.

#### Extension of Temporary Order Denying Export Privileges

In the matter of Francisco Femenias Lores, MIMSA (Materiales Industriales Maquinaria, S.A.), Rhin 75, Mexico, D.F., Mexico, and Sergio Chavez, Ramos Desiertas 6, Mexico, D.F., Mexico, Respondents, File 23-108.

A temporary order was issued in this matter on December 19, 1961, for a period of 90 days. This order was issued in connection with an investigation instituted by the Investigations Staff, Bureau of International Programs into a transaction entered into by the above named respondents, in which they bought, paid for, and caused to be exported from the United States to Mexico in September 1961 two marine diesel engines and parts of United States origin, with representations to the United States exporter that the ultimate purchaser of the equipment was the Mexican Government. It appeared that such representations were false and that upon arrival of the shipment in Mexico it was intended to be transhipped to Cuba, contrary to the U.S. Export Control Law, but said transshipment was frustrated despite respondents' intentions.

The Investigations Staff, Bureau of International Programs, has applied under § 382.11 of the Export Regulations for a further extension of the provisions of the Temporary Order of December 19, 1961 as to the above named respondents, to be effective until the final disposition of administrative compliance proceedings in the Bureau of International Programs involving the said respondents.

This matter has been considered by the Compliance Commissioner who, being fully advised thereof, has reported his recommendations to me that the present Temporary Order should be extended until the final disposition of administrative compliance proceedings involving the said respondents, since such will be in the public interest and necessary for effective enforcement of the law. I do so find. It is therefore ordered:

(1) The respondents, Francisco Femenias Lores, his firm MIMSA (Materiales Industriales Maquinaria, S.A.), and Sergio Chavez, and their agents and employees, are hereby denied all privileges of participating directly or indirectly in any manner, form or capacity in any exportation of any commodity or technical data from the

United States to any foreign destination, including Canada. Without limitation of the generality of the foregoing, participation in an exportation shall include and prohibit respondents' participation (a) as a party to or as representative of a party to any validated export license application; (b) in the obtaining or using of any validated or general export license or other export control document; (c) in the receiving, ordering, buying, selling, delivering, or disposing of any commodities and technical data in whole or in part exported or to be exported from the United States; and (d) in the financing, forwarding, transporting, or other servicing of exports from the United States.

(2) Such denial of export privileges shall apply not only to each of said respondents, but also to any other person, firm, corporation, or business organization with which any respondent may be now or hereafter related by ownership, affiliation, control, position of responsibility, or other connection in the conduct of trade which may involve exports from the United States or services connected therewith.

(3) This order shall take effect forthwith and shall remain in effect until the completion of any administrative compliance proceedings that may be initiated by the Investigations Staff, unless sooner vacated or extended.

(4) No person, firm, corporation, or other business organization, within the United States or elsewhere, and whether or not engaged in trade relating to exports from the United States, without prior disclosure of the facts to, and specific authorization from the Bureau of International Programs shall directly or indirectly in any manner, form, or capacity (a) apply for, obtain, transfer, or use any license, shipper's export declaration, bill of lading, or other export control document relating to any exportation of commodities or technical data from the United States, or (b) order, receive, buy, sell, use, deliver, dispose of, finance, transport, forward, or otherwise service or participate in an exportation from the United States, or in a re-exportation of any commodity or technical data exported from the United States, with respect to which any of the persons or companies within the scope of paragraphs (1) and (2) hereof may receive any benefit or have any interest or participation of any kind or nature, direct or indirect.

(5) A certified copy of this order shall be served upon the respondents.

(6) In accordance with the provisions of § 382.11(c) of the Export Regulations, any respondent may move at any time to vacate or modify this temporary denial order by filing an appropriate motion therefor, supported by evidence, with the Compliance Commissioner and may request oral hearing thereon, which, if requested, shall be held before the Compliance Commissioner at Washington, D.C., at the earliest convenient date.

Dated: March 19, 1962.

FORREST D. HOCKERSMITH,  
Acting Director,  
Office of Export Control.

[F.R. Doc. 62-2793; Filed, Mar. 22, 1962;  
8:46 a.m.]

[File Nos. I.S. 23-773, 23-811]

### TRANSCONTINENTAL, S.A., ET AL.

#### Extension of Temporary Order Denying Export Transactions

In the matter of Transcontinental, S.A., Inversiones Mexicanas, S.A. (Successor to Transcontinental, S.A.), Ramon Cortes Buenrostro, also known as Raimundo Cortes, Ramon B. Cortes, and Ramon B. Cortez, Francisco Ibanez Garcia, Antonio R. Mortera Sandoval, and Ignacio Hernandez Garcia, all of Avenida Morelos 98, Mexico, D.F., Mexico, or Reforma 87-404, Mexico, D.F., Mexico, File I.S. 23-773; and Lorenzo L. Saunders, 1720 Montrose Drive, Tyler, Texas, and Cia., Impulsora Mexicana, S.A., Roberto Nunez Hernandez, and Gustavo Lopez Ramirez, Pople 44, Apartado Postal 21264, Mexico, D.F., Mexico, File I.S. 23-811; Respondents.

A temporary order was issued in this matter on December 19, 1961, for a period of 90 days. This order was issued in connection with an investigation instituted by the Investigations Staff, Bureau of International Programs, into purchases by the above named respondents of large quantities of U.S. origin automotive trucks, and engine parts, tractor parts, and equipment which they caused to be exported from the United States to Mexico, where they sold and disposed of the goods and participated in and made arrangements whereby the U.S. goods were to be, and in part actually were, on-shipped or transshipped from Mexico to Cuba in violation of the U.S. Export Control Law.

The Investigations Staff, Bureau of International Programs, has applied under under § 382.11 of the Export Regulations for a further extension of the provisions of the Temporary Order of December 19, 1961, for a period of forty-five (45) days as to these respondents to enable the Investigations Staff to complete its investigation in this matter which has been carried out with all due diligence.

This matter has been considered by the Compliance Commissioner, who, being fully advised thereof, has reported his recommendations to me that the present Temporary Order should be extended for forty-five (45) days in the public interest and is necessary for the effective enforcement of the law. I do so find. It is therefore ordered:

(1) The respondents, their affiliates San's, Mr. Aurelio Gallegos, Abraham Gonzales 29, Mexico, D.F., Mexico, and their agents and employees, are hereby denied all privileges of participating directly or indirectly in any manner, form, or capacity in any exportation of any commodity or technical data from the United States to any foreign destination, including Canada. Without limitation of the generality of the foregoing, participation in an exportation shall include and prohibit respondents' participation (a) as a party to or representative of a party to any validated export license applications; (b) in the obtaining or using of any validated or general export license or other export control document; (c) in the receiving, ordering, buying, selling, delivering, or

disposing of any commodities and technical data in whole or in part exported or to be exported from the United States; and (d) in the financing, forwarding, transporting, or other servicing of exports from the United States.

(2) Such denial of export privileges shall apply not only to each of said respondents, but also to any other person, firm, corporation, or business organization with which any respondent may be now or hereafter related by ownership, affiliation, control, position of responsibility, or other connection in the conduct of trade or services connected therewith.

(3) This order shall take effect forthwith and shall remain in effect for a period of forty-five (45) days from the date hereof unless it is hereafter extended, amended, modified, or vacated in accordance with the provisions of the Export Regulations.

(4) No person, firm, corporation, or other business organization, within the United States or elsewhere, and whether or not engaged in trade relating to exports from the United States, without prior disclosure of the facts to, and specific authorization from the Bureau of International Programs shall directly or indirectly in any manner, form, or capacity (a) apply for, obtain, transfer, or use any license, shipper's export declaration, bill of lading, or other export control document relating to any exportation of commodities or technical data from the United States, or (b) order, receive, buy, sell, use, deliver, dispose of, finance, transport, forward, or otherwise service or participate in an exportation from the United States, or in a re-exportation of any commodity or technical data exported from the United States, with respect to which any of the persons or companies within the scope of paragraphs (1) and (2) hereof may receive any benefit or have any interest or participation of any kind or nature, direct or indirect.

(5) A certified copy of this order shall be served upon the respondents.

(6) In accordance with the provisions of § 382.11(c) of the Export Regulations, any respondent may move at any time to vacate or modify this Temporary Denial Order by filing an appropriate motion therefor, supported by evidence, with the Compliance Commissioner and may request oral hearing thereon, which, if requested, shall be held before the Compliance Commissioner at Washington, D.C., at the earliest convenient date.

Dated: March 19, 1962.

FORREST D. HOCKERSMITH,  
*Acting Director,*  
*Office of Export Control.*

[F.R. Doc. 62-2794; Filed, Mar. 22, 1962;  
8:46 a.m.]

[File No. 9A-56]

**VICTOR HERNANDEZ RODRIGUEZ  
ET AL.**

**Temporary Order Denying Export  
Privileges**

In the matter of Victor Hernandez Rodriguez, and EMDA Import and Ex-

port Company, Inc., 10434 Burbank Blvd., North Hollywood, California, and Aero Distribuidora S.A., Blvd. de Aviacion Civil 485, Mexico, D.F., Mexico, with branch offices at Torreon, Sinaloa and Los Mochis, Mexico, and Dr. Ramon Alvarez Gutierrez, Refacciones y Accesorios, S.A., Colorado 79, Mexico, D.F., Mexico, Respondents, File 9A-56.

The temporary order in this matter was issued December 19, 1961, in connection with an investigation instituted by the Investigations Staff, Bureau of International Programs because of reports and evidence, which justified a reasonable belief that the respondents had for some time been obtaining substantial quantities of U.S. origin aircraft parts and equipment shipped from the United States to Mexico for use in Mexico, but thereafter sold by the respondents for the purpose of transshipment to Cuba, which was in fact done with knowledge that such actions were contrary to the U.S. Export Control Law.

The Director of the Investigations Staff, Bureau of International Programs has requested that this order of December 19, 1961, be extended for a further period of forty-five (45) days to enable the Investigations Staff to complete its investigation in this matter which has been carried out with all due diligence.

The Compliance Commissioner being fully advised of these matters, has reported his recommendation to me that the present temporary order should be extended for forty-five (45) days in the public interest and is necessary for the effective enforcement of the law. I do so find. It is therefore ordered:

(1) The respondents, Victor Hernandez Rodriguez, his firms Aero Distribuidora, S.A., and EMDA Import & Export Company, Inc., and Dr. Ramon Alvarez Gutierrez and his firm Refaccion y Accesorios, S.A., and their agents and employees, are hereby denied all privileges of participating directly or indirectly in any manner, form, or capacity in any exportation of any commodity or technical data from the United States to any foreign destination, including Canada. Without limitation of the generality of the foregoing, participation in an exportation shall include and prohibit respondents' participation (a) as a party to or representative of a party to any validated export license application; (b) in the obtaining or using of any validated or general export license or other export control document; (c) in the receiving, ordering, buying, selling, delivering, or disposing of any commodities and technical data in whole or in part exported or to be exported from the United States; and (d) in the financing, forwarding, transporting, or other servicing of exports from the United States.

(2) Such denial of export privileges shall apply not only to each of said respondents, but also to any other person, firm, corporation, or business organization with which any respondent may be now or hereafter related by ownership, affiliation, control, position of responsibility, or other connection in the conduct of trade or services connected therewith.

(3) This order shall take effect forthwith and shall remain in effect for a

period of forty-five (45) days from the date hereof unless it is hereafter extended, amended, modified, or vacated in accordance with the provisions of the Export Regulations.

(4) No person, firm, corporation, or other business organization, within the United States or elsewhere, and whether or not engaged in trade relating to exports from the United States, without prior disclosure of the facts to, and specific authorization from the Bureau of International Programs shall directly or indirectly in any manner, form, or capacity (a) apply for, obtain, transfer, or use any license, shipper's export declaration, bill of lading, or other export control document relating to any exportation of commodities or technical data from the United States, or (b) order, receive, buy, sell, use, deliver, dispose of, finance, transport, forward, or otherwise service or participate in an exportation from the United States, or in a re-exportation of any commodity or technical data exported from the United States, with respect to which any of the persons or companies within the scope of paragraphs (1) and (2) hereof may receive any benefit or have any interest, or participation of any kind or nature, direct or indirect.

(5) A certified copy of this order shall be served upon the respondents.

(6) In accordance with the provisions of § 382.11(c) of the Export Regulations, any respondent may move at any time to vacate or modify this temporary denial order by filing an appropriate motion therefor, supported by evidence, with the Compliance Commissioner and may request oral hearing thereon, which, if requested, shall be held before the Compliance Commissioner at Washington, D.C., at the earliest convenient date.

Dated: March 19, 1962.

FORREST D. HOCKERSMITH,  
*Acting Director,*  
*Office of Export Control.*

[F.R. Doc. 62-2795; Filed, Mar. 22, 1962;  
8:47 a.m.]

**Office of the Secretary**

[Dept. Order No. 91 (Revised); Amdt. 1]

**WEATHER BUREAU**

**Organization and Functions**

The following amendment to the order was issued by the Secretary of Commerce on March 7, 1962. The material appearing 25 F.R. 4487-4489 of May 20, 1960.

Department Order No. 91 (Revised) of May 3, 1960, is amended as follows:

1. Section 2 is amended as follows:

a. In section 2.02:

(1) Immediately after "Chief, Office of Coordination of National Meteorological Requirements" add "Chief, Office of Public Information;"

(2) Immediately after "Director, Meteorological Research and Development" add "Director, Meteorological Satellite Activities;"

(3) Delete "Public Information Coordinator" immediately after "Administrative Operations Division;" and



(4) Immediately after "National Hurricane Research Project" add "National Severe Storms Project" and "Research Flight Facility."

b. Add a new section 2.03 to read:

.03 The following officers, in the order designated, perform the functions of the Chief of Bureau in the Chief's absence, sickness or other inability to act, or during a vacancy in the office:

- (1) Deputy Chief of Bureau.
- (2) Assistant Chief of Bureau (senior in office).

2. Section 5 *Functions of principal organization units* is amended as follows:

a. Add a new section 5.02(4) to read:

(4) The *Chief, Office of Public Information* provides information on Weather Bureau activities to news media and makes recommendations on all matters pertaining to public and press relations of the Bureau. This office handles a variety of special material requests and other data for purposes of publication and/or release for public consumption.

b. Add a new section 5.07 to read:

.07 The *Director, Meteorological Satellite Activities* is responsible for the establishment and operation of a meteorological satellite system for the continuous observation of worldwide meteorological conditions; research and development in the field of meteorological satellites; and coordination of the overall Bureau effort in the satellite field. He coordinates user requirements for meteorological satellite data, and represents the Bureau in interagency and other negotiations concerning satellite and space programs.

c. Delete section 5.08.

d. Renumber current section 5.07 as 5.08.

3. Section 7 is amended by deleting section 7.04.

4. Section 8 *Functions of field organizations* is amended as follows:

a. Section 8.04 is amended as follows:

.04 The National Hurricane Research Project conducts research on hurricane and tropical weather phenomena, including the collection of special weather data, to improve techniques for hurricane and tropical storm warnings and forecasts.

b. Add a new section 8.05 to read as follows:

.05 The National Severe Storms Project conducts research on tornado and other severe local storms, including the collection of special weather data, to improve technique for forecasting these storms.

c. Add a new section 8.06 to read as follows:

.06 The Research Flight Facility maintains and operates aircraft instrumented specially for meteorological research projects. In coordination with research groups of the Weather Bureau and other organizations, plans and conducts aircraft flights to obtain data re-

quired in investigating meteorological phenomena.

d. Renumber current sections 8.05, 8.06, and 8.07 as 8.07, 8.08, and 8.09.

Effective date: March 7, 1962.

JOHN PRINCE,  
Deputy Assistant Secretary  
for Administration.

[F.R. Doc. 62-2817; Filed, Mar. 22, 1962;  
8:49 a.m.]

## ATOMIC ENERGY COMMISSION

[Docket No. 50-195]

### GENERAL ELECTRIC CO.

#### Notice of Issuance of Utilization Facility Export License

Please take notice that no request for a formal hearing having been filed following filing of a notice of receipt of the application with the Office of the Federal Register, the Atomic Energy Commission has issued License No. XR-45 to General Electric Company authorizing the export of a nuclear reactor and a nuclear critical assembly facility to the Japan Atomic Energy Research Institute, Tokyo, Japan. The notice of filing of the application, published in the FEDERAL REGISTER on February 13, 1962 (27 F.R. 1330), described the reactor as a 12,500 kilowatt (electrical) boiling water-type demonstration power nuclear reactor and the critical assembly as a 100 watt (thermal) light water nuclear critical assembly facility.

Dated at Germantown, Md., this 16th day of March 1962.

For the Atomic Energy Commission.

R. L. KIRK,  
Deputy Director, Division of  
Licensing and Regulation.

[F.R. Doc. 62-2808; Filed, Mar. 22, 1962;  
8:48 a.m.]

## CIVIL AERONAUTICS BOARD

[Docket 13424]

### AERONAVES DE MEXICO, S.A.

#### Notice of Hearing

In the matter of the application of Aeronaves de Mexico, S.A., under section 402 of the Federal Aviation Act of 1958, as amended, for an amendment and modification of its foreign air carrier permit so as to authorize foreign air transportation of persons, property, and mail between the terminal point La Paz, Baja California, and the terminal point Los Angeles, California, via intermediate points in Mexico.

Notice is hereby given, pursuant to the provisions of the Federal Aviation Act of 1958, as amended, that hearing in the above-entitled proceeding is assigned to be held on March 26, 1962, at 10:00 a.m., e.s.t., in Room 1029, Universal Building, 1025 Connecticut Avenue NW., Washington, D.C., before the undersigned examiner.

Dated at Washington, D.C., March 19, 1962.

[SEAL] JOSEPH L. FITZMAURICE,  
Hearing Examiner.

[F.R. Doc. 62-2815; Filed, Mar. 22, 1962;  
8:49 a.m.]

[Docket 13229; Order No. E-18119]

### AMERICAN AIRLINES, INC.

#### Termination of Service to Elmira-Corning and Binghamton, N.Y.; Statement of Tentative Findings and Order To Show Cause

Adopted by the Civil Aeronautics Board at its office in Washington, D.C., on the 19th day of March 1962.

In the matter of the petition of American Airlines, Inc., under 401(g) of the Federal Aviation Act of 1958, as amended, for the termination of its authority to serve Elmira-Corning and Binghamton, New York.

On November 30, 1961, American Airlines, Inc. (American) filed a petition under section 401(g) of the Federal Aviation Act of 1958, as amended, for deletion of the intermediate points Elmira-Corning and Binghamton, New York, from its certificate for route 56.

In support of its petition, American states, inter alia, that Elmira-Corning and Binghamton, New York, are intermediate points on its route 56, which extends from the terminal point Toronto, Canada, to the coterminal points New York, New York, and Newark, New Jersey, via several intermediates; that it has never served Elmira-Corning and Binghamton as intermediates on route 56; that both of these points were deleted from its route 7 by Board Order E-14740, December 15, 1959, the Board's decision in the Northeastern States Area Investigation; and that it therefore requests that its certificate for route 56 be amended so as to eliminate Elmira-Corning and Binghamton, New York, therefrom.

Upon consideration of the foregoing, we tentatively find and conclude that heretofore in the Northeastern States Area Investigation<sup>1</sup> American's authority to serve Elmira-Corning and Binghamton was terminated for the reasons that (1) American had never served Binghamton and had been suspended at Elmira-Corning since September 7, 1955,<sup>2</sup> (2) other carriers were providing a good pattern of service at these points, and (3) the public interest required such termination; we further tentatively find and conclude that American has never provided service at these points on its international route 56; and, consequently, that American's certificate for its route 56 should be amended so as to delete therefrom the intermediate points Binghamton and Elmira-Corning, New York.

<sup>1</sup> This investigation was limited to issues involving domestic air transportation, and did not go into the matter of American's service at Elmira-Corning and Binghamton on international route 56.

<sup>2</sup> Orders E-9455, August 2, 1955, and E-11642, August 1, 1957.

Accordingly, it is ordered:

1. That all interested persons be and they hereby are ordered to show cause why the Board, subject to the approval of the President pursuant to section 801 of the Act, should not issue an order making final the tentative findings and conclusions stated herein to delete the intermediate points Elmira-Corning and Binghamton, New York from American's certificate of public convenience and necessity for its route 56;

2. That any interested person having objection to the issuance of an order making final the findings and conclusions herein, shall, within 15 days from the date hereof, file with the Board, and serve upon all persons hereafter made parties, written notice of objection;

3. That if no objections are filed, further procedural steps shall be deemed waived and the matter submitted to the Board for issuance of a final order;

4. That if objections are filed, further consideration will be accorded the matters or issues raised by the objections before further action is taken by the Board;

5. That copies of this order shall be served on American Airlines, Inc., Eastern Air Lines, Inc., The Flying Tiger Line, Inc., Mohawk Airlines, Inc., Trans World Airlines, Inc., United Air Lines, Inc., and the cities and Chambers of Commerce of Elmira, Corning, and Binghamton, New York, which are hereby made parties to this proceeding; and

6. That this order be published in the FEDERAL REGISTER.

By the Civil Aeronautics Board.

[SEAL] HAROLD R. SANDERSON,  
Secretary.

[F.R. Doc. 62-2816; Filed, Mar. 22, 1962;  
8:49 a.m.]

## FEDERAL COMMUNICATIONS COMMISSION

[Docket No. 14518; FCC 62M-406]

### DOLPH-PETTEY BROADCASTING CO. (KUDE)

#### Order Continuing Hearing

In re application of Dolph-Petty Broadcasting Company (KUDE), Ocean-side, California, Docket No. 14518, File No. BP-14324; for construction permit.

To formalize the agreements and rulings made on the record at a prehearing conference held on March 16, 1961, in the above-entitled proceeding concerning the future conduct of this proceeding:

It is ordered, This 16th day of March 1962, that:

Informal exchange of engineering exhibits is set for May 1, 1962;

Further prehearing conference is scheduled for May 14, 1962, at 9:00 a.m.; and

Hearing presently scheduled for April 13, 1962, is continued to a date to be set at next prehearing conference.

Released: March 19, 1962.

FEDERAL COMMUNICATIONS  
COMMISSION,  
[SEAL] BEN F. WAPLE,  
Acting Secretary.

[F.R. Doc. 62-2820; Filed, Mar. 22, 1962;  
8:49 a.m.]

[Docket No. 8716 etc.; FCC 62-293]

### GREENWICH BROADCASTING CORP. ET AL.

#### Order Designating Applications for Consolidated Hearing on Stated Issues

In re applications of The Greenwich Broadcasting Corporation, Greenwich, Connecticut, Docket No. 8716, File No. BP-6315, Requests: 1490 kc, 250 w, U; WPD, Incorporated, Danbury, Connecticut, Docket No. 14569, File No. BP-13035, Requests: 1490 kc, 250 w, U; Robert R. Pauley, Peter Taylor, and Fred Schottland d/b as New Canaan Broadcasting Company, New Canaan, Connecticut, Docket No. 14570, File No. BP-13293, Requests: 1490 kc, 250 w, U; Northcastle Radio, Inc., North White Plains, New York, Docket No. 14571, File No. BP-13940, Requests: 1500 kc, 1 kw, DA-D; Richard Hodgson and John F. Dickinson d/b as Fairfield Broadcast Service, New Canaan, Connecticut, Docket No. 14572, File No. BP-14100, Requests: 1490 kc, 250 w, U; Rhode Island-Connecticut Radio Corporation, Madison, Connecticut, Docket No. 14573, File No. BP-14103, Requests: 1490 kc, 250 w, U; Blair A. Walliser tr/as Milford Broadcasting Co., Milford, Connecticut, Docket No. 14574, File No. BP-14106, Requests: 1500 kc, 5 kw, DA-D; The Berkshire Broadcasting Corporation, Stratford, Connecticut, Docket No. 14575, File No. BP-14354, Requests: 1490 kc, 250 w, U; James Stolcz, Shelton, Connecticut, Docket No. 14576, File No. BP-14355, Requests: 1490 kc, 250 w, 1 kw-LS, DA-D, U; for construction permits.

At a session of the Federal Communications Commission held at its offices in Washington, D.C., on the 15th day of March 1962;

The Commission having under consideration the above-captioned and described applications;

It appearing, that, except as indicated by the issues specified below, each of the instant applicants is legally, technically, financially, and otherwise qualified to construct and operate the instant proposals; and

It further appearing, that the following matters are to be considered in connection with the aforementioned issues specified below:

1. The instant applications involve varying degrees of interlinking interference. Excluding mutually prohibitive

proposals, and considering all Class IV stations and proposals on a basis of a theoretical 250-watt omnidirectional operation, a substantial question exists concerning compliance with § 3.28(d)(3) of the Commission's rules for each of the applications except that of James Stolcz, BP-14355. An additional question exists regarding possible interference to the existing operations of the stations indicated in issue number 3, herein.

2. Owing to high nighttime RSS limitations, a substantial question exists as to whether the proposals of WPD, Incorporated and of James Stolcz will provide complete nighttime coverage of the cities they seek to serve.

3. The transmitter site photographs submitted by Northcastle Radio, Inc., have not been adequate to enable the Commission to determine whether or not any conditions exist in the vicinity of the antenna system which would distort the proposed antenna radiation pattern.

4. Two of the proposed antenna systems, those of Milford Broadcasting Company and of James Stolcz, have been approved by the Federal Aviation Agency. The remaining proposals have not yet been explicitly approved by the F.A.A., but have been examined by the Commission in the light of the criteria contained in F.A.A. regulations, § 626.12. It appears that the antenna systems proposed by five of the remaining seven applicants (WPD, Incorporated, New Canaan Broadcasting Company, Northcastle Radio, Inc., Rhode Island-Connecticut Radio Corporation, and The Berkshire Broadcasting Corporation), would comply with the F.A.A. criteria. No hearing issue has been included with respect to the latter five proposals, but a grant of any one of the proposals will be conditioned upon compliance with any applicable procedures of the F.A.A. The Commission has been unable to determine that the proposals of the Greenwich Broadcasting Corporation and Fairfield Broadcast Service would comply with the applicable F.A.A. regulations and an appropriate hearing issue is included herein with respect to those applicants. The Federal Aviation Agency will be made a party respondent for the purposes of this issue.

5. For the reasons set forth below, the Commission is unable to find that the applicants indicated are financially qualified to construct and operate their proposals:

(A) New Canaan Broadcasting Company: Cash in the approximate amount of \$26,140 will be required for the construction and initial operation of the proposed station. The partnership agreement indicates that the partnership capital of \$7,000 will be contributed, 58 percent and 42 percent respectively, by Robert R. Pauley and Peter Taylor, two of the three partners. The agreement further states that the three partners will, "jointly and severally," lend such other sums as may be necessary for the construction and initial operation of



the station. However, the undated balance sheets of the partners were submitted more than two and one half years ago and no additional information has been submitted to indicate the current assets of the partners or any additional commitments they may have undertaken. It is noted, in this regard, that Peter Taylor, 42 percent partner in the applicant, holds an ownership interest of 25 percent in Station WRIM, Pahokee, Florida, recently granted permission to remain silent from November 8, 1961, to February 20, 1962, owing, in part, to financial difficulty. Accordingly, it will be necessary for the partners to demonstrate that they will be able to loan the necessary funds to the partnership or that other sources for these funds have been found.

(B) Northcastle Radio, Inc.: A total of \$29,714 appears to be required to cover down payment on equipment, construction costs, and initial operating expenses. The applicant proposes to obtain the necessary funds through stock subscriptions and additional loans from six of the stock subscribers. However, the financial statements submitted by the proposed stock subscribers and lenders were prepared in November, 1959, and were not prepared in accordance with the instructions contained in the application form. It will be necessary for the parties to demonstrate their ability to meet their financial commitments to the corporation, or for the applicant to demonstrate that the necessary funds can be obtained elsewhere.

(C) Fairfield Broadcast Service: Cash in the amount of \$72,000 is necessary to cover down payment on equipment, cost of land, cost of building, miscellaneous items, and initial working capital. Following the most recent amendment of the application, it would appear that partner Richard Hodgson is obligated to furnish partnership capital of \$24,000 and to loan the partnership an equal amount. The respective obligations of partner John Dickinson are exactly half of the obligations of Hodgson. Neither partner has furnished a balance sheet or financial statement prepared in accordance with the instructions in the application form. Even if the inadequate financial statements furnished were to be accepted at face value, neither partner has indicated sufficient cash and liquid assets to meet his obligations to the partnership. Accordingly, it will be necessary for the applicant to establish the financial capacity of the partners to meet their obligations to the partnership or to establish some other source for the funds necessary to construct the station and commence operation.

(D) Rhode Island-Connecticut Radio Corporation: Cash in the amount of \$28,799 will be necessary to meet the down payment on equipment, cost of land, cost of building, miscellaneous expenses, and initial working capital. The applicant proposes to obtain these funds through a \$25,000 bank loan and existing profits from Station WERI, Westerly, Rhode Island, wholly owned by the applicant corporation. However, WERI was acquired by the applicant in 1959 for

\$100,000, only \$29,000 of which was paid at time of purchase. In 1960, the applicant was granted a construction permit for WERI-FM, the cost of which was estimated to be \$14,145, and in early 1961 a construction permit was granted to increase the power of WERI(AM). On October 19, 1961, a construction permit was granted for a new station (WTTT), at Amherst, Massachusetts to a corporation whose principal stockholder is Augustine L. Cavallaro, Jr., also a stockholder in the applicant and son of the principal stockholder in the applicant. Funds needed to construct WTTT (an estimated \$44,488), were to be obtained by sale of stock by the son to the father for a reported \$50,000. In view of the other broadcast commitments by the applicant and of its sole stockholders, the Cavallaros, Senior and Junior, it will be necessary for the applicant to demonstrate its financial ability to construct and operate the instant proposal and meet its other concurrent broadcast commitments.

6. Several of the subject proposals would cause objectionable interference to the licensed operation of Station WNLC, New London, Connecticut on 1490 kc. WNLC has been granted a construction permit to change frequency to 1510 kc and, in all cases but one, this change would eliminate any question of interference to WNLC. A grant of any application causing interference to the licensed WNLC 1490 kc operation will be appropriately conditioned to bar program tests until WNLC is granted similar authority on its new frequency.

7. A substantial question exists as to whether North White Plains, N.Y., is a separate community from White Plains, New York, within the meaning of § 3.30(a) of the Commission's rules. It will be necessary for Northcastle Radio, Inc. to establish its compliance with § 3.30(a) as a necessary precondition to further consideration. Seven Locks Broadcasting Co., 22 Pike and Fischer R.R. 967, 970 (1962).

It further appearing that in view of the foregoing; the Commission is unable to make the statutory finding that a grant of the subject applications, would serve the public interest, convenience, and necessity, and is of the opinion that the applications must be designated for hearing in a consolidated proceeding on the issues set forth below:

*It is ordered,* That, pursuant to section 309(e) of the Communications Act of 1934, as amended, the instant applications are designated for hearing in a consolidated proceeding, at a time and place to be specified in a subsequent order, upon the following issues:

1. To determine the areas and populations which would receive primary service from each of the instant proposals and the availability of other primary service to such areas and populations.

2. To determine the nature and extent of the interference, if any, that each of the instant proposals would cause to and receive from each other and the interference that each of the instant proposals would receive from all other existing standard broadcast stations, the

areas and populations affected thereby, and the availability of other primary service to the areas and populations affected by interference from any of the instant proposals.

3. To determine whether the following proposals would cause objectionable interference to the existing stations, indicated below, or any other existing standard broadcast stations, and, if so, the nature and extent thereof, the areas and populations affected thereby, and the availability of other primary service to such areas and populations:

*Subject Proposal and Existing Station*

BP-6315	WHOM, New York, N.Y.
BP-13035	WKNY, Kingston, N.Y. WTOR, Torrington, Conn.
BP-13293	WHOM, New York N.Y.
BP-13940	WHOM, New York, N.Y. WFYI, Mineola, N.Y. WTOP, Washington, D.C.
BP-14100	WDLC, Port Jervis, N.Y. WHOM, New York, N.Y.
BP-14103	WHOM, New York, N.Y. WTVL, West Springfield, Mass.
BP-14106	WFYI, Mineola, N.Y. WNLC, New London, Conn. (with respect to CP for operation on 1510 kc.)
BP-13354	WHOM, New York, N.Y. WBCB, Levittown-Fairless Hills, Pa.
BP-13355	WTOR, Torrington, Conn.

4. To determine whether the interference received by each instant proposal from any of the other proposals herein and any existing stations would affect more than ten percent of the population within its normally protected primary service area in contravention of § 3.28 (d)(3) of the Commission rules, and if so, whether circumstances exist which would warrant a waiver of said section.

5. To determine whether there is a reasonable possibility that the tower height and location proposed by The Greenwich Broadcasting Corporation and Fairfield Broadcast Service would constitute a menace to air navigation.

6. To determine whether the instant proposals of WPD, Incorporated and of James Stolcz would provide nighttime coverage of the city sought to be served, as required by §§ 3.188(a)(1) and 3.188 (b)(2) of the Commission's rules.

7. To determine whether the transmitter site proposed by Northcastle Radio, Inc. is satisfactory with particular regard to any conditions that may exist in the vicinity of the antenna system which would distort the proposed antenna radiation pattern.

8. To determine whether the following applicants are financially qualified to construct and operate their proposed stations:

- (a) New Canaan Broadcasting Company.
- (b) Northcastle Radio, Inc.
- (c) Fairfield Broadcast Service.
- (d) Rhode Island-Connecticut Radio Corporation.

9. To determine, in the light of section 307(b) of the Communications Act of 1934, as amended, which of the instant proposals would best provide a fair, efficient and equitable distribution of radio service.

10. To determine, in the event it is concluded pursuant to the foregoing is-

sue that one of the proposals for New Canaan, Connecticut, should be favored, or, in the event it is determined that a necessary choice between any two or more applicants cannot reasonably be made on the basis of considerations relating to section 307(b), which of the proposals in question would better serve the public interest, convenience, and necessity in light of the evidence adduced pursuant to the foregoing issues and the record made with respect to the significant differences between the applicants as to:

(a) The background and experience of each having a bearing on the applicant's ability to own and operate its proposed station.

(b) The proposals of each of the applicants with respect to the management and operation of the proposed station.

(c) The programming service proposed in each of the said applications.

11. To determine, in the light of the evidence adduced pursuant to the foregoing issues which, if any, of the instant applications should be granted.

*It is further ordered*, That the Federal Aviation Agency is made a party to the proceeding.

*It is further ordered*, That the following licensees of the existing stations indicated are made parties to the proceeding with regard to their existing operations:

*Licensee, Station, and Location*

Progress Broadcasting Corp., WHOM, New York, N.Y.  
 Kingston Broadcasting Corp., WKNY, Kingston, N.Y.  
 VIP Broadcasting Corp., WFYI, Mineola, N.Y.  
 The Torrington Broadcasting Co., Inc., WTOR, Torrington, Conn.  
 The Washington Post Co., WTOP, Washington, D.C.  
 Port Jervis Broadcasting Co. Inc., WDLC, Port Jervis, N.Y.  
 Telecolor Corp., WTXL, West Springfield, Mass.  
 O'Keefe Broadcasting Co., Inc., WBCB, Levittown-Fairless Hills, Pa.

*It is further ordered*, That The Thames Broadcasting Corporation, is made a party to the proceeding with regard to its construction permit for operation on 1510 kc, at New London, Connecticut.

*It is further ordered*, That in the event of a grant of the application of The Greenwich Broadcasting Corporation, New Canaan Broadcasting Company, Fairfield Broadcast Service, or Rhode Island-Connecticut Radio Corporation, the construction permit shall contain the following condition: Program tests will not be authorized until WNLC has begun program tests on 1510 kc and a license will not be issued until WNLC has been licensed on 1510 kc.

*It is further ordered*, That in the event of a grant of the application of North-castle Radio, Inc. or of Milford Broadcasting Co., the construction permit shall contain the following condition: Pending a final decision in Docket No. 14419 with respect to presunrise operation with daytime facilities, the present provisions of § 3.87 of the Commission's rules are not extended to this authorization, and such operation is precluded.

*It is further ordered*, That in the event of a grant of any application in this proceeding except those of Milford Broadcasting Company and of James Stolcz, the construction permit shall contain the following condition: This authorization is subject to compliance by permittee with any applicable procedures of the F.A.A.

*It is further ordered*, That in the event of a grant of the application of Fairfield Broadcast Service, the construction permit shall contain the following condition: Before program tests are authorized, sufficient field intensity measurement data shall be submitted to establish that the antenna tower has been top loaded to produce an effective field strength at one mile of 260 mv/m/kw as proposed.

*It is further ordered*, That, to avail themselves of the opportunity to be heard, the applicants and parties respondent herein, pursuant to § 1.140 of the Commission rules, in person or by attorney, shall within 20 days of the mailing of this order, file with the Commission in triplicate, a written appearance stating an intention to appear on the date fixed for the hearing and present evidence on the issues specified in this order.

*It is further ordered*, That the applicants herein shall, pursuant to section 311(a)(2) of the Communications Act of 1934, as amended, and § 1.362(b) of the Commission's rules, give notice of the hearing, either individually or, if feasible, jointly, within the time and in the manner prescribed in such rule, and shall advise the Commission of the publication of such notice as required by § 1.362(g) of the rules.

*It is further ordered*, That, the issues in the above-captioned proceeding may be enlarged by the Examiner, on his own motion or on petition properly filed by a party to the proceeding, and upon sufficient allegations of fact in support thereof, by the addition of the following issue: To determine whether the funds available to the applicant will give reasonable assurance that the proposals set forth in the application will be effectuated.

Released: March 20, 1962.

FEDERAL COMMUNICATIONS  
 COMMISSION,  
 [SEAL] BEN F. WAPLE,  
*Acting Secretary.*

[F.R. Doc. 62-2821; Filed, Mar. 22, 1962;  
 8:49 a.m.]

[Docket No. 14425 etc.; FCC 62M-405]

**SAUL M. MILLER ET AL.**  
**Order Continuing Hearing**

In re applications of Saul M. Miller, Kutztown, Pennsylvania, Docket No. 14425, File No. BP-13844; John D. Worthington, Lee L. Case, Samuel Miller, Arthur A. Snowberger, LeRoy Stokes and George W. Truelove d/b as Bel Air Broadcasting Company, Bel Air, Maryland, Docket No. 14433, File No. BP-14816; Chandler W. Drummond and E. Theodore Mallyck d/b as Bi-States

Broadcasters, Ocean City-Somers Pt., New Jersey, Docket No. 14434, File No. BP-14817; et al., Docket Nos. 14426, 14427, 14428, 14429, 14430, 14431, 14435, 14436, 14438, 14439, 14440, 14441, 14442; for construction permits.

The Hearing Examiner having under consideration a "Petition to Reschedule Hearing" filed by Bel Air Broadcasting Company and Bi-States Broadcasters on March 9, 1962, requesting that dates for Hearing in Groups I and II be postponed to a date to be subsequently determined, and dates for further proceedings be rescheduled for all three groups;

It appearing, that no opposition to the petition has been filed by any of the parties, and that good cause has been shown for a grant of the requested relief:

*It is ordered*, This 16th day of March 1962, that the "Petition to Reschedule Hearing" filed by Bel Air Broadcasting Company and Bi-States Broadcasters on March 9, 1962, be, and the same is, hereby granted, and that the following dates shall govern the future conduct of this proceeding for Groups I, II, and III:

Exchange of engineering exhibits on April 16, 1962;

Engineering Conference shall be held on April 30, 1962, at 10:00 a.m.;

Prehearing conference shall be held immediately following engineering conference on April 30, 1962;

Presently scheduled hearing dates of May 14, 1962, for Group I and May 7, 1962, for Group II will be rescheduled at the Prehearing Conference held on April 30, 1962; and

The hearing date for Group III which is presently unscheduled will be set at the Prehearing Conference on April 30, 1962.

Released: March 19, 1962.

FEDERAL COMMUNICATIONS  
 COMMISSION,  
 [SEAL] BEN F. WAPLE,  
*Acting Secretary.*

[F.R. Doc. 62-2822; Filed, Mar. 22, 1962;  
 8:49 a.m.]

[Docket No. 14577; FCC 62-294]

**TRIANGLE PUBLICATIONS, INC.**  
**(WNHC-TV)**

**Memorandum Opinion and Order  
 Designating Application for Hear-  
 ing on Stated Issues**

In re application of Triangle Publications, Inc. (WNHC-TV), (Radio and Television Division), New Haven, Connecticut, Docket No. 14577, File No. BPCT-2897, for construction permit.

1. The Commission has before it for consideration (1) a "Joint Petition to Deny" filed on October 13, 1961, pursuant to section 309(d) of the Communications Act of 1934, as amended, by Springfield Television Broadcasting Corporation, licensee of Television Broadcast Station WWLP, Channel 22, Springfield, Massachusetts, and by Connecticut Television, Inc., licensee of Television Broadcast Station WHNB-TV, Channel 30, New Britain, Connecticut



(petitioners), directed against the above-captioned application; (2) an "Opposition to Joint Petition to Deny" filed on November 9, 1961, by Triangle Publications, Inc., applicant herein; and (3) a "Joint Reply" filed by petitioners on November 17, 1961.

2. Triangle is licensee of Television Broadcast Station WNHC-TV, Channel 8, New Haven, Connecticut. On June 28, 1961, Triangle filed the above-captioned application for a construction permit to relocate its transmitter from its present site at Gaylord Mountain, Hamden, Connecticut, to a site approximately 3.7 miles northeast of Meriden, Connecticut; to install a directional antenna system (for which a waiver of the provisions of § 3.685(e) of the rules, limiting suppression of radiation to 10 dbu, is requested to allow a maximum suppression of 12.8 dbu); to make various equipment changes; and to increase antenna height from 720 feet to 780 feet above average terrain. The most significant feature of the application is that it proposes a transmitter site move from a location approximately 5 miles north of New Haven to a site approximately 20 miles northeast of New Haven. As a result, WNHC-TV's distance from Hartford would be reduced from approximately 27 miles to approximately 15 miles and the distance from New Britain will be reduced from approximately 19 miles to approximately 8 miles.

3. Petitioners claim standing by virtue of the alleged intensified competition to which they will be subjected as a result of the proposed transmitter move, and refer to the Commission's findings in Triangle Publications, Inc. (WNHC-TV), 17 R.R. 624, which involved the same parties, in support of their contention. Triangle has not sought to challenge petitioners' standing. In view of the foregoing, we believe it is obvious that each petitioner is a "party in interest" within the meaning of section 309 (d) of the Communications Act of 1934, as amended.

4. In many respects, the present proceeding is derived from Triangle's earlier effort to relocate Station WNHC-TV to the northeast of New Haven. Triangle Publications, Inc. (WNHC-TV), 17 R.R. 624. Following an evidentiary hearing held pursuant to former section 309(c) of the Act, we concluded that a grant of Triangle's application would not serve the public interest, convenience and necessity since, among other things, it " \* \* \* would be inconsistent with our principles of television channel assignments and would upset the delicate balance in allocations we have achieved in this geographic area \* \* \* " and " \* \* \* that a grant herein would impair protestant's ability to compete effectively and would jeopardize the continuation of its commendatory service, to the detriment of the interest of the public \* \* \* " (id at 624).

5. Triangle's present application embodies an effort to accomplish its design

of moving to the northeast of New Haven without the concomitant adverse results which we found would accompany its earlier application. It hopes to achieve this result by utilizing a directional antenna system which will suppress radiation in the direction of petitioners' stations. This feature of the present application is crucial in this proceeding, since Triangle claims that it will substantially avoid the adverse consequences of its earlier application while petitioners claim that, despite the changes, this application is subject to the same basic objections which led to denial of the earlier application. Both applicant and petitioners have submitted conflicting engineering analyses in support of their respective positions. Under these circumstances, it is apparent that substantial factual questions are raised which require that the subject application be designated for evidentiary hearing. Since the issues framed in the earlier proceeding would seem to encompass all matters raised here, we are designating the subject application for hearing on the issues which barred a grant of Triangle's earlier application. In addition, an issue has been included concerning the applicant's request for waiver of § 3.685(e) of the Commission's rules.

6. In view of the foregoing: *It is ordered*, That, pursuant to section 309(e) of the Communications Act of 1934, as amended, the above-captioned application is designated for evidentiary hearing on the following issues:

1. To determine the areas which would gain or lose television service as a result of the proposed change in the WNHC-TV facilities.

2. To determine whether a grant of the application would be consistent with the provisions of § 3.607 of the Commission's rules, section 307(b) of the Act, and the principles upon which the assignment of television broadcast channels have been made by the Commission.

3. To determine whether a grant of the application would impair the ability of the UHF stations in Connecticut Valley to compete effectively, or would jeopardize, in whole or in part, the continuation of their existing service.

4. To determine whether a grant of the application would be consistent or inconsistent with the objective of improving the opportunities for effective competition among a greater number of stations.

5. To determine whether the provisions of § 3.685(e) of the rules should be waived.

6. To determine in the light of the evidence adduced under the foregoing issues whether the public interest would be served by a grant of the above-captioned application.

*It is further ordered*, That Springfield Television Broadcasting Corporation and Connecticut Television, Inc. are made parties to this proceeding.

*It is further ordered*, That the burden of proceeding with the introduction of

evidence and the burden of proof as to each of the foregoing issues shall be on the applicant.

*It is further ordered*, That the petitions of Springfield Television Broadcasting Corporation and Connecticut Television, Inc., are granted to the extent indicated above and are otherwise denied.

*It is further ordered*, That to avail themselves of the opportunity to be heard, the applicant, Springfield Television Broadcasting Corporation and Connecticut Television, Inc., pursuant to § 1.140 of the Commission's rules, in person or by attorney, shall, within twenty (20) days of the mailing of this Order, file with the Commission in triplicate a written appearance stating an intention to appear on the date fixed for the hearing and present evidence on the issues specified in this Order.

*It is further ordered*, That the applicant herein shall, pursuant to section 311(a)(2) of the Communications Act of 1934, as amended, and § 1.362(b) of the rules, give notice of the hearing within the time and in the manner prescribed in such rule, and shall advise the Commission of the publication of such notice as required by § 1.362(g) of the rules.

Adopted: March 15, 1962.

Released: March 20, 1962.

FEDERAL COMMUNICATIONS  
COMMISSION,  
[SEAL] BEN F. WAPLE,  
Acting Secretary.

[F.R. Doc. 62-2823; Filed, Mar. 22, 1962;  
8:49 a.m.]

[Docket Nos. 13796, 13803; FCC 62M-400]

WESTERN BROADCASTING CO. AND  
R. L. McALISTER

#### Order Continuing Hearing

In re applications of David P. Pinkston and Leroy Elmore, d/b as Western Broadcasting Company, Odessa, Texas, Docket No. 13796, File No. BF-12329; R. L. McAlister, Odessa, Texas, Docket No. 13803, File No. BF-13058; for construction permits.

Upon oral request of counsel for the Broadcast Bureau for a one-week postponement in hearing date, and with the consent of counsel for applicant McAlister thereto: *It is ordered*, This 16th day of March 1962, that the hearing following remand in this matter heretofore scheduled for April 24, 1962, is hereby postponed to May 1, 1962, at 10:00 a.m., in the offices of the Commission at Washington, D.C.

Released: March 19, 1962.

FEDERAL COMMUNICATIONS  
COMMISSION,  
[SEAL] BEN F. WAPLE,  
Acting Secretary.

[F.R. Doc. 62-2824; Filed, Mar. 22, 1962;  
8:49 a.m.]

[Canadian List No. 168]

**CANADIAN BROADCAST STATIONS**  
**List of Changes, Proposed Changes,**  
**and Corrections in Assignments**

MARCH 9, 1962.

Notification under the provisions of  
 Part III section 2 of the North American  
 Regional Broadcasting Agreement. List

of changes, proposed changes, and cor-  
 rections in Assignments of Canadian  
 Broadcast Stations Modifying Appendix  
 containing assignments of Cana-  
 dian Broadcast Stations (Mimeograph  
 #47214-3) attached to the Recom-  
 mendations of the North American  
 Regional Broadcasting Agreement Engi-  
 neering Meeting.

Call letters	Location	Power kw	Antenna	Sched- ule	Class	Expected date of commencement of operation
New.....	Bishop's Falls New- foundland.	680 kilocycles 10.....	DA-2	U	II	Delete assignment.
CBXA (PO: 740 kc 0.25 kw ND).	Edmonton, Alberta.....	740 kilocycles 60.....	DA-2	U	II	EIO 3-15-63.
New.....	Leduc, Alberta.....	740 kilocycles 50.....	DA-1	U	II	Delete assignment.
CBH.....	Halifax, Nova Scotia.....	780 kilocycles 10.....	DA-2	U	III	Delete assignment, vide 860 kc.
CJDV (delete 10 kw daytime operation notified on list No. 157).	Drumheller, Alberta.....	910 kilocycles 5.....	DA-2	U	III	EIO 3-15-63.
CBX (PO: Lacombe, Alberta 1010 kc 50 kw DA-1).	Calgary, Alberta.....	1010 kilocycles 50.....	DA-2	U	I-A	Do.
CJLR.....	Quebec (Sillery) Prov- ince of Quebec.	1060 kilocycles 10.....	DA-1	U	II	NIO with in- creased power.
CKSA (PO: 1150 kc 1 kw DA-2).	Lloydminster, Alberta.....	1150 kilocycles 10.....	DA-2	U	III	EIO 3-15-63.
CFCW.....	Camrose, Alberta.....	1230 kilocycles 1 D/0.25 N.....	ND	U	IV	Delete assignment, vide 790 kc.
CHAT (PO: 1270 kc 1 kw DA-1).	Medicine Hat, Alberta.....	1270 kilocycles 10.....	DA-N	U	III	EIO 3-15-63.
CJSL.....	Estevan, Saskatchewan.....	1280 kilocycles 1.....	DA-1	U	III	NIO.
New.....	Calgary, Alberta.....	1330 kilocycles 10.....	DA-N	U	III	EIO 3-15-63.
Do.....	Stettler, Alberta.....	1340 kilocycles 1 D/0.25 N.....	ND	U	IV	Delete assignment.
CKBC (PO: 1400 kc 0.25 kw ND).	Bathurst, New Brun- swick.	1300 kilocycles 10.....	DA-N	U	III	EIO 3-15-63.
CFLV.....	Valleyfield, Province of Quebec.	1370 kilocycles 1.....	DA-1	U	III	NIO.
CJFP (PO: 1400 kc 1 kw D/0.25 kw ND).	Riviere du Loup, Pro- vince of Quebec.	1400 kilocycles 5 D/0.25 N.....	ND	U	IV	EIO 3-15-63.
CKOM.....	Saskatoon, Saskatche- wan.	1420 kilocycles 5.....	DA-N	U	III	Delete assignment, vide 1250 kc.
New.....	Tatamagouche, Nova Scotia.	1480 kilocycles 0.25.....	ND	U	IV	Delete assignment.

[SEAL]

FEDERAL COMMUNICATIONS COMMISSION,  
 BEN F. WAPLE,  
 Acting Secretary.

[F.R. Doc. 62-2825; Filed, Mar. 22, 1962; 8:49 a.m.]

## FEDERAL MARITIME COMMISSION

[No. 984]

### PUGET SOUND TUG & BARGE CO. AND ALASKA FREIGHT LINES, INC.

#### Certain Tariff Practices; Notice of Investigation and of Hearing

On March 15, 1962 the Federal Mari-  
 time Commission entered the following  
 order:

Puget Sound Tug & Barge Company  
 has filed with the Commission a com-  
 plaint alleging, among other things, that  
 Alaska Freight Lines, Inc., has on file  
 with the Commission a tariff of rates for  
 transportation between ports in the con-  
 tinental United States and ports in  
 Alaska; that Alaska Freight Lines, Inc.,  
 does not in fact provide water transpor-  
 tation between some of said ports; and  
 that said tariff is therefore not lawfully  
 on file with the Commission, said com-  
 plaint being assigned Docket No. 974.

Alaska Freight Lines, Inc., by pleadings  
 filed in response to said complaint, al-  
 leges that its tariff is in substance not  
 different from the tariff of Puget Sound  
 Tug & Barge Company in that Puget  
 Sound's tariff provides for substituted  
 service by land carrier between certain  
 ports enumerated in its tariff.

The Commission believes, in view of  
 the questions raised by the allegations of  
 these carriers and the tariffs of such  
 carriers on file with the Commission that  
 there is good cause for an investigation  
 thereof upon its own motion.

Therefore it is ordered, That pursuant  
 to sections 18(a), 22 of the Shipping  
 Act, 1916, and sections 2, 3, and 4 of the  
 Intercoastal Shipping Act, 1933, the  
 Commission, upon its own motion, enter  
 upon an investigation into whether and  
 to what extent said Puget Sound Tug &  
 Barge Company and Alaska Freight  
 Lines, Inc., either alone or in conjunc-  
 tion with others, transport goods by means  
 of land vehicle between points for which  
 they publish rates as water carriers in  
 tariffs on file with the Federal Maritime  
 Commission. The purpose of this invest-  
 igation is to determine the lawfulness  
 of such practices and of the tariffs of  
 said carriers to the extent they allow  
 or provide for such practices under the  
 Shipping Act, 1916, and the Intercoastal  
 Shipping Act, 1933.

That Puget Sound Tug & Barge Com-  
 pany and Alaska Freight Lines, Inc., be  
 made respondents in this proceeding.

That this matter be assigned for hear-  
 ing before an examiner of the Commis-  
 sion's Office of Hearing Examiners at a  
 date and place to be determined and an-  
 nounced by the Chief Examiner.

That this proceeding be consolidated  
 for hearing with Docket No. 974.

That notice of this order and notice  
 of hearing be published in the FEDERAL  
 REGISTER, and a copy of such order and



notice of hearing be served upon respondents and other interested parties.

By the Commission.

[SEAL]

THOMAS LISI,  
Secretary.

[F.R. Doc. 62-2801; Filed, Mar. 22, 1962;  
8:47 a.m.]

[Docket No. 979]

**A. H. BULL STEAMSHIP CO.**

**Revision of Rates on Fresh Fruits and Vegetables Requiring Ventilation or Refrigeration From Ports in Puerto Rico to U.S. Atlantic and Gulf Ports**

On March 8, 1962, the Federal Maritime Commission entered the following order:

It appearing that there have been filed with the Federal Maritime Commission various tariff schedules revising the rates on fresh fruits and vegetables requiring ventilation or refrigerated service from ports in Puerto Rico to United States Atlantic and Gulf ports, to become effective on March 12, 1962, designated as follows:

A. H. Bull Steamship Co. Tariff No. FMC-F No. 2

- Sixth Revised Page No. 23.
- Third Revised Page No. 24.
- First Revised Page No. 25.
- Fourth Revised Page No. 26.
- Fourth Revised Page No. 28.
- Original Page No. 30-B.

It further appearing that the Commission is of the opinion that the new rates, fares, charges, classifications, rules, regulations, and practices should be made the subject of a public investigation and hearing to determine whether they are just, reasonable, and otherwise lawful under the Shipping Act, 1916, or the Intercoastal Shipping Act, 1933, as amended; and

It further appearing that the effective date of such schedules should be suspended, pending such investigation;

Now therefore it is ordered, That an investigation be, and it is hereby, instituted into and concerning the lawfulness of the rates, fares, charges, rules, classifications, regulations, and practices contained in the said tariff schedules, with a view to making such findings and orders in the premises as the facts and circumstances shall warrant; and

It is further ordered, That said schedules be, and they are hereby, suspended, and that the use thereof be, and it is hereby, deferred to and including July 11, 1962, unless otherwise authorized by the Commission, and that the rates, fares, charges, classifications, rules, regulations, and practices heretofore in effect, and which were to be changed by the suspended schedules, shall remain in effect during the period of suspension; and

It is further ordered, That no change shall be made in the matter hereby suspended nor the matter which is continued in effect as a result of such suspension until the period of suspension or any extension thereof has expired, or until this investigation and suspension

proceeding has been disposed of, whichever first occurs, unless otherwise authorized by the Commission; and

It is further ordered, That there shall be filed immediately with the Commission by the A. H. Bull Steamship Co., a consecutively numbered supplement to the aforesaid tariff which supplement shall bear no effective date, shall reproduce the portion of this order wherein the suspended matter is described, and shall state that the aforesaid schedules are suspended and may not be used until the 12th day of July 1962, unless otherwise authorized by the Commission; and that the rates heretofore in effect, and which were to be changed by the suspended schedules shall remain in effect during the period of suspension, and neither the matter suspended, nor the matter which is continued in effect as a result of such suspension, may be changed until the period of suspension or any extension thereof has expired, or until this investigation and suspension proceeding has been disposed of, whichever first occurs, unless otherwise authorized by the Commission; and

It is further ordered, That copies of this order shall be filed with the said tariff schedules in the Bureau of Domestic Regulation of the Federal Maritime Commission; and

It is further ordered, That (I) the investigation herein ordered be assigned for public hearing before an examiner of the Commission's Office of Hearing Examiners, at a date and place to be determined, and announced, to receive evidence in this proceeding, which will provide an adequate record for proper disposition of the issues and that an initial decision be issued; (II) A. H. Bull Steamship Co., be and it is hereby made respondent in this proceeding; (III) a copy of this order shall forthwith be served upon said respondent; (IV) the said respondent be duly notified of the time and place of the hearing ordered; and (V) this order and notice of the said hearing be published in the FEDERAL REGISTER.

Notice is hereby given that the hearing in this proceeding will be held before an examiner of the Commission's Office of Hearing Examiners at a date and place hereafter to be announced. The hearing will be conducted in accordance with the Commission's rules of practice and procedure, and an initial decision will be issued by the examiner.

All persons (including individuals, corporations, associations, firms, partnerships, and public bodies) having an interest in this proceeding and desiring to intervene therein, should notify the Secretary of the Commission promptly and file petitions for leave to intervene in accordance with Rule 5(n) (46 CFR 201.74) of said rules.

By order of the Federal Maritime Commission.

Dated March 20, 1962.

THOMAS LISI,  
Secretary.

[F.R. Doc. 62-2812; Filed, Mar. 22, 1962;  
8:48 a.m.]

[Docket No. 869 etc.]

**MATSON NAVIGATION CO. ET AL.**

**Investigation of Certain Rates and Practices**

Pacific Coast/Hawaii and Atlantic-Gulf/Hawaii general increase in rates, Docket No. 869; Hawaii/Crockett and Hawaii/Galveston bulk sugar rates, Docket No. 935; Hawaiian rates, ten percent increase, 1961, Docket No. 941.

On March 8, 1962, the Federal Maritime Commission entered the following order:

By an order of September 18, 1959, the Federal Maritime Board (Board) instituted an investigation of the reasonableness and lawfulness of the rates, charges, regulations and practices stated in tariff schedules filed by Matson Navigation Co. (Matson). Docket No. 869, "Pacific Coast/Hawaii and Atlantic-Gulf/Hawaii General Increase in Rates". By order dated March 27, 1961, the Board instituted a further investigation of the reasonableness and lawfulness of certain rates, rules, conditions, charges, tariffs, regulations and practices stated in tariffs filed by Matson and Waterman Steamship Corp. (Waterman), Docket No. 935, "Hawaii/Crockett and Hawaii/Galveston Bulk Sugar Rates". By order dated April 13, 1961, the Board instituted a third investigation of the reasonableness and lawfulness of certain additional rates, charges, regulations, and practices stated in tariff schedules filed by Matson. Docket No. 941, "Hawaiian Rates—Ten Percent Increase 1961". On April 17, 1961, the Examiner consolidated Docket No. 935 and No. 941 for hearing and disposition.

In Docket No. 869, the proceedings have been submitted to the Federal Maritime Commission (Commission) for decision, and in Docket Nos. 935 and 941, hearings have been completed, and briefs and proposed findings and conclusions have been filed.

In order properly to exercise its function under the Intercoastal Shipping Act, 1933, and the Shipping Act, 1916, the Commission finds upon the record that due and timely execution of its functions imperatively and unavoidably requires that the record in Docket Nos. 935 and 941 be certified to it for decision; and that said Dockets be consolidated with Docket No. 869 for a single decision.

It is ordered,

1. That the record in Docket Nos. 935 and 941 be certified to the Commission, and that Docket No. 869 be consolidated with Docket Nos. 935 and 941 in order that the Commission may issue a single decision.

2. That a copy of this order shall be forthwith served upon all respondents, protestants, and intervenors herein, and that this order be published in the FEDERAL REGISTER.

By the Commission.

Dated: March 20, 1962.

THOMAS LISI,  
Secretary.

[F.R. Doc. 62-2813; Filed, Mar. 22, 1962;  
8:48 a.m.]

[Docket No. 980]

**SEA-LAND SERVICE, INC., PUERTO RICAN DIVISION****Temporary Reduced Rate on Slabs, Roofing Concrete Reinforced With Wood Fibre; Notice of Investigation and of Hearing**

On March 8, 1962, the Federal Maritime Commission entered the following order:

It appearing, that there have been filed with the Federal Maritime Commission tariff schedules naming temporary reduced rate on slabs, roofing concrete reinforced with wood fibre, from ports in the Commonwealth of Puerto Rico to Atlantic and Gulf ports of the United States, to become effective March 12, 1962, designated as follows:

*Sea-Land Service, Inc., Puerto Rican Division*

Homeward Freight Tariff No. 4, FMC-F No. 2 (Pan-Atlantic Steamship Corporation FMC-F series).

9th and 10th Revised Pages No. 33.

and

It further appearing that upon consideration of the said schedules there is reason to believe that the said temporary rate, if permitted to become effective, would result in rates, charges, regulations, and/or practices which would be unjust, unreasonable, or otherwise unlawful in violation of the Shipping Act, 1916, as amended, or the Intercoastal Shipping Act, 1933, as amended; and

It further appearing that the Commission is of the opinion that the new rate should be made the subject of a public investigation and hearing to determine whether it is just, reasonable, and otherwise lawful under the Shipping Act, 1916, as amended, or the Intercoastal Shipping Act, 1933, as amended; and

It further appearing, that the effective date of the said rate should be suspended, pending such investigation;

Now therefore it is ordered, That an investigation be, and it is hereby, instituted into and concerning the lawfulness of the temporary rate on "Slabs", contained in the said tariff schedules, with a view to making such findings and orders in the premises as the facts and circumstances shall warrant; and

It is further ordered, That said rate be, and it is hereby, suspended and that the use thereof be, and it is hereby, deferred to and including July 11, 1962, unless otherwise authorized by the Commission, and that the rates, fares, charges, rules, regulations, and/or practices heretofore in effect, and which were to be changed by the suspended rate, shall remain in effect during the period of suspension; and

It is further ordered, That no change shall be made in the matter hereby suspended nor the matter which is continued in effect as a result of such suspension until the period of suspension or any extension thereof has expired, or until this investigation and suspension proceeding has been disposed of, which-

ever first occurs unless otherwise authorized by the Commission; and

It is further ordered, That there shall be filed immediately with the Commission by Sea-Land Service, Inc., Puerto Rican Division, a consecutively numbered supplement to the aforesaid tariff schedule; which supplement shall bear no effective date, shall reproduce the portion of this order wherein the suspended matter is described, and shall state that the aforesaid rate is suspended and may not be used until the 12th day of July 1962, unless otherwise authorized by the Commission; and that the rate heretofore in effect, and which was to be changed by the suspended rate shall remain in effect during the period of suspension, and neither the matter suspended, nor the matter which is continued in effect as a result of such suspension, may be changed until the period of suspension or any extension thereof has expired, or until this investigation and suspension proceeding has been disposed of, whichever first occurs, unless otherwise authorized by the Commission; and

It is further ordered, That copies of this order shall be filed with the said tariff schedule in the Bureau of Domestic Regulation of the Federal Maritime Commission; and

It is further ordered, That (I) the investigation herein ordered be assigned for public hearing before an examiner of the Commission's Office of Hearing Examiners, at a date and place to be determined and announced, to receive evidence in this proceeding, which will provide an adequate record for proper disposition of the issues and that an initial decision be issued; (II) Sea-Land Service, Inc., Puerto Rican Division, be and it is hereby made respondent in this proceeding; (III) a copy of this order shall forthwith be served upon said respondent; (IV) the said respondent be duly notified of the time and place of the hearing ordered; and (V) this order and notice of the said hearing be published in the FEDERAL REGISTER.

Notice is hereby given that the hearing in this proceeding will be held before an examiner of the Commission's Office of Hearing Examiners at a date and place hereafter to be announced. The hearing will be conducted in accordance with the Commission's rules of practice and procedure, and an initial decision will be issued by the examiner.

All persons (including individuals, corporations, associations, firms, partnerships, and public bodies) having an interest in this proceeding and desiring to intervene therein, should notify the Secretary of the Commission promptly and file petitions for leave to intervene in accordance with Rule 5(n) (46 CFR § 201.74) of said rules.

By order of the Federal Maritime Commission.

Dated: March 20, 1962.

THOMAS LISI,  
Secretary.

[F.R. Doc. 62-2814; Filed, Mar. 22, 1962; 8:48 a.m.]

**FEDERAL POWER COMMISSION**

[Project No. 2886]

**CALIFORNIA-PACIFIC UTILITIES****Notice of Land Withdrawal; Oregon**

MARCH 19, 1962.

Conformable to the provisions of section 24 of the Act of June 10, 1920, as amended, notice is hereby given that the lands hereinafter described, insofar as title thereto remains in the United States are included in power Project No. 1986 for which application for license was filed January 14, 1948. Under said section 24 these lands are, from said date of filing, reserved from entry, location or other disposal under the laws of the United States until otherwise directed by the Commission or by Congress. The area reserved by the filing of this application is approximately 6.3 acres, all of which are within the Whitman National Forest and were formerly included in the Forest Service Permit issued June 23, 1911, to the Eastern Oregon Light and Power Company, predecessor to the subject applicant.

WILLAMETTE MERIDIAN, OREGON

All portions of the following described subdivisions lying within a strip 50 feet in width embracing the dam, headgate and flume line location as described on map Exhibit K-2 (FPC No. 1986-3) entitled "California-Pacific Utilities Company, Rock Creek Project, Baker County, Oregon" and accompanying field notes of survey, filed in the Federal Power Commission January 14, 1948.

T. 8 S., R. 38 E.,

Sec. 5, N $\frac{1}{2}$ SE $\frac{1}{4}$ , SW $\frac{1}{4}$ SE $\frac{1}{4}$ , S $\frac{1}{2}$ SW $\frac{1}{4}$ .

Copies of the project map, sheet (FPC No. 1986-3) and field notes have been transmitted to the Bureau of Land Management, Geological Survey, and Forest Service.

GORDON M. GRANT,  
Acting Secretary.

[F.R. Doc. 62-2785; Filed, Mar. 22, 1962; 8:46 a.m.]

[Docket No. CP62-147]

**CITIES SERVICE GAS CO.****Notice of Application and Date of Hearing**

MARCH 16, 1962.

Take notice that on December 14, 1961, Cities Service Gas Company (Applicant), P.O. Box 1995, Oklahoma City, Oklahoma, filed in Docket No. CP62-147 an application pursuant to section 7(c) of the Natural Gas Act for a certificate of public convenience and necessity authorizing the sale and delivery of natural gas on a firm basis to Tri-City Gas Company (Tri-City) for resale in and about the Towns of Edna and Bartlett, Kansas, all as more fully set forth in the application on file with the Commission and open to public inspection.

Applicant states that it has sold and delivered natural gas to Tri-City for resale in Edna and Bartlett as well as for resale in Chetopa, Kansas, under its emergency service FPC Gas Rate Schedule E. However, Applicant states further



that Tri-City has advised that its present local source of gas for Edna and Bartlett was diminishing and that it must obtain at least 60 percent of its requirements for such communities from Applicant on a firm basis. Service for Chetopa will continue under Rate Schedule E.

The application shows the following estimated peak day and annual natural gas requirements for Edna and Bartlett in the third year of service:

	Mcf at 14.73 psia	
	Third year	Applicant's portion at 60 percent service
Peak day.....	450	270
Annual.....	56,371	33,822

The proposed sale and delivery of natural gas will be made by Applicant pursuant to its FPC Gas Rate Schedules F-2, C-2, and I-2.

The application shows that no additional facilities will be required to render the proposed service.

This matter is one that should be disposed of as promptly as possible under the applicable rules and regulations and to that end:

Take further notice that, pursuant to the authority contained in and subject to the jurisdiction conferred upon the Federal Power Commission by sections 7 and 15 of the Natural Gas Act, and the Commission's rules of practice and procedure, a hearing will be held on April 24, 1962, at 9:30 a.m., e.s.t., in a Hearing Room of the Federal Power Commission, 441 G Street NW., Washington, D.C., concerning the matters involved in and the issues presented by such application: *Provided, however*, That the Commission may, after a non-contested hearing, dispose of the proceedings pursuant to the provisions of § 1.30(c) (1) or (2) of the Commission's rules of practice and procedure. Under the procedure herein provided for, unless otherwise advised, it will be unnecessary for Applicant to appear or be represented at the hearing.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington 25, D.C., in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) on or before April 11, 1962. Failure of any party to appear at and participate in the hearing shall be construed as waiver of and concurrence in omission herein of the intermediate decision procedure in cases where a request therefor is made.

GORDON M. GRANT,  
Acting Secretary.

[F.R. Doc. 62-2786; Filed, Mar. 22, 1962; 8:46 a.m.]

[Docket No. G-19376]

## COLUMBIA GULF TRANSMISSION CO. Notice of Application

MARCH 16, 1962.

Take notice that on January 12, 1962, Columbia Gulf Transmission Company

(Applicant), P.O. Box 683, Houston 1, Texas, filed in Docket No. G-19376 an application in compliance with Paragraph (D) of the Commission's order issued December 28, 1959, in said docket, for authority to acquire and operate an experimental compressor unit on a permanent basis, all as more fully set forth in the application which is on file with the Commission and open to public inspection.

In the order of December 28, 1959, Applicant received authority to construct and operate an additional 10,500 horsepower compressor engine unit, consisting of a gas turbine with modified aircraft jet engine driving a centrifugal compressor, at its existing compressor station No. 2 near Clementsville, Kentucky, for experimental purposes to test the feasibility of using this new type of compressor unit. If Applicant decided to acquire and operate the unit on a permanent basis, it was required by said order to file an application for authorization to acquire and operate the facility on a permanent basis at least 60 days prior to the end of the test period.

Accordingly, Applicant has filed the subject application and states that the experimental unit has proven to be a success and that it intends to use the facility for standby operations until sometime in the future when it will be used in connection with a system capacity increase.

The predicted construction cost of the subject facility was \$1,554,000. The actual cost will be \$1,647,200, due to a required increase in the size of the main building to accommodate the equipment, Applicant reports.

Protests, requests for hearing, or petitions to intervene in this proceeding may be filed with the Federal Power Commission, Washington 25, D.C., in accordance with the Commission's rules of practice and procedure (18 CFR 1.8 or 1.10) on or before April 11, 1962.

GORDON M. GRANT,  
Acting Secretary.

[F.R. Doc. 62-2787; Filed, Mar. 22, 1962; 8:46 a.m.]

[Docket Nos. RI60-155, CI61-1261]

## DST EXPLORATION CORP. ET AL.

### Order Making Partial Successor in Interest Co-Respondent, Redesignating Proceeding, Requiring Undertaking To Assure Refund, Granting Temporary Authorization, and Accepting Rate Schedules for Filing Subject to Refund

MARCH 16, 1962.

DST Exploration Corp. and Rutter and Wilbanks Brothers (Operator), et al., Docket No. RI60-155; <sup>1</sup>DST Exploration Corp., Docket No. CI61-1261.

On February 24, 1961, DST Exploration Corporation (DST) filed a motion in the proceeding in Docket No. RI60-

<sup>1</sup>The proceeding in Docket No. RI60-155 was consolidated with the area rate proceeding in Docket No. AR61-1 by order of the Commission issued December 23, 1960.

155, requesting that DST be substituted for Rutter and Wilbanks Brothers (Operator), et al. (Rutter and Wilbanks), in said proceeding insofar as the proceeding relates to oil and gas interests of Rutter and Wilbanks in Section 38, Block 39, T-4-S, T&P Railway Company Survey, Midland County, Texas, assigned to DST, effective as of January 21, 1961 (65 percent undivided interest, down to and including the lower Spraberry formation), which is covered by Supplement No. 8 to Rutter and Wilbanks FPC Gas Rate Schedule No. 1 filed June 2, 1958 (amendatory agreement to Rutter and Wilbanks gas sales contract with El Paso Natural Gas Company dated June 10, 1954).

The order of the Commission in Docket No. RI60-155 issued February 24, 1960, suspended Supplement No. 20 to Rutter and Wilbanks FPC Gas Rate Schedule No. 1, proposing an increase in rate of natural gas produced from areas described in Supplement No. 8 to Rutter and Wilbanks Brothers (Operator), et al. FPC Gas Rate Schedule No. 1, inclusive of Section 38, Block 39, T-4-S, T&P Railway Company Survey, Midland County, Texas, assigned to DST (effective January 21, 1961). Upon motion filed by Rutter and Wilbanks on August 1, 1960, the increased rate was placed in effect subject to refund as of August 4, 1960, by the Commission's notice issued on August 26, 1960.

It appears that the assignment by Rutter and Wilbanks, effective as of January 21, 1961, of certain interest to DST relates to only a portion of the interests of Rutter and Wilbanks covered by Supplement No. 20 to Rutter and Wilbanks FPC Gas Rate Schedule No. 1, namely, production in Section 38, Block 39, T-4-S, T&P Railway Company Survey, Midland County, Texas. DST is seeking in connection therewith temporary authorization for the sale of natural gas to El Paso as proposed in Docket No. CI61-1261, at a proposed rate of 17.2295 cents per Mcf (including tax reimbursement). As to the subject interest DST states its willingness to file either a surety bond or an agreement and undertaking to assure refund to El Paso of any monies collected at a rate above that finally determined to be proper in Docket No. RI60-155 on and after January 21, 1961, the effective date of assignment. Consistent therewith DST has tendered for filing as its rate schedule and supplements thereto, the contract dated June 10, 1954, designated as its FPC Gas Rate Schedule No. 1, and amendments thereto dated June 12, 1956, October 26, 1959, September 1, 1960, and DST's undated assignment which is effective January 21, 1961, as Supplement Nos. 1, 2, 3, and 4, respectively.

In view of the particular factual situation existing in this proceeding, it appears an order may be appropriately issued enlarging the proceeding in Docket No. RI60-155 to include DST and making DST responsible for refunding to El Paso any monies collected at a rate above that finally determined in Docket No. RI60-155 on and after January 21, 1961.

The Commission finds: It is necessary and proper in carrying out the provisions

of the Natural Gas Act that DST Exploration Corporation be joined with Rutter and Wilbanks Brothers (Operator), et al., as co-respondent in the proceeding in Docket No. RI60-155; that the proceeding be redesignated accordingly; that DST file an agreement and undertaking as hereinafter ordered in compliance with the Commission's rules and regulations; that temporary authorization be issued as hereinafter ordered subject to the conditions and terms of this order; and that DST's proposed rate schedule and supplements thereto be accepted for filing subject to the refund provisions of this order, effective January 21, 1961.

The Commission orders:

(A) Subject to the terms and conditions of this order and applicable provisions of the Commission's suspension order heretofore issued in this proceeding DST Exploration Corporation is hereby joined with Rutter and Wilbanks Brothers (Operator), et al., in Docket No. RI60-155, as a co-respondent in the suspension proceeding and the proceeding is accordingly redesignated.

(B) Upon execution by DST of the agreement and undertaking described in paragraph (D) below and acceptance thereof, evidenced by a letter addressed to DST by the Secretary of the Commission, the rates and charges provided for in the Rate Schedule No. 1 of DST Exploration Corporation, as supplemented, shall become effective in accordance with and as provided in paragraph (G) hereof.

(C) DST shall refund at such times and in such manner as may be required by final order of the Commission, the portion of the rate found by the Commission in this proceeding not justified, together with interest thereon at the rate of 7 percent per annum from the date of payment to DST until refunded; shall bear all costs of any such refunding, shall keep accurate accounts in detail of all amounts received by reason of the rate or charge effective as of January 21, 1961, for each billing period, specifying by whom and in whose behalf such amounts were paid; and shall report (original and one copy), in writing and under oath to the Commission monthly, for each billing period, the billing determinants and the revenues resulting therefrom as computed under the rates in effect immediately prior to August 4, 1960, (the effective date of Supplement No. 20 to Rutter and Wilbanks FPC Gas Rate Schedule No. 1) and under the rate allowed by this order to become effective, together with the differences in the revenues so computed.

(D) As a condition of this order, within 15 days from the date of issuance hereof, DST shall execute and file with the Secretary of this Commission its written agreement and undertaking to comply with the terms of paragraph (C) hereof, signed by a responsible officer of the corporation, evidenced by proper authority from the Board of Directors, and accompanied by a certificate showing service of copies thereof upon all pur-

chasers under the rate schedule involved as follows:

Agreement and Undertaking of DST Exploration Corporation Company to Comply with the Terms and Conditions of Paragraph (C) of Federal Power Commission's Order Accepting Rate Schedules For Filing.

In conformity with the requirements of the order issued 1962, in Docket No. RI60-155, DST Exploration Corporation hereby agrees and undertakes to comply with the terms and conditions of paragraph (C) of said order, and has caused this agreement and undertaking to be executed and sealed in its name by its officers, thereupon duly authorized in accordance with the terms of the resolution of its Board of Directors, a certified copy of which is appended hereto this day of ----- 1962.

-----  
DST Exploration Corp.

By -----

Attest:

-----  
(Secretary)

(E) If DST shall, in conformity with the terms and conditions of paragraph (C) of this order, make such refunds as may be required by order of the Commission, the undertaking shall be discharged, otherwise it shall remain in full force and effect.

(F) DST is granted temporary authorization for the sale of natural gas to El Paso Natural Gas Company as proposed in Docket No. CI60-1261, at the rate of 17.2295 cents per Mcf at 14.65 psia (including tax reimbursement), subject to the terms and conditions of this order and the refund provisions of this order relating thereto.

(G) The FPC Gas Rate Schedule No. 1 of DST Exploration Corporation, and Supplements 1, 2, 3, and 4 thereto are accepted for filing, effective as of January 21, 1961; and the rate and charge contained in Supplement No. 2 thereto (contained in Supplement No. 20 to Rutter and Wilbanks Brothers (Operator), et al. FPC Gas Rate Schedule No. 1) shall be charged and collected commencing January 21, 1961, subject to refund as provided herein, and subject to future orders of the Commission entered in this proceeding.

By the Commission.

GORDON M. GRANT,  
Acting Secretary.

[F.R. Doc. 62-2788; Filed, Mar. 22, 1962;  
8:46 a.m.]

[Docket No. RI62-63]

#### SHALLOW WATER REFINING CO.

#### Order Providing for Hearing on and Suspension of Proposed Change in Rates; Correction

MARCH 16, 1962.

In the order providing for hearing on and suspension of proposed change in rates, issued September 29, 1961 and published in the FEDERAL REGISTER on October 4, 1961 (F.R. Doc. 61-9503; 26 F.R. 9356):

In the first line of paragraph 1 change "Shallow Water Refining Company" to read "The Shallow Water Refining Company".

GORDON M. GRANT,  
Acting Secretary.

[F.R. Doc. 62-2789; Filed, Mar. 22, 1962;  
8:46 a.m.]

[Docket Nos. CP61-172, etc.]

#### SOUTHERN CALIFORNIA EDISON CO. ET AL.

#### Notice of Applications, Consolidation of Proceedings, and Fixing of Hearing Date; Correction

MARCH 8, 1962.

In the notice of applications, consolidation of proceedings and fixing date of hearing, issued February 27, 1962, and published in the FEDERAL REGISTER on March 6, 1962 (F.R. Doc. 62-2169; 27 F.R. 2165): Next to the last paragraph, which begins with "Take further notice that pursuant \* \* \* add "3" after the word "Sections".

GORDON M. GRANT,  
Acting Secretary.

[F.R. Doc. 62-2790; Filed, Mar. 22, 1962;  
8:46 a.m.]

[Docket Nos. G-13169, etc.]

#### TEXACO SEABOARD, INC., ET AL.

#### Order Denying Rehearing, Severing and Consolidating Proceedings, and Providing Further Procedures; Correction

MARCH 16, 1962.

In the order denying rehearing, severing and consolidating proceedings and providing further procedures, issued March 7, 1962, and published in the FEDERAL REGISTER on March 14, 1962 (F.R. Doc. 62-2443; 27 F.R. 2421): Correct footnote 2 to read as follows:

\* Pan American Petroleum Corporation; Public Service Commission of the State of New York; Phillips Petroleum Company; Kerr-McGee Oil Industries, Inc.; Cities Service Production Company; Long Island Lighting Company, Philadelphia Electric Company; and The United Gas Improvement Company ("The Eastern Seaboard Companies", jointly); Humble Oil & Refining Company; Austral Oil Company; Hassie Hunt Trust, Operator, et al.; Placid Oil Company; Continental Oil Company and Newmont Oil Company (jointly); J. R. Frankel et al., now Berkshire Oil Company; Socony Mobil Oil Company, Inc.; Shell Oil Company; Amerada Petroleum Corporation; Tidewater Oil Company; Sohio Petroleum Company; Phillips Petroleum Company and Southern Natural Gas Company (Joint venture); Sun Oil Company; Union Oil Company of California; Caroline Hunt Sands and Loyd B. Sands; Beck Oil Company, et al.; J. Ray McDermott and Company, Inc.; Gallery Properties, Inc.; Continental Oil Company; Mississippi River Fuel Corporation; Kilroy Properties, Inc. et al.; Ocean Drilling & Exploration Company (Operator), et al.; Bel Oil Corporation; and Sid W. Richardson d/b/a Richardson &



Bass (Operator), et al. (jointly); and Texas Gas Exploration Corporation, et al.

GORDON M. GRANT,  
Acting Secretary.

[F.R. Doc. 62-2791; Filed, Mar. 22, 1962;  
8:46 a.m.]

## SECURITIES AND EXCHANGE COMMISSION

[File No. 1-3842]

### BLACK BEAR INDUSTRIES, INC.

#### Order Summarily Suspending Trading

MARCH 19, 1962.

The common stock, par value 15 cents a share, of Black Bear Industries, Inc. (Formerly Black Bear Consolidated Mining Co.) being listed and registered on the San Francisco Mining Exchange, a national securities exchange; and

The Commission being of the opinion that the public interest requires the summary suspension of trading in such security on such Exchange and that such action is necessary and appropriate for the protection of investors; and

The Commission being of the opinion further that such suspension is necessary in order to prevent fraudulent, deceptive or manipulative acts or practices, with the result that it will be unlawful under section 15(c)(2) of the Securities Exchange Act of 1934 and the Commission's Rule 15c2-2 thereunder for any broker or dealer to make use of the mails or of any means or instrumentality of interstate commerce to effect any transaction in, or to induce or attempt to induce the purchase or sale of such security, otherwise than on a national securities exchange;

It is ordered, Pursuant to section 19(a)(4) of the Securities Exchange Act of 1934 that trading in said security on the San Francisco Mining Exchange be summarily suspended in order to prevent fraudulent, deceptive or manipulative acts or practices, this order to be effective for a period of ten (10) days, March 20, 1962, to March 29, 1962, both dates inclusive.

By the Commission.

[SEAL] ORVAL L. DuBOIS,  
Secretary.

[F.R. Doc. 62-2797; Filed, Mar. 22, 1962;  
8:47 a.m.]

[File No. 812-1481]

### BOSTON FUND, INC.

#### Notice of Filing of Application

MARCH 16, 1962.

Notice is hereby given that Boston Fund, Inc. ("Fund"), 111 Devonshire Street, Boston 9, Massachusetts, a registered open-end investment company, has filed an application pursuant to section 6(c) of the Investment Company Act of 1940 ("Act") for an order of the Commission exempting from the provisions of section 22(d) of the Act the proposed issuance of its shares at net asset value for substantially all of the cash

and securities of Fischer Investment Corporation ("Fischer").

Shares of Fund, a Massachusetts corporation, are offered to the public on a continuous basis at net asset value plus varying sales charges dependent on the amount purchased. As of January 19, 1962, the net assets of Fund amounted to approximately \$309,089,988.

Fischer, a Michigan corporation and a personal holding company having two shareholders, is excepted from registration under the Act by reason of the provisions of section 3(c)(1) thereof.

Pursuant to an agreement between Fund and Fischer, substantially all of the cash and securities owned by Fischer having a value of approximately \$520,612 as of January 19, 1962, will be sold to the Fund in exchange for shares of its capital stock. The number of Fund shares to be delivered to Fischer will be determined by dividing the net asset value per share of the Fund in effect as of the close of business on the last full business day of the New York Stock Exchange before the closing date into the value of the Fischer assets to be exchanged. The shares acquired by Fischer are to be distributed immediately to its shareholders, who intend to take such shares for investment with no present intention of selling or redeeming them.

The value of the assets of Fischer to be transferred will be determined in the same manner as net asset value is calculated for the purpose of issuing Fund shares. Since the exchange will be tax free for Fischer and its shareholders, Fund's cost basis for tax purposes on the assets acquired from Fischer will be the same as for Fischer, rather than the price actually paid for the assets by Fund. No adjustment will be made to offset possible unfavorable tax consequences of a future sale of the assets acquired from Fischer because the unrealized appreciation of Fischer's assets is proportionately less than that of Fund's assets, amounting to \$23,566, or 4.4 percent, and \$92,415,715, or 29.9 percent, respectively, as of January 19, 1962.

The application recites that the agreement was negotiated by the parties at arm's length and that no affiliation exists between them. It further recites that the Fund will hold the securities to be acquired under the agreement for investment and that their acquisition is consistent with the investment policy of the Fund as described in its registration statement.

Section 22(d) of the Act provides, in pertinent part, that no registered investment company shall sell any redeemable security issued by it to any person except at a current offering price described in the prospectus, with certain exceptions not applicable here. Under the terms of the agreement the shares of the Fund are to be issued to Fischer at a price other than the public offering price stated in the prospectus, which lists a sales charge of 2½ percent for sales over \$250,000.

Section 6(c) of the Act authorizes the Commission by order upon application to exempt, conditionally or unconditionally, any transaction from any provision of the Act or of any rule or regula-

tion thereunder, if and to the extent that the Commission finds that such exemption is necessary or appropriate in the public interest and consistent with the protection of investors and the purposes fairly intended by the policy and provisions of the Act.

Notice is further given that any interested person may, not later than April 2, 1962 at 5:30 p.m., submit to the Commission in writing a request for a hearing on the matter accompanied by a statement as to the nature of his interest, the reason for such request and the issues of fact or law proposed to be controverted, or he may request that he be notified if the Commission shall order a hearing thereon. Any such communication should be addressed: Secretary, Securities and Exchange Commission, Washington 25, D.C. A copy of such request shall be served personally or by mail (air mail if the person being served is located more than 500 miles from the point of mailing) upon applicant. Proof of such service (by affidavit or in case of an attorney-at-law by certificate) shall be filed contemporaneously with the request. At any time after said date, as provided by Rule 0-5 of the rules and regulations promulgated under the Act, an order disposing of the application herein may be issued by the Commission upon the basis of the showing contained in said application, unless an order for hearing upon said application shall be issued upon request or upon the Commission's own motion.

By the Commission.

[SEAL] ORVAL L. DuBOIS,  
Secretary.

[F.R. Doc. 62-2798; Filed, Mar. 22, 1962;  
8:47 a.m.]

[File No. 24B-1263]

### MAINCO ELECTRONICS AND MARINE DEVELOPMENT CORP.

#### Order Temporarily Suspending Exemption, Statement of Reasons Therefor, and Notice of Opportunity for Hearing

MARCH 19, 1962.

I. Mainco Electronics and Marine Development Corporation (issuer), Boothbay Harbor, Maine, a Maine Corporation, Boothbay Harbor, Maine, filed with the Commission on October 16, 1961, a notification on Form 1-A and an offering circular relating to a proposed public offering of 75,000 shares of 10 cents par value common stock at \$4 per share for an aggregate amount of \$300,000, for the purpose of obtaining an exemption from the registration requirements of the Securities Act of 1933, as amended, pursuant to the provisions of section 3(b) and Regulation A promulgated thereunder. Nance-Keith Corporation, 99 Wall Street, New York, New York, was engaged to act as underwriter on a best efforts basis.

II. The Commission has reasonable grounds to believe that:

A. The notification and offering circular contain untrue statements of material facts in the following respect:

[File No. 811-1134]

**MARQUETTE CAPITAL CO.****Notice of Filing of Application for Order Declaring That Company Has Ceased To Be an Investment Company**

MARCH 16, 1962.

Notice is hereby given that Marquette Capital Co. ("Applicant") 91 South Seventh Street, Minneapolis 2, Minnesota, a Minnesota corporation and a closed-end non-diversified investment company registered under the Investment Company Act of 1940 ("Act"), which is also a small business investment company licensed as such under the Small Business Investment Act of 1958 ("SBIA") has filed an application pursuant to section 8(f) of the Act for an order declaring that Applicant has ceased to be an investment company as defined in the Act.

Applicant makes the following representations in its application.

The Applicant has never had more than twenty five beneficial holders of its common stock, which is its only class of securities authorized or outstanding, is not making and proposes to make no public offering of its securities, and has applied for withdrawal of its registration statement pursuant to Rule 477 of the Securities Act of 1933.

Section 8(f) of the Act provides that whenever the Commission upon application finds that a registered investment company has ceased to be an investment company, it shall so declare by order and upon the taking effect of such order the registration of such company shall cease to be in effect.

Notice is further given that any interested person may, not later than March 30, 1962, at 5:30 p.m., submit to the Commission in writing a request for a hearing on the matter accompanied by a statement as to the nature of his interest, the reason for such request and the issues of fact or law proposed to be controverted, or he may request that he be notified if the Commission should order a hearing thereon. Any such communication should be addressed: Secretary, Securities and Exchange Commission, Washington 25, D.C. A copy of such request shall be served personally or by mail (air mail if the person being served is located more than 500 miles from the point of mailing) upon Applicant. Proof of such service (by affidavit or in case of an attorney-at-law by certificate) should be filed contemporaneously with the request. At any time after said date, as provided by Rule 0-5 of the rules and regulations promulgated under the Act, an order disposing of the application herein may be issued by the Commission upon the basis of the showing contained in said application, unless an order for hearing upon said application shall be issued upon request or upon the Commission's own motion.

By the Commission.

[SEAL]

ORVAL L. DuBOIS,  
Secretary.

[F.R. Doc. 62-2800; Filed, Mar. 22, 1962; 8:47 a.m.]

1. Designation of various persons as directors when in fact such persons had not consented to be named as directors, and their background;

2. Description of the educational background of the general manager and projects engineer;

B. The offering circular as amended on January 4, 1962 contains untrue statements of material facts particularly with reference to the reasons given for the resignations of certain directors.

C. The offering circular as amended on January 4, 1962 omits to state material facts necessary in order to make the statements made in the light of the circumstances under which they are made, not misleading, in the following respects:

1. Failure to disclose that the company was not producing the fiberglass products referred to;

2. Failure to disclose that the issuer had no inventory of the electronic products described therein, was not currently producing those items and had little or no facilities to produce the described items.

3. Failure to disclose that a lease agreement pertaining to expansion of production facilities was canceled by Mainco on or about December 13, 1961;

4. Failure to disclose the total number of employees and the number engaged in the electronics phase of business;

5. Failure to disclose that the proceeds were not being used in the order of priority as stated therein.

D. The use of the original offering circular did operate as a fraud or deceit upon prospective and actual purchasers.

E. The use of the amended offering circular would operate as a fraud or deceit upon prospective purchasers.

III. *It is ordered*, Pursuant to Rule 261(a) of the general rules and regulations under the Securities Act of 1933, as amended, that the exemption under Regulation A be, and it hereby is, temporarily suspended.

Notice is hereby given that any person having any interest in the matter may file with the Secretary of the Commission a written request for a hearing within thirty days after the entry of this order; that within twenty days after receipt of such request the Commission will, or at any time upon its own motion may, set the matter down for hearing at a place to be designated by the Commission for the purpose of determining whether this order of suspension should be vacated or made permanent, without prejudice, however, to the consideration and presentation of additional matters at the hearing; that if no hearing is requested and none is ordered by the Commission, this order shall become permanent on the thirtieth day after its entry and shall remain in effect unless or until it is modified or vacated by the Commission; and that notice of the time and place for any hearing will be promptly given by the Commission.

By the Commission.

[SEAL]

ORVAL L. DuBOIS,  
Secretary.

[F.R. Doc. 62-2799; Filed, Mar. 22, 1962; 8:47 a.m.]

**INTERSTATE COMMERCE  
COMMISSION  
FOURTH SECTION APPLICATIONS  
FOR RELIEF**

MARCH 20, 1962.

Protests to the granting of an application must be prepared in accordance with Rule 40 of the general rules of practice (49 CFR 1.40) and filed within 15 days from the date of publication of this notice in the FEDERAL REGISTER.

**LONG-AND-SHORT HAUL**

FSA No. 37604: *Brick and related articles from and to points in Mississippi.* Filed by O. W. South, Jr., Agent (No. A-4157), for interested rail carriers. Rates on brick and related articles, in carloads, (a) between points in Illinois, Indiana, and Missouri, on the one hand, and specified points in Mississippi, on the other; also, (b) from specified points in Illinois, Indiana, Iowa, Missouri, and Wisconsin to specified points in Mississippi, and from points in Mississippi Valley territory to specified points in Mississippi.

Grounds for relief: Short-line distance formula and grouping.

Tariffs: Supplement 19 to Southern Freight Association tariff I.C.C. S-215 and supplement 41 to Illinois Freight Association tariff I.C.C. 965.

FSA No. 37605: *Packing cushions or pads from Lenoir, N.C.* Filed by O. W. South, Jr., Agent (No. A-4159), for interested rail carriers. Rates on packing cushions or packing pads, as described in the application, in carloads, from Lenoir, N.C., to points in southern territory, also Ohio and Mississippi River crossings, points in Virginia and Washington, D.C.

Grounds for relief: Short-line distance formula and grouping.

FSA No. 37606: *Liquefied petroleum gas from Albuquerque and Bernalillo, N. Mex.* Filed by Southwestern Freight Bureau, Agent (No. B-8167), for interested rail carriers. Rates on liquefied petroleum gas, in tank-car loads, from Albuquerque and Bernalillo, N. Mex., to points in New Mexico and Texas.

Grounds for relief: Short-line distance formula and grouping.

Tariff: Supplement 202 to Southwestern Freight Bureau tariff I.C.C. 4102.

FSA No. 37607: *Crude petrolatum between points in southwestern territory.* Filed by Southwestern Freight Bureau, Agent (No. B-8168), for interested rail carriers. Rates on crude petrolatum, as described in the application, in tank-car loads, between points in southwestern territory, also Illinois, Kansas, and Missouri, and Memphis, Tenn.

Grounds for relief: Short-line distance formula and grouping.

Tariffs: Supplements 48, 202, 3, 1, and 5 to Southwestern Freight Bureau tariffs I.C.C. 4410, 4102, 4463, 4458, and 4448, respectively.

FSA No. 37608: *Petroleum and petroleum products between points in southwestern territory.* Filed by Southwestern Freight Bureau, Agent (No. B-8169), for interested rail carriers. Rates on



petroleum and petroleum products, as described in the application, in carloads and tank-car loads, between points in southwestern territory, also Illinois, Kansas, Missouri, and Tennessee.

Grounds for relief: Short-line distance formula and grouping.

Tariffs: Supplements 48, 202, 3, 1, and 5 to Southwestern Freight Bureau tariffs I.C.C. 4410, 4102, 4463, 4458, and 4448, respectively.

FSA No. 37609: *Empty returned aluminum beer cans between points in WTL territory.* Filed by Western Trunk Line Committee, Agent (No. A-2233), for interested rail carriers. Rates on cans, aluminum, beer, in bags, in mixed carloads with other empty containers, returned, the weight of aluminum beer cans not to exceed 1,000 pounds, between points in western trunk line territory.

Grounds for relief: Short-line distance formula and grouping.

FSA No. 37610: *T.O.F.C. service—Commodities between southern and WTL territory points.* Filed by Western Trunk Line Committee, Agent (No. A-2232), for interested rail carriers. Rates on (1) iron or steel articles, loaded in or on trailers, and (2) trailers, freight, etc., empty, new or used, loaded in or on flat cars, and transported on railroad flat cars, (1) from Birmingham, Ala., to points in Iowa, Kansas, and Missouri; also, (2) between points in southern territory, on the one hand, and points in western trunk line territory, on the other.

Grounds for relief: Motor-truck competition.

FSA No. 37611: *Substituted service—E-L for North American Van Lines, Inc.* Filed by Household Goods Carriers' Bureau, Agent (No. 55), for interested carriers. Rates on property loaded in highway trailers and transported on railroad flat cars between Chicago, Ill., and Jersey City, N.J., on traffic originating at or destined to such points or points beyond as described in the application.

Grounds for relief: Motor-truck competition.

By the Commission.

[SEAL] HAROLD D. MCCOY,  
Secretary.

[F.R. Doc. 62-2803; Filed, Mar. 22, 1962;  
8:48 a.m.]

[Notice 612]

## MOTOR CARRIER TRANSFER PROCEEDINGS

MARCH 20, 1962.

Synopses of orders entered pursuant to section 212(b) of the Interstate Commerce Act, and rules and regulations prescribed thereunder (49 CFR Part 179), appear below:

As provided in the Commission's special rules of practice any interested person may file a petition seeking reconsideration of the following numbered proceedings within 20 days from the date of publication of this notice. Pursuant to section 17(8) of the Interstate Commerce Act, the filing of such a petition will postpone the effective date of

the order in that proceeding pending its disposition. The matters relied upon by petitioners must be specified in their petitions with particularity.

No. MC-FC 64772. By order of March 16, 1962, the Transfer Board approved the transfer to Deehan's Express, Inc., 32 O'Brien Avenue, Whitman, Mass., of Certificate No. MC 76064 issued December 12, 1940, to John T. Deehan, doing business as Deehan's Express, 32 O'Brien Avenue, Whitman, Mass., authorizing the transportation of: General commodities, excluding household goods, commodities in bulk, and other specified commodities, between Hanson, Mass., and Cambridge, Mass.; household goods, over irregular routes, between Abington, Mass., and points in Massachusetts within 10 miles of Abington, on the one hand, and, on the other, points in New Hampshire; street lamps, reflectors, and fixtures, over irregular routes, between Hanson and Boston, Mass., on the one hand, and, on the other, Providence, R.I.

No. MC-FC 64851. By order of March 15, 1962, the Transfer Board approved the transfer to E. Porcoro, Inc., 420 Midland Avenue, Garfield, N.J., of Permit No. MC 2390, issued July 31, 1943, to Emil Porcoro, 422 Midland Avenue, Garfield, N.J., authorizing the transportation of: Such merchandise as is dealt in by wholesale, retail, and chain grocery and food business houses, and, in connection therewith, equipment, materials, and supplies used in the conduct of such business between points in New Jersey, thence across the Delaware River to the west bank, thence through Milford and Matamoras, Pa., to Port Jervis, N.Y., thence through Middletown to Pine Bush, N.Y., thence to Wallhill, N.Y., Newburgh, N.Y., and along the west bank of the Hudson River to Weehawken; between points in the above-specified territory, on the one hand, and, on the other, points in Bronx, Kings, Queens, New York, Nassau, and Richmond Counties, N.Y., and those in Hudson, Bergen, and Essex Counties, N.J.; fruits, vegetables, farm products, poultry and sea foods, from points in Ulster County, N.Y., and Hunterdon County, N.J., to points in the above-specified territory.

No. MC-FC 64857. By order of March 15, 1962, the Transfer Board approved the transfer to Sha-Neva Trucking Company, a corporation, Truckee, Calif., of Certificate No. MC 118487, issued June 20, 1960, to Clinton P. Shane and Clayton G. Shane, a partnership, doing business as Shane Bros., Truckee, Calif., authorizing the transportation of road construction machinery and equipment, and excavation and logging machinery and equipment, the transportation of which because of size or weight requires the use of special equipment, over irregular routes, between points in Alpine, El Dorado, Mono, Nevada, Placer, and Sierra Counties, Calif., Douglas, Lyon, and Arnsby Counties, Nev., and those in Washoe County, Nev., and those in Washoe County, Nev., on and south of U.S. Highway 40. Daniel A. Baker, 625 Market Street, San Francisco 5, Calif., attorney for applicants.

No. MC-FC 64864. By order of March 16, 1962, the Transfer Board approved

the transfer to Roscoe Hufford, doing business as Roscoe Hufford Trucking, Lake Cicott, Ind., of Certificate No. MC 119991 issued February 7, 1961, to William Rispo, DeLair, N.J., authorizing the transportation over irregular routes, of green hides and skins, salted, from points in Alabama, Florida, Georgia, Illinois, Indiana, Iowa, Kentucky, Massachusetts, Minnesota, Missouri, New York, except points in the New York, N.Y., Commercial Zone, Ohio, Tennessee, and Wisconsin, to Philadelphia, Pa.; from Philadelphia, Pa., to points in Illinois, Massachusetts, New York, except points in the New York, N.Y., Commercial Zone, Ohio, and Wisconsin; from Trenton, N.J., to points in Illinois, Massachusetts, New York, except points in the New York, N.Y., Commercial Zone, as defined by the Commission, Ohio, and Wisconsin. William J. Guenther, 1212 Fletcher Trust Building, Indianapolis 4, Ind., attorney for applicants.

No. MC-FC 64876. By order of March 16, 1962, the Transfer Board approved the transfer to Orlando J. Julka, doing business as Julka Moving & Storage Company, 221 Lewis Street, Fond du Lac, Wis., of Certificate No. MC 60727 issued December 10, 1956, to Orlando J. Julka, and Donald N. Julka, a partnership, doing business as Julka Moving and Storage Co., 221 Lewis Street, Fond du Lac, Wis., authorizing the transportation of household goods, over irregular routes, between points in Fond du Lac County, Wis., on the one hand, and, on the other, points in Illinois.

No. MC-FC 64887. By order of March 15, 1962, the Transfer Board approved the transfer to Paul M. Eaton, Jr., doing business as Humansville Truck Line, Bolivar, Mo., of Certificate No. MC 52642 issued April 20, 1950, to Fred Kearney, doing business as Humansville Truck Line, Humansville, Mo., authorizing the transportation of general commodities, excluding household goods and commodities in bulk, over a regular route, between Humansville, Mo., and Springfield, Mo. Thomas P. Rose, Jefferson Building, Jefferson City, Mo., attorney for applicants.

[SEAL] HAROLD D. MCCOY,  
Secretary.

[F.R. Doc. 62-2804; Filed, Mar. 22, 1962;  
8:48 a.m.]

## DEPARTMENT OF JUSTICE

Office of Alien Property  
BERNARD EGBERT ROOS

### Notice of Intention To Return Vested Property

Pursuant to section 32(f) of the Trading With the Enemy Act, as amended, notice is hereby given of intention to return, on or after 30 days from the date of publication hereof, the following property, subject to any increase or decrease resulting from the administration thereof prior to return, and after adequate provision for taxes and conservation expenses:



*Claimant, Claim No., Property, and Location*

Bernard Egbert Roos, Herengracht 256, Amsterdam, Holland; Claim No. 42721, Vesting Order No. 2080; \$59,209.12 in the Treasury of the United States.

Executed at Washington, D.C., on March 19, 1962.

For the Attorney General.

[SEAL] WILLIAM H. ORRICK, Jr.,  
Director, Office of Alien Property.

[F.R. Doc. 62-2806; Filed, Mar. 22, 1962; 8:48 a.m.]

**CUMULATIVE CODIFICATION GUIDE—MARCH**

The following numerical guide is a list of the parts of each title of the Code of Federal Regulations affected by documents published to date during March.

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