



FEDERAL REGISTER

VOLUME 29

NUMBER 37

Washington, Friday, February 21, 1964

Contents

AGRICULTURAL MARKETING SERVICE

Rules and Regulations

Fruit grown in Arizona and California:

Handling limitations:

Lemons..... 2645

Navel oranges..... 2643

Valencia oranges (2 documents)..... 2643, 2644

Shipments limitation; grapefruit..... 2644

Limes:

Florida; quality and size..... 2645

Import prohibition..... 2646

Proposed Rule Making

Milk in St. Louis, Mo., marketing area; suspension of certain provisions..... 2651

AGRICULTURE DEPARTMENT

See also Agricultural Marketing Service; Federal Crop Insurance Corporation.

Rules and Regulations

Parity price determinations; alsike clover and mustard seeds..... 2641

Notices

Federal Crop Insurance Corporation; organization, functions, and procedures..... 2654

ATOMIC ENERGY COMMISSION

Notices

American Radiator & Standard Sanitary Corp.; issuance of facility export license..... 2657

CIVIL AERONAUTICS BOARD

Proposed Rule Making

Alaskan air carriers; classification and exemption..... 2652

Notices

Accident near Elkton, Md.; hearing..... 2657

Service to Huron, S. Dak.; postponement of prehearing conference..... 2657

COMMERCE DEPARTMENT

See Maritime Administration.

EDUCATION OFFICE

Notices

Federal financial assistance in construction of noncommercial educational television broadcast facilities; applications accepted for filing..... 2656

EMERGENCY PLANNING OFFICE

Notices

Schnitzler, William F.; statement of business interests..... 2662

FEDERAL AVIATION AGENCY

Rules and Regulations

Airworthiness directives:

Boeing Models 707 and 720 Series aircraft..... 2641

General Dynamics Models 22, 22M, 30 and 30A aircraft..... 2641

Standard instrument approach procedures; miscellaneous amendments..... 2631

Proposed Rule Making

Airworthiness directives:

Lockheed Models 188A and 188C Series aircraft..... 2651

Schleicher Models Ka-6 and K-8 gliders..... 2651

FEDERAL COMMUNICATIONS COMMISSION

Rules and Regulations

Schedule of fees; effective date.... 2647

Notices

Hearings, etc.:

Columbia Basin Microwave Co. 2657

Coosa Valley Radio Co. and

Rome Broadcasting Corp. 2657

Guadalupe Valley Telecasting Co., Inc., and Victoria Television..... 2657

La Fiesta Broadcasting Co. and Mid-Cities Broadcasting Corp..... 2658

TVUE Associates, Inc., and United Artists Broadcasting, Inc..... 2658

Walley, James E. (2 documents)..... 2659, 2660

FEDERAL CROP INSURANCE CORPORATION

Rules and Regulations

Crop insurance, 1961 and succeeding years:

Peas, canning and freezing.... 2642

Wheat..... 2642

FEDERAL MARITIME COMMISSION

Notices

Agreements filed for approval:

American Export Lines, Inc.,

et al..... 2660

Hartnett, C. A., et al..... 2661

FEDERAL POWER COMMISSION

Notices

Colorado; lands withdrawn in Project 400; correction..... 2661

Northwestern Public Service Co.; application..... 2661

FOOD AND DRUG ADMINISTRATION

Notices

Food additives; filing of petitions:

American Cyanamid Co. (2 documents)..... 2656

Betz Laboratories, Inc..... 2656

Goodyear Tire & Rubber Co..... 2656

Wyandotte Chemicals Corp.;

Rayonier, Inc..... 2656

(Continued on next page)

HEALTH, EDUCATION, AND WELFARE DEPARTMENT

See Food and Drug Administration; Education Office.

INTERAGENCY TEXTILE ADMINISTRATIVE COMMITTEE

Notices

Certain cotton textile products produced or manufactured in Philippines; entry or withdrawal from warehouse..... 2662

INTERIOR DEPARTMENT

See also Land Management Bureau.

Notices

Buffalo Lake National Wildlife Refuge; jurisdiction over certain lands transferred from Agriculture Department to Interior Department..... 2654
 Mitchell, Charles S.; statement of changes in financial interests... 2654

INTERSTATE COMMERCE COMMISSION

Rules and Regulations

Annual reports:
 Lessors to railroads..... 2646
 Motor carriers:
 Class I carriers of property... 2646
 Class II carriers of property... 2647
 Class I carriers of passengers.. 2647

Notices

Fourth section applications for relief..... 2664
 Motor carrier transfer proceedings..... 2664

LABOR DEPARTMENT

See Labor Standards Bureau.

LABOR STANDARDS BUREAU

Notices

William Spencer and Son Corp.; order granting variation..... 2663

LAND MANAGEMENT BUREAU

Notices

Alaska; filing of plat of survey and opening of public lands.... 2653
 California; partial termination of proposed withdrawal and reservation of lands..... 2653
 Grazing lease rentals; supplementary rate schedules..... 2654

MARITIME ADMINISTRATION

Rules and Regulations

Federal Port Controllers and Acting Federal Port Controllers; appointment and delegations of authority..... 2649
 Port facilities; restrictions upon transfer, change in use, or terms governing utilization..... 2648

SECURITIES AND EXCHANGE COMMISSION

Notices

Hearings, etc.:
 Allegheny Power System, Inc.... 2662
 New England Electric System et al..... 2662

Codification Guide

The following numerical guide is a list of the parts of each title of the Code of Federal Regulations affected by documents published in today's issue. A cumulative list of parts affected, covering the current month to date, appears at the end of each issue beginning with the second issue of the month.

A cumulative guide is published separately at the end of each month. The guide lists the parts and sections affected by documents published since January 1, 1964, and specifies how they are affected.

7 CFR

5..... 2641
 401 (2 documents)..... 2642
 907..... 2643
 908 (2 documents)..... 2643, 2644
 909..... 2644
 910..... 2645
 911..... 2645
 944..... 2646
 PROPOSED RULES:
 1062..... 2651

14 CFR

97 [New]..... 2631
 507 (2 documents)..... 2641
 PROPOSED RULES:
 231..... 2652
 292..... 2652
 302..... 2652
 507 (2 documents)..... 2651

32A CFR

OMA (Ch. XIX):
 MA-TPM-1..... 2648
 MA-TPM-Del. 1..... 2649

47 CFR

1..... 2647
 13..... 2647
 21..... 2647
 23..... 2647
 25..... 2647
 61-63..... 2647
 66..... 2647
 73..... 2647
 74..... 2647
 81..... 2647
 83..... 2647
 85..... 2647
 87..... 2647
 89..... 2647
 91..... 2647
 93..... 2647
 95..... 2647
 97..... 2647

49 CFR

120..... 2646
 205 (3 documents)..... 2646, 2647

Now Available

CODE OF FEDERAL REGULATIONS

(As of January 1, 1964)

The following pocket supplements are now available:

Titles 10-11..... \$0.40
 Title 26 (Parts 300-499)..... .40
 Title 32 (Parts 400-589)..... .45
 Title 32 (Parts 590-699)..... .70
 Title 46 (Parts 1-145)..... .45
 Title 49 (Parts 0-70)..... .40

A cumulative checklist of CFR issuances for 1964 appears in the first issue of each month under Title 1.

Order from Superintendent of Documents, Government Printing Office, Washington, D.C., 20402



Telephone WO 3-3261

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, D.C., 20402.

The FEDERAL REGISTER will be furnished by mail to subscribers, free of postage, for \$1.50 per month or \$15.00 per year, payable in advance. The charge for individual copies (minimum 15 cents) varies in proportion to the size of the issue. Remit check or money order, made payable to the Superintendent of Documents, Government Printing Office, Washington, D.C., 20402.

The regulatory material appearing herein is keyed to the CODE OF FEDERAL REGULATIONS, which is published, under 50 titles, pursuant to section 11 of the Federal Register Act, as amended August 5, 1953. The CODE OF FEDERAL REGULATIONS is sold by the Superintendent of Documents. Prices of books and pocket supplements vary.

There are no restrictions on the republication of material appearing in the FEDERAL REGISTER, or the CODE OF FEDERAL REGULATIONS.

Rules and Regulations

Title 14—AERONAUTICS AND SPACE

Chapter I—Federal Aviation Agency

SUBCHAPTER F—AIR TRAFFIC AND GENERAL OPERATING RULES [NEW]

[Reg. Docket No. 3080; Amdt. 361]

PART 97—STANDARD INSTRUMENT APPROACH PROCEDURES [NEW]

Miscellaneous Amendments

The amendments to the standard instrument approach procedures contained herein are adopted to become effective when indicated in order to promote safety. The amended procedures supersede the existing procedures of the same classification now in effect for the airports specified therein. For the convenience of the users, the complete procedure is republished in this amendment indicating the changes to the existing procedures.

As a situation exists which demands immediate action in the interests of safety in air commerce, I find that compliance with the notice and procedure provisions of the Administrative Procedure Act is impracticable and that good cause exists for making this amendment effective within less than 30 days from publication.

In view of the foregoing and pursuant to the authority delegated to me by the Administrator (24 F.R. 5662), Part 97 [New] (14 CFR Part 97 [New]) is amended as follows:

1. By amending the following low or medium frequency range procedures prescribed in § 97.11(a) to read:

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	
MLD-VOR.....	MD-FLR.....	Direct.....	10,000	T-dn..... C-dn..... A-dn.....	3500-3 3500-3 4000-4	3500-3 3500-3 4000-4	3500-3 3500-3 4000-4

Procedure turn S side W crs, 273° Outbnd, 093° Inbnd, 9500' within 10 miles.
Minimum altitude over facility on final approach crs, 9000'.
Crs and distance, facility to airport, 130°—3.3 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.3 miles after passing MD-LFR, make right turn climbing to 11,000' on W crs within 20 miles.
CAUTION: High terrain all quadrants.

City, Malad City; State, Idaho; Airport Name, Malad City; Elev., 4503'; Fac. Class., SBRAZ; Ident., MD; Procedure No. 1, Amdt. 5; Eff. Date, 29 Feb. 64; Sup. Amdt. No. 4; Dated, 17 Nov. 62

				T-dn..... C-dn..... A-dn.....	300-1 500-1 800-2	300-1 500-1 800-2	200-1/2 500-1 1/2 800-2
--	--	--	--	-------------------------------------	-------------------------	-------------------------	-------------------------------

Procedure turn W side NW crs, 337° Outbnd, 157° Inbnd, 1700' within 10 miles.
Minimum altitude over facility on final approach crs, 1200'.
Crs and distance, facility to airport, 144°—3.7 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.7 miles after passing MV LFR, climb to 1700' on SE crs within 10 miles, then reverse crs returning to MV LFR. Hold SE MV-LFR, 1-minute, right turns, Inbnd crs 324°.
NOTE: Night operations authorized on E-W and NW-SE runways only.

City, Millville; State, N.J.; Airport Name, Millville Municipal; Elev., 87'; Fac. Class., SBRAZ; Ident., MV; Procedure No. 1, Amdt. 8; Eff. Date, 29 Feb. 64; Sup. Amdt. No. 7; Dated, 11 Aug. 62

SEA VOR.....	SJ LFR.....	Direct.....	2000	T-dn.....	300-1	300-1	200-1/2
Bainbridge LF Int.....	SJ LFR.....	Direct.....	2000	C-dn.....	500-1	500-1	500-1 1/2
Elliott LF Int*.....	SJ LFR (final).....	Direct.....	1500	A-dn.....	800-2	800-2	800-2

Radar vectoring authorized in accordance with approved patterns.
Procedure turn W side of crs 297° Outbnd, 117° Inbnd, 2000' within 10 miles.
Minimum altitude over Park RBN (SZ LOM) on final approach crs, 1500'; over SJ LFR, 1200'.
Crs and distance, facility to airport, 194°—3.4 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.4 miles after passing SJ LFR, climb to 2000' direct to SE LOM, or when directed by ATC, climb to 2000' on S crs SJ-LFR within 10 miles of SJ LFR.
CAUTION: Terrain and trees to 591' immediately N and NE of airport.
Other changes: Deletes transitions from SZI RBN, TM LFR, SE LOM, and BF LOM.
*Elliott Int: Int 170° bearing from Boeing, Wash. LOM and NW crs Seattle LFR.
MSA: 000°-090°—6400', 090°-135°—5500', 135°-270°—2900', 270°-360°—2000'.

City, Seattle; State, Wash.; Airport Name, Seattle-Tacoma International; Elev., 428'; Fac. Class., SABRAZ; Ident., SJ; Procedure No. 1, Amdt. 18; Eff. Date, 29 Feb. 64; Sup. Amdt. No. 17; Dated, 26 Jan. 63

RULES AND REGULATIONS

2. By amending the following automatic direction finding procedures prescribed in § 97.11(b) to read:

ADF STANDARD INSTRUMENT APPROACH PROCEDURES

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	
CLE RBn.....	LOM.....	Direct.....	3000	T-dn.....	300-1	300-1	200-1/2
CLE VOR.....	Louis Int (final).....	Direct.....	3000	C-dn.....	400-1	500-1	500-1 1/2
Vermillion Int.....	LOM.....	Via STG VOR R-309 and CLE ILS 5L SW crs.	3000	S-dn-5L & R.....	400-1	400-1	400-1
		Via CLE VOR R-072 and CLE ILS 5L Leo crs.	3000	A-dn.....	800-2	800-2	800-2
Mentor Int.....	LOM.....	Direct.....	3000				
CLE VOR.....	LOM.....	Direct.....	3000				
Louis Int.....	LOM (final).....	Direct.....	2200				

Radar transitions and vectoring authorized in accordance with approved radar patterns. When used in lieu of procedure turn, alignment on final approach heading within 10 miles of final approach fix is required.

Procedure turn S side of crs, 234° Outbnd, 054° Inbnd, 3000' within 10 miles.

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

Crs and distance, facility to airport, 054°-3.9 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.9 miles after passing LOM, make left climbing turn to 3000' on STG VOR R-360 intercept and proceed Outbnd on OXR R-265 to Crib Int, hold E 1-minute right turns.

CAUTION: TV towers approximately 1970' approximately 6 miles ESE of airport.

City, Cleveland; State, Ohio; Airport Name, Cleveland-Hopkins; Elev., 792'; Fac. Class., LOM; Ident., CL; Procedure No. 1, Amdt. 6; Eff. Date, 29 Feb. 64; Sup. Amdt. No. 5; Dated, 25 May 63

Mentor Int.....	Stadium RBn.....	Direct.....	3000	T-dn.....	300-1	300-1	200-1/2
Sharon Int.....	Stadium RBn.....	Via STG VOR R-183 and STG VOR R-036.	3000	C-d.....	700-1 1/2	700-1 1/2	700-1 1/2
		Direct.....	3000	C-n.....	700-2	700-2	700-2
CLE RBn.....	Stadium RBn.....	Via CLE RBn.....	3000	A-dn.....	800-2	800-2	800-2
Vermillion Int.....	Stadium RBn.....		3000				

Radar transitions and vectoring authorized in accordance with approved radar patterns. When used in lieu of procedure turn, alignment on final approach heading within 10 miles of final approach fix is required.

Procedure turn N side of crs, 054° Outbnd, 234° Inbnd, 3000' within 10 miles of Stadium RBn.

Minimum altitude over facility on final approach crs, 3000'.

Crs and distance, facility to airport, 234°-6.9 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 6.9 miles after passing SUM RBn, make right climbing turn to 3000' direct to CLE VOR. Hold SW 1-minute right turns, 069° Inbnd.

CAUTION: TV towers approximately 1970' approximately 6 miles ESE of airport.

City, Cleveland; State, Ohio; Airport Name, Cleveland-Hopkins; Elev., 792'; Fac. Class., MHW; Ident., SUM; Procedure No. 2, Amdt. 5; Eff. Date, 29 Feb. 64; Sup. Amdt. No. 4; Dated, 25 May 63

				T-dn.....	300-1	300-1	200-1/2
				O-dn.....	500-1	500-1	500-1 1/2
				S-dn-25.....	500-1	500-1	500-1
				A-dn.....	800-2	800-2	800-2

Procedure turn N side of crs, 063° Outbnd, 243° Inbnd, 3800' within 10 miles.

Minimum altitude over facility on final approach crs, 3000'.

Crs and distance, facility to airport, 243°-4.1 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.1 miles after passing DUJ RBn, make a right climbing turn to 3800', return to DUJ RBn. Hold NE 1-minute right turns, 243° Inbnd.

City, DuBois; State, Pa.; Airport Name, DuBois-Jefferson County; Elev., 1814'; Fac. Class., BH; Ident., DUJ; Procedure No. 1, Amdt. 4; Eff. Date, 29 Feb. 64; Sup. Amdt. No. 3; Dated, 24 Aug. 63

Erie VOR.....	ER LOM (final).....	Direct.....	2000	T-dn.....	300-1	300-1	200-1/2
				C-dn.....	500-1	500-1	500-1 1/2
				S-dn-6.....	500-1	500-1	500-1
				A-dn.....	800-2	800-2	800-2

Procedure turn S side of crs 239° Outbnd, 059° Inbnd, 2300' within 10 miles.

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

Crs and distance, facility to airport 059°-3.9 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.9 miles after passing ER LOM, climb to 2300' on 059° heading, make left turn, proceed to ER LOM. Hold SW ER LOM, right turns, 1-minute, 059° Inbnd.

City, Erie; State, Pa.; Airport Name, Port Erie; Elev., 732'; Fac. Class., LOM; Ident., ER; Procedure No. 2, Amdt. Orig.; Eff. Date, 29 Feb. 64

Ft Riley Int.....	FRI NDB.....	Direct.....	2900	T-dn.....	300-1	300-1	200-1/2
				O-dn.....	600-1	600-1	600-1 1/2
				A-dn.....	1600-3	1600-3	1600-3

Procedure turn E side of crs, 207° Outbnd, 027° Inbnd, 2900' within 10 miles.

Minimum altitude over facility on final approach crs, 1900'.

Crs and distance, facility to airport, 031°-1.8 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 1.8 miles after passing FRI NDB, climb to 2900' on a crs of 060° from the NDB within 15 miles.

CAUTION: Restricted area R-3602 adjacent to airport NW. Small arms firing range 2.4 miles.

NOTES: Final approach from holding pattern not authorized. Procedure turn required. Authorized for military use only except by prior arrangement.

All circling approaches will be made to the E of the airport. See caution note.

City, Fort Riley; State, Kans.; Airport Name, Marshall AAF; Elev., 1062'; Fac. Class., MHW; Ident., FRI; Procedure No. 1, Amdt. 3; Eff. Date, 29 Feb. 64; Sup. Amdt. No. 2; Dated, 26 Sept. 59

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	
				T-dn-----	300-1	300-1	200-1½
				C-dn-----	400-1	500-1	500-1½
				S-dn-12°-----	400-1	400-1	400-1
				A-dn-----	800-2	800-2	800-2

Procedure turn not authorized.
 Minimum altitude over radar fix on final approach crs, 1300'.
 Crs and distance, radar fix to airport, 129°—4.1 miles.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.1 miles after passing radar fix, climb to 1700' on 130° bearing from HOU RBN within 15 miles or, when directed by ATC, turn left, climb to 1600' on 062° bearing from HOU RBN within 20 miles.
 NOTES: Radar service required to execute this approach. Radar vectoring to be used to position aircraft on final approach within 15 miles of HOU RBN.
 CAUTION: 1232 tower approximately 9 miles SSE of HOU RBN.
 Other change: Deletes transitions from Arcola VHF Int, HOU VOR, Fairbanks VHF Int, and HOU FM.
 †Radar fix 5.1 miles on 311° bearing from HOU radar antenna.
 *If radar fix not received, descent below 1300' not authorized.

City, Houston; State, Tex.; Airport Name, International; Elev., 50'; Fac. Class., SABH; Ident., HOU; Procedure No. 3, Amdt. 3; Eff. Date, 29 Feb. 64; Sup. Amdt. No. 2; Dated, 11 May 63

IDA VOR-----	RBN-----	Direct-----	7100	T-dn-----	300-1	300-1	200-1½
Rigby Int-----	RBN (final)-----	Direct-----	5400	C-dn-----	500-1	500-1	500-1½
				S-dn-20-----	400-1	400-1	400-1
				A-dn-----	800-2	800-2	800-2

Procedure turn N side of crs, 018° Outbnd, 198° Inbnd, 7100' within 10 miles.
 Minimum altitude over facility on final approach crs, 5400'.
 Crs and distance, facility to airport, 198°—2.2 miles.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 2.2 miles climb to 7000' on 195° crs, of IDA RBN within 10 miles.
 Other change: Deletes transitions from St. Anthony Int and DBS VOR.

City, Idaho Falls; State, Idaho; Airport Name, Fanning Field; Elev., 4738'; Fac. Class., SABHZ; Ident., IDA; Procedure No. 1, Amdt. 2; Eff. Date, 29 Feb. 64; Sup. Amdt. No. 1; Dated, 21 July 62

OGG VOR-----	GG LMM-----	Direct-----	5000	T-dn#-----	300-1	300-1	200-1½
MAU LFR-----	GG LMM-----	Direct-----	8000	C-dn-----	700-1	700-1	700-1½
MPH RBN-----	GG LMM-----	Direct-----	6000	S-dn-20-----	700-1	700-1	700-1
				A-dn-----	800-2	800-2	800-2

Procedure turn NW side of crs 024° Outbnd, 204° Inbnd, 1500' within 20 miles. Beyond 20 miles not authorized.
 Minimum altitude over facility on final approach crs 800'.
 Crs and distance, facility to airport 024°—0.6 miles.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.6 mile of GG LMM, turn left, climb to 3000' on 300° crs from OGG LMM within 20 miles, reverse crs, climb to 6000' over LMM, hold N on the 204° Inbnd crs right turns 1-minute.
 CAUTION: 570' tower, 4 miles W of airport.
 †Takeoff minimum Runways 23, 20, and 17 are 600-1 and all aircraft must cross airport under VFR conditions prior to departing on crs.

City, Kahului Maui; State, Hawaii; Airport Name, Kahului; Elev., 59'; Fac. Class., MH(LMM); Ident., GG; Procedure No. 1, Amdt. Orig.; Eff. Date, 29 Feb. 64

Lexington VOR-----	LE LOM-----	Direct-----	2800	T-dn-----	300-1	300-1	200-1½
Richmond Int-----	LE LOM-----	Direct-----	2800	C-dn-----	400-1	500-1	500-1½
Keene Int-----	LE LOM (final)-----	Direct-----	2000	S-dn-4-----	400-1	400-1	400-1
McAfee Int-----	LE LOM-----	Direct-----	2500	A-dn-----	800-2	800-2	800-2
Chaplin Int-----	Keene Int-----	Via R-264 LEX VOR.	2500				

Procedure turn N side of crs, 222° Outbnd, 042° Inbnd, 2000' within 10 miles (nonstandard due more favorable terrain).
 Minimum altitude over facility on final approach crs, 2000'.
 Crs and distance, facility to airport, 042°—3.5 miles.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.5 miles after passing LE LOM, climb to 2800' on crs 042° to the Fayette Int, hold N, 1-minute right turns, 222° Inbnd.

City, Lexington; State, Ky.; Airport Name, Blue Grass Field; Elev., 978'; Fac. Class., HW; Ident., LE; Procedure No. 1, Amdt. 4; Eff. Date, 29 Feb. 64; Sup. Amdt. No. 3; Dated, 22 Sept. 62

				T-dn-----	300-1	300-1	200-1½
				C-dn-----	600-1	600-1	600-1½
				A-dn-----	800-2	800-2	800-2

Procedure turn E side of crs 221° Outbnd, 041° Inbnd, 2000' within 10 miles.
 Minimum altitude over facility on final approach crs, 1000'.
 Facility on airport.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile after passing PUK RBN, make a climbing left turn to 2000' return to PUK RBN. Hold SW 1-minute right turns, 041° Inbnd.

City, Paducah; State, Ky.; Airport Name, Barkley Field; Elev., 407'; Fac. Class., BMH; Ident., PUK; Procedure No. 1, Amdt. 1; Eff. Date, 29 Feb. 64; Sup. Amdt. No. Orig.; Dated, 2 Sept. 61

PIR VOR-----	PIR RBN-----	Direct-----	3600	T-dn*-----	300-1	300-1	200-1½
				C-dn-----	400-1	500-1	500-1½
				C-n-----	400-1½	500-1½	500-2
				S-dn-25-----	400-1	400-1	400-1
				A-dn-----	800-2	800-2	800-2

Procedure turn N. side of crs, 089° Outbnd, 269° Inbnd, 3600' within 10 miles.
 Minimum altitude over facility on final approach crs, 2600'.
 Crs and distance, facility to airport, 269°—2.9 miles.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 2.9 miles after passing RBN make left climbing turn to 4000' on 241° bearing from the PIR RBN within 20 miles.
 NOTES: Final approach from holding pattern not authorized. Procedure turn required.
 MSA: 000°-360°, 3400'.
 *When weather is less than 400-1, aircraft taking off NW make left climbing turn to 2600' on 241° bearing from PIR RBN.

City, Pierre; State, S. Dak.; Airport Name, Pierre Municipal; Elev., 1742'; Fac. Class., SBH; Ident., PIR; Procedure No. 1, Amdt. 1; Eff. Date, 29 Feb. 64; Sup. Amdt. No. Orig.; Dated, 26 Oct. 63

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	
Dover Int.	LOM	Direct	3000	T-dn*	300-1	300-1	200-1/2
TOP VOR	LOM	Direct	2500	C-dn	500-1	600-1	600-1 1/2
				S-dn-13	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2
					The following minimum applies for aircraft equipped with VOR after passing TOP-VOR R-230:		
				S-dn-13	400-1	400-1	400-1

Radar vectoring to final approach crs authorized.

Procedure turn N side of crs, 305° Outbnd, 125° Inbnd, 2500' within 10 miles of TOP RBN. Nonstandard due traffic.

Minimum altitude over TOP RBN on final approach crs, 2100'.

Crs and distance, TOP RBN to airport, 125°—3.9 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.9 miles after passing TOP RBN, climb to 2600' on 125° crs within 15 miles or, when directed by ATC, (1) turn left, climbing to 2600', proceed to TOP VOR; (2) turn left, climbing to 2500' and return to TOP LOM.

NOTES: Aircraft executing missed approach may be radar controlled after being reidentified. Approach from holding pattern at TOP LOM not authorized. Procedure turn required.

*No reduction in 2-engine or less takeoff minimums authorized with ILS inoperative.

City, Topeka; State, Kans.; Airport Name, Phillip Billard Municipal; Elev., 880'; Fac. Class., MHW; Ident., TOP; Procedure No. 1, Amdt. 16; Eff. Date, 29 Feb. 64; Sup. Amdt. No. 15; Dated, 3 Aug. 63

3. By amending the following very high frequency omnirange (VOR) procedures prescribed in § 97.11(c) to read:

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	
Sharon Int.	Strongsville VOR	Direct	3000	T-dn	300-1	300-1	200-1/2
CLE VOR	Strongsville VOR	Direct	3000	C-dn	400-1	500-1	500-1 1/2
Vermilion	Strongsville VOR	Direct	3000	S-dn-36L	400-1	400-1	400-1
Mentor Int.	Strongsville VOR	Direct	3000	A-dn	800-2	800-2	800-2
Brunswick Int.	Strongsville VOR (final)	Direct	2200				
CLE RBN	Strongsville VOR	Direct	3000				

Radar transition and vectoring authorized in accordance with approved radar patterns. When used in lieu of procedure turn, alignment on final approach heading within 5 miles of Brunswick Int is required.

Procedure turn E side of crs, 195° Outbnd, 015° Inbnd, 3000' within 10 miles of STG VOR.

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

Crs and distance, facility to airport, 015°—4.5 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.5 miles after passing STG-VOR, make left climbing turn to 3000' direct to CLE-VOR, hold SW 1-minute right turns, 069° Inbnd.

CAUTION: TV towers approximately 1970' approximately 6 miles ESE of airport.

#Brunswick Int.: Int CLE VOR R-123 and Strongsville VOR R-195.

City, Cleveland; State, Ohio; Airport Name, Cleveland-Hopkins; Elev., 792'; Fac. Class., BVOR; Ident., STG; Procedure No. 1, Amdt. 5; Eff. Date, 29 Feb. 64; Sup. Amdt. No. 4; Dated 25 May 63

Fort Riley Int.	FRI VOR	Direct	2900	T-dn	300-1	300-1	200-1/2
				C-dn**	700-1	700-1	700-1 1/2
				S-dn-4	700-1	700-1	700-1
				A-dn	1600-3	1600-3	1600-3

Procedure turn S side of crs, 213° Outbnd, 033° Inbnd, 2900' within 10 miles.

Minimum altitude over facility on final approach crs, 2600'.

Crs and distance, facility to airport, 033°—6.3 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 6.3 miles after passing VOR, climb to 2900' on R-045 within 15 miles.

CAUTION: Restricted area R-3602 adjacent to airport NW. Small arms firing range 2.4 miles N.

NOTE: Authorized for military use only except by prior arrangement.

**All circling approaches will be made to the E of the airport. See caution note.

City, Fort Riley; State, Kans.; Airport Name, Marshall AAF; Elev., 1062'; Fac. Class., L-VOR; Ident., FRI; Procedure No. 1, Amdt. 1; Eff. Date, 29 Feb. 64; Sup. Amdt. No. 7; Dated, 6 Feb. 60

PROCEDURE CANCELLED, EFFECTIVE 29 FEB. 1964.

City, Houston; State, Tex.; Airport Name, International; Elev., 60'; Fac. Class., H-BVORTAC; Ident., HOU; Procedure No. 1, Amdt. 8; Eff. Date, 4 May 63; Sup. Amdt. No. 7; Dated, 7 Apr. 62

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	
6-mile DME fix (R-107)-----	VOR (final)-----	Direct-----	1200	T-dn----- C-dn----- S-dn-27----- A-dn-----	300-1 500-1 400-1 800-2	300-1 500-1 400-1 800-2	200-1/2 500-1 1/2 400-1 800-2

Radar vectoring authorized in accordance with approved patterns.
 Procedure turn N side of crs, 107° Outbnd, 287° Inbnd, 1900' within 10 miles.
 Minimum altitude over facility on final approach crs, 1200'.
 Crs and distance, facility to airport, 287°—3.0 miles.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.0 miles after passing MEM-VOR, climb to 1800' on R-287 within 15 miles or, when directed by ATC, turn left and climb to 1900' on R-220 within 15 miles.
 NOTE: When authorized by ATC, DME may be used from R-055 through R-195 within 25 miles at 1900' to position aircraft for a straight-in approach with the elimination of the procedure turn.
 MSA: 000°-090°, 2300'; 090°-180°, 1700'; 180°-270°, 1700'; 270°-360°, 2300'.
 *AIR CARRIER NOTE: Takeoff with less than 200-1/2 not authorized on Runway 14-32.
 City, Memphis; State, Tenn.; Airport Name, Memphis Metropolitan; Elev., 331'; Fac. Class., BVORTAC; Ident., MEM; Procedure No. 1, Amdt. 15; Eff. Date, 29 Feb. 64; Sup. Amdt. No. 14; Dated, 11 Jan. 64

				T-dn----- C-dn----- S-dn-4----- 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 E side of crs, 221° Outbnd, 041° Inbnd, 2000' within 10 miles.
 Minimum altitude over facility on final approach crs, 1600'.
 Crs and distance, facility to airport, 041°—4.0 miles.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.0 miles after passing PUK VOR, make a climbing left turn to 2000', return to PUK VOR. Hold SW 1-minute right turns, 041° Inbnd.
 City, Paducah; State, Ky.; Airport Name, Barkley Field; Elev., 407'; Fac. Class., BVOR; Ident., PUK; Procedure No. 1, Amdt. 4; Eff. Date, 29 Feb. 64; Sup. Amdt. No. 3; Dated, 26 Aug. 61

PIR RBN-----	PIR VOR-----	Direct-----	3500	T-dn----- C-d----- C-n----- S-dn-25----- A-dn-----	300-1 400-1 400-1 1/2 400-1 800-2	300-1 500-1 500-1 1/2 400-1 800-2	200-1/2 500-1 1/2 500-2 400-1 800-2
--------------	--------------	-------------	------	--	---	---	---

Procedure turn N side of crs, 075° Outbnd, 255° Inbnd, 3500' within 10 miles.
 Minimum altitude over facility on final approach crs, 3200'.
 Crs and distance, facility to airport, 255°—4.3 miles.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.3 miles after passing PIR-VOR, climb to 4000' on R-241 PIR-VOR within 20 miles.
 MSA: 000°-360°, 3400'.
 *When weather is less than 400-1 aircraft taking off NW make left climbing turn to 2500' on R-241 prior to departing on crs.
 City, Pierre; State, S. Dak.; Airport Name, Pierre Municipal; Elev., 1742'; Fac. Class., M-BVOR; Ident., PIR; Procedure No. 1, Amdt. 6; Eff. Date, 29 Feb. 64; Sup. Amdt. No. 5; Dated, 26 Oct. 63

				T-dn----- C-dn----- S-dn-22----- A-dn-----	300-1 600-1 600-1 800-2	300-1 600-1 600-1 800-2	200-1/2 500-1 1/2 600-1 800-2
--	--	--	--	---	----------------------------------	----------------------------------	--

Radar vectoring to final approach crs authorized.
 Procedure turn N side of crs, 030° Outbnd, 210° Inbnd, 2600' within 10 miles.
 Minimum altitude over facility on final approach crs, 2300'.
 Crs and distance, facility to airport, 210°—4.9 miles.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.9 miles after passing TOP-VOR, climb to 2600' on R-165 within 20 miles or, when directed by ATC, turn left, climb to 2600' and return to TOP-VOR.
 NOTES: Aircraft executing missed approach may be radar controlled after being reidentified. No reduction in two-engine or less takeoff minimums authorized with ILS inoperative.
 Other change: Deletes transition from TOP RBN
 City, Topeka; State, Kans.; Airport Name, Phillip Billard Municipal; Elev., 890'; Fac. Class., BVORTAC; Ident., TOP; Procedure No. 1, Amdt. 6; Eff. Date, 29 Feb. 64; Sup. Amdt. No. 5; Dated, 3 Aug. 63

Lee VHF Int-----	VLD-VOR-----	Direct-----	1800	T-dn----- C-dn----- S-d-35----- S-n-35----- A-dn-----	300-1 500-1 400-1 NA 800-2	300-1 500-1 400-1 NA 800-2	200-1/2 500-1 1/2 NA NA 800-2
------------------	--------------	-------------	------	---	--	--	---

Radar vectoring authorized in accordance with approved patterns.
 Procedure turn E side of crs, 186° Outbnd, 006° Inbnd, 1800' within 10 miles.
 Minimum altitude over facility on final approach crs, 1200'.
 Crs and distance, facility to airport, 006°—5.7 miles.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.7 miles after passing VLD-VOR, turn left, climb to 1800' on R-346 within 20 miles of the VLD-VOR.
 NOTE: No lights on Runway 12-30.
 CAUTION: Air carrier night landing not authorized on Runway 35 and night takeoff not authorized on Runway 17. Unlighted trees 1000' from approach end of Runway 35.
 MSA: 000°-090°, 1500'; 090°-180°, 1500'; 180°-270°, 1600'; 270°-360°, 1600'.
 City, Valdosta; State, Ga.; Airport Name, Valdosta Municipal; Elev., 204'; Fac. Class., BVOR; Ident., VLD; Procedure No. 1, Amdt. 11; Eff. Date, 29 Feb. 64; Sup. Amdt. No. 10; Dated, 11 Jan. 64

RULES AND REGULATIONS

4. By amending the following terminal very high frequency omnirange (TerVOR) procedures prescribed in § 97.13 to read:

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	
IDA RBn.....	VOR.....	Direct.....	6500	T-dn.....	300-1	300-1	200-1/4
Rigby Int.....	VOR.....	Direct.....	6200	C-dn.....	500-1	500-1	500-1 1/4
				S-dn-2.....	500-1	500-1	500-1
				A-dn.....	800-2	800-2	800-2

Procedure turn W side crs, 205° Outbnd, 025° Inbnd, 6200' within 10 miles. Nonstandard due to high terrain E.

Minimum altitude over facility on final approach crs, 6200'.

Crs and distance, breakoff point to Runway 2, 020°—1.0 mile.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile after passing IDA-VOR, climb to 7000' on R-012 within 10 miles.

Other changes: Deletes transitions from St. Anthony Int and DBS VOR.

City, Idaho Falls; State, Idaho; Airport Name, Fanning Field; Elev., 4738'; Fac. Class., BVOR; Ident., IDA; Procedure No. TerVOR-2, Amdt. 6; Eff. Date, 29 Feb. 64; Sup. Amdt. No. 8; Dated, 20 Apr. 63

IDA RBn.....	VOR.....	Direct.....	6500	T-dn.....	300-1	300-1	200-1/4
Rigby Int.....	IDA RBn (final).....	Direct.....	6400	C-dn.....	500-1	500-1	500-1 1/4
				S-dn-20°.....	400-1	400-1	400-1
				A-dn.....	800-2	800-2	800-2

Procedure turn N side of crs, 012° Outbnd, 192° Inbnd, 6200' within 10 miles.

Minimum altitude over IDA RBn on final approach crs, 6400'; over VOR, 6100'.

Crs and distance, breakoff point to Runway 20, 200°—0.6 mile.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile of IDA-VOR, climb to 7000' on R-195 IDA-VOR within 10 miles.

Other changes: Deletes transitions from St. Anthony Int and DBS-VOR.

*ADF or Z marker equipment required for descent below 6400'.

City, Idaho Falls; State, Idaho; Airport Name, Fanning Field; Elev., 4738'; Fac. Class., BVOR; Ident., IDA; Procedure No. TerVOR-20, Amdt. 3; Eff. Date, 29 Feb. 64; Sup. Amdt. No. 2; Dated 21 July 1962

5. By amending the following very high frequency omnirange-distance measuring equipment (VOR-DME) procedures prescribed in § 97.15 to read:

VOR-DME 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 VHF Int.....	4.5-mile DME fix (final).....	Direct.....	1500	T-dn.....	300-1	300-1	200-1/4
				C-dn.....	400-1	500-1	500-1 1/4
				A-dn.....	800-2	800-2	800-2

Radar vectoring authorized in accordance with approved patterns.

Procedure turn W side of crs 306° Outbnd, 126° Inbnd, 1500' within 10 miles. Beyond 10 miles not authorized.

Minimum altitude over 4.5-mile DME fix on final approach crs 1500'.

Course and distance, 4.5-mile DME fix to airport 126°—4.5 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile of HOU VOR, climb to 2200' on HOU VOR R-171 within 15 miles.

NOTE: Radar fix 5.1 miles on 311° bearing from HOU radar antenna may be used in lieu of 4.5-mile DME fix.

CAUTION: 1232' tower approximately 11 miles SSE of VOR.

*If neither 4.5-mile DME fix or radar fix received on final, descent below 1500' not authorized.

City, Houston; State, Texas; Airport Name, Houston International; Elev., 50'; Fac. Class., H-BVORTAC; Ident., HOU; Procedure No. VOR/DME No. 1, Amdt. Orig.; Eff. Date, 29 Feb. 64

8-mile fix R-123.....	OTM VOR.....	Direct.....	2400	T-dn.....	300-1	300-1	200-1/4
OTM VOR.....	4-mile fix R-303.....	Direct.....	1500	C-dn.....	400-1	500-1	500-1 1/4
				S-dn-32.....	400-1	400-1	400-1
				A-dn.....	800-2	800-2	800-2

Procedure turn N side of crs 123° Outbnd, 303° Inbnd, 2600' within 10 miles.

Minimum altitude over facility on final approach crs 2400'.

Crs and distance, facility to airport 303°—6.7 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished at 6.7-mile DME fix R-303, make right turn climb to 2600' and return to OTM VOR.

NOTE: When authorized by ATC, DME may be used via 8-mile DME arc at 2600' altitude between OTM R-015 clockwise to R-140 to position aircraft for final approach with the elimination of procedure turn.

City, Ottumwa; State, Iowa; Airport Name, Ottumwa Municipal; Elev., 845'; Fac. Class., BVORTAC; Ident., OTM; Procedure No. VOR/DME No. 1, Amdt. Orig.; Eff. Date, 29 Feb. 64

VOR-DME STANDARD INSTRUMENT APPROACH PROCEDURE

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-mile fix R-066	BFF VOR	Direct	5400	T-dn#	300-1	300-1	200-1/2
BFF VOR	3-mile fix R-246	Direct	4500	C-dn	400-1	500-1	500-1/2
				S-dn-23	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn N side of crs 066° Outbnd, 246° Inbnd, 5600' within 10 miles.
 Minimum altitude over facility on final approach crs 5400'.
 Crs and distance, facility to airport 246°—4.8 miles.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished at 4.8-mile DME fix R-246 make right turn climbing to 5600.
 Return to BFF VOR.
 NOTE: When authorized by ATC, DME may be used via 10-mile DME arc at 6100' altitude from all directions to position aircraft for final approach with the elimination of procedure turn.
 CAUTION: 5144' tower 7.6 miles NW of airport.
 *AIR CARRIER NOTE: 300-1 required Runway 23.
 #IFR flight planned to SW, WSW, or NW after takeoff climb on heading 260° until 5000' before departing on crs.
 City, Scottsbluff; State, Nebr.; Airport Name, Scottsbluff Municipal; Elev., 3965'; Fac. Class., BVORTAC; Ident., BFF; Procedure No. VOR/DME No. 1, Amdt. Orig.; Eff. Date, 29 Feb. 64

6. By amending the following instrument landing system procedures prescribed in § 97.17 to read:

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	
CLE RBn	LOM	Direct	3000	T-dn**	300-1	300-1	200-1/2
CLE VOR	Louis Int (final)	Direct	3000	C-dn	400-1	500-1	500-1/2
Vermillion Int	LOM	Via STG VOR R-309 and ILS 5L front crs.	3000	S-dn-5L%*	200-1/2	200-1/2	200-1/2
		A-dn			600-2	600-2	600-2
Louis Int	LOM (final)	Direct	2200				
Mentor Int	LOM	Via CLE VOR R-072 and ILS 5L loc. crs.	3000				

Radar transitions and vectoring authorized in accordance with approved radar patterns. When used in lieu of procedure turn, alignment on final approach heading within 10 miles of final approach fix is required.
 Procedure turn S side of SW crs, 234° Outbnd, 054° Inbnd, 3000' within 10 miles.
 Minimum altitude at glide slope interception Inbnd, 2200'.
 Altitude of glide slope and distance to approach end of runway at OM, 2080'—3.9 miles; at MM, 1020'—0.6 mile.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, make left climbing turn to 3000' on STG-VOR R-360, intercept and proceed Outbnd on CXR R-235 to Crib Int, hold E 1-minute right turns.
 CAUTION: TV towers approximately 1970' approximately 6 miles ESE of airport.
 *400-1/2 required when glide slope not utilized.
 %Runway visual range 2600' also authorized for landing on Runway 5L, provided all components of the ILS, high-intensity runway lights, approach lights, condenser discharge flashers, outer compass locator, and all related airborne equipment are in satisfactory operating condition. Descent below 989' shall not be made unless visual contact with the approach lights has been established or the aircraft is clear of clouds.
 **Runway visual range 2600' also authorized for takeoff on Runway 5L in lieu of 200-1/2 when 200-1/2 authorized, providing high-intensity runway lights are operational.
 City, Cleveland; State, Ohio; Airport Name, Cleveland-Hopkins; Elev., 792'; Fac. Class., ILS; Ident., I-CLE; Procedure No. ILS-5L, Amdt. 23; Eff. Date, 29 Feb. 64; Sup. Amdt. No. 22; Dated, 25 May 63

Mentor Int	Stadium RBn	Direct	3000	T-dn	300-1	300-1	200-1/2
Sharon Int	Stadium RBn	Via STG VOR R-183 and STG VOR R-036.	3000	C-dn#*	400-1	500-1	500-1/2
		Direct	3000	S-dn-23R#*	400-1	400-1	400-1
		Via CLE RBn	3000	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 miles of final approach fix is required.
 Procedure turn N side NE crs, 054° Outbnd, 234° Inbnd, 3000' within 10 miles of Stadium RBn.
 No glide slope or markers. Minimum altitude over Stadium RBn Inbnd final, 3000'. Minimum altitude 1500' after RBn Inbnd final until 4-mile radar fix received.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4 miles after passing radar fix or 6.9 miles after passing SUM RBn, make right climbing turn to 3000' direct to CLE VOR, hold SW 1-minute right turns, 069° Inbnd.
 CAUTION: TV towers approximately 1970' approximately 6 miles ESE of airport.
 NOTE: Four-mile radar fix not provided by ATC unless weather is 700-1/2 or below.
 # When radar fix not available, 700-1/2 minimums will apply.
 *Descend to landing minimum after passing 4-mile radar fix.
 City, Cleveland; State, Ohio; Airport Name, Cleveland-Hopkins; Elev., 792'; Fac. Class., ILS; Ident., I-CLE; Procedure No. ILS-23R, Amdt. 14; Eff. Date, 29 Feb. 64; Sup. Amdt. No. 13; Dated, 25 May 63

RULES AND REGULATIONS

ILS STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition		Course and distance	Minimum altitude (feet)	Condition	Ceiling and visibility minimums		
From—	To—				2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Chagrin Falls Int.	Brecksville R Bn.	Direct	3000	T-dn	300-1	300-1	200-1/2
Vermilion Int.	Brecksville R Bn.	Via CLE R Bn.	3000	C-dn	400-1	500-1	500-1/2
Sharon Int.	Brecksville R Bn.	Via STG VOR	3000	S-dn-27*	300-3/4	300-3/4	300-3/4
		R-183 and STG VOR R-061		A-dn	600-2	600-2	600-2
Cleveland VOR	Brecksville R Bn.	Via CLE VOR	3000				
Mentor Int.	Brecksville R Bn.	R-064	3000				
		Direct	3000				

Radar transition and vectoring authorized in accordance with approved radar patterns. When used in lieu of a procedure turn, alignment on final approach heading within 10 miles of final approach fix is required.
 Procedure turn N side of crs, 097° Outbnd, 277° Inbnd, 3000' within 10 miles of Brecksville R Bn.
 Minimum altitude at glide slope interception Inbnd, 3000'.
 Altitude of glide slope and distance to approach end of runway at OM, 2230'—4.4 miles; at MM, 1030'—0.6 mile.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.4 miles after passing OM, make left climbing turn to 3000' direct to CLE VOR, hold SW 1-minute right turns, 069° Inbnd.
 CAUTION: TV towers approximately 6 miles ESE of airport, approximately 1970'.
 *400-1 required when glide slope not utilized.

City, Cleveland; State, Ohio; Airport Name, Cleveland-Hopkins; Elev., 792'; Fac. Class., ILS; Ident., I-CEE; Procedure No. ILS-27, Amdt. 4; Eff. Date, 29 Feb. 64; Sup. Amdt. No. 3; Dated, 14 Dec. 61

Justin Int.	Keeler Int##	Direct	2000	T-dn	300-1	300-1	*200-1/2
Keller Int##	OM (final)	Direct	2000	C-dn	600-1	600-1	600-1/2
Joshua Int.	OM	Via FTW ILS	**2200	S-dn-17#	300-3/4	300-3/4	300-3/4
				A-dn	600-2	600-2	600-2

**Radar terminal area transition altitude 2000' within 20 miles of radar site (Greater Southwest International Airport). 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 1749' TV tower 6 miles SE; 1679' tower 7 miles SE; 2349' TV tower 24 miles ESE of airport.

Radar vectoring may be used to position A/C for final approach within 5 miles N of R Bn with elimination of procedure turn.
 Procedure turn E side of crs 354° Outbnd, 174° Inbnd, 2000' within 10 miles of OM. Beyond 10 miles not authorized.
 Nonstandard due to ATC requirements.
 Minimum altitude over facility on final approach crs, 2000'.
 Minimum altitude at glide slope interception Inbnd, 2000'.
 Altitude of glide slope and distance to approach end of runway at OM 2000'—3.5 miles, at MM 950'—0.6 mile.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, climb to 2000' on 8 crs ILS within 20 miles.
 *300-1 required for takeoff Runways 9-27 and 13-31.
 #600-1/2 required when glide slope not utilized.
 ##Keller Int: Int of FTW ILS N CRS and EWX R-040 or GSW R-300—MAA to determine intersection, 8000'.
 AIR CARRIER NOTE: Reduction in landing minimum not authorized on cargo or ferry flights.
 CAUTION: 950' grain elevator 1.5 miles N and 990' grain elevator 1.9 miles N of airport.

City, Fort Worth; State, Tex.; Airport Name, Meacham Field; Elev., 692'; Fac. Class., ILS; Ident., I-FTW; Procedure No. ILS-17, Amdt. 14; Eff. Date, 29 Feb. 64; Sup. Amdt. No. 13; Dated, 4 Jan. 64

LEX VOR	LE LOM	Direct	2600	T-dn	300-1	300-1	200-1/2
McAfee Int.	LE LOM	Direct	2500	C-dn	400-1	500-1	500-1/2
Richmond Int.	LE LOM	Direct	2600	S-dn-4*	300-3/4	300-3/4	300-3/4
Chaplin Int.	Keene Int.	Via R-264 LEX VOR	2500	A-dn	600-2	600-2	600-2
Keene Int.	LE LOM (final)	Direct	2000				

Procedure turn N. side of crs, 222° Outbnd, 042° Inbnd, 2000' within 10 miles (nonstandard due to more favorable terrain).
 Minimum altitude at glide slope Int Inbnd, 2000'.
 Altitude of glide slope and distance to approach end of runway at OM 2000'—3.5 miles, at MM 1190'—0.5 mile.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, climb to 2600' on crs 042° to the Fayette Int. Hold N, 1-minute right turns, 222° Inbnd, 042° Outbnd.
 CAUTION: Glide slope point of touchdown approximately 1450' in from approach end of runway.
 *400-1 required when glide slope not utilized.

City, Lexington; State, Ky.; Airport Name, Blue Grass Field; Elev., 978'; Fac. Class., ILS; Ident., I-LEX; Procedure No. ILS-4, Amdt. 4; Eff. Date, 29 Feb. 64; Sup. Amdt. No. 3; Dated, 22 Sept. 62

Bainbridge LF Int.	Park R Bn (LOM)	Direct	2000	T-dn##	300-1	300-1	200-
SJ LFR	Park R Bn (LOM)	Direct	2000	C-dn	500-1	500-1	500-1/2
SEA VOR	Park R Bn (LOM)	Direct	2000	S-dn-16%#	200-1/2	200-1/2	200-1/2
PAE VOR	Park R Bn (LOM)	Direct	2000	A-dn	600-2	600-2	600-2
Burton VHF Int.	Park R Bn (LOM)	Direct	2000				
Lofall VHF Int.	Park R Bn (LOM)	Direct	2000				

Radar vectoring authorized in accordance with approved patterns.
 Procedure turn W side of crs, 338° Outbnd, 158° Inbnd, 2000' within 10 miles.
 Final approach from holding pattern at Park R Bn not authorized, procedure turn required.
 Minimum altitude at glide slope interception Inbnd, 1700'.
 Altitude of glide slope and distance to approach end of Runway at OM, 1700'—4.1 miles; at MM, 644'—0.6 mile.*
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, climb to 1700' direct to SE LOM. Continue climb on crs 158° Outbnd, 338° Inbnd within 10 miles of SE LOM or, when directed by ATC, turn right, climb to 2000' on R-225 SEA VOR to Burton Int.
 CAUTION: Terrain and trees to 591' immediately N and NE of airport.
 *400-1 required when glide slope not utilized.
 #Distance indicated is to the displaced threshold.
 #Runway visual range (RVR) 2600' also authorized for landing on Runway 16, provided that all components of the high-intensity runway lights, approach lights, condenser discharge flashers, outer compass locator, and all related airborne equipment are in satisfactory operating condition. Descent below 625' shall not be made unless visual contact with the approach lights has been established or the aircraft is clear of clouds.
 ##Runway visual range 2600' also authorized for takeoff on Runway 16 in lieu of 200-1/2 when 200-1/2 authorized, providing high-intensity runway lights are operational.

City, Seattle; State, Wash.; Airport Name, Seattle-Tacoma International; Elev., 428'; Fac. Class., ILS; Ident., I-SZI; Procedure No. ILS-16, Amdt. Orig.; Eff. Date, 29 Feb. 64

ILS 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	
SJ LFR.....	SE LOM.....	Direct.....	2000	T-dn#.....	300-1	300-1	200-1/4
SEA VOR.....	SE LOM.....	Direct.....	2000	C-dn.....	500-1	500-1	500-1 1/2
Milton VHF Int.....	SE LOM (final).....	Direct.....	1600	S-dn-34#%.....	200-1/2	200-1/2	200-1/2
Fairgrounds VHF Int*.....	SE LOM.....	Direct.....	2000	A-dn.....	600-2	600-2	600-2
Burton VHF Int.....	SE LOM.....	Direct.....	2000				

Radar vectoring authorized in accordance with approved patterns.
 Procedure turn E side of crs, 158° Outbnd, 338° Inbnd, 1700' within 10 miles.
 Minimum altitude at glide slope interception inbnd, 1600'.
 Altitude of glide slope and distance to approach end of runway at OM, 1585'—4.0 miles; at MM, 560'—0.6 mile.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, climb to 2000' direct to Park RBn. Continue climb on crs 338° Outbnd, 158° Inbnd within 10 miles Park RBn or, when directed by ATC, turn left, climb to 2000' on R-225 SEA-VOR to Burton Int.
CAUTION: Terrain and trees to 591' immediately N and NE of airport.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, climb to 2000' direct to Park RBn (SZ LOM). Continue climb on crs 338° Outbnd, 158° Inbnd within 10 miles Park RBn (SZ LOM) or, when directed by ATC, turn left, climb to 2000' on R-225 SEA VOR to Burton Int.
 Other change: Deletes transition from Park RBn.
 *Transition to Fairgrounds Int authorized from McChord AFB RBn on crs 020°, 2000'.
 †400-1 required when glide slope not utilized.
 ‡Runway visual range (RVR) 2000' also authorized for landing on Runway 34, provided that all components of the ILS, high-intensity runway lights, approach lights, condenser discharge flashers, outer compass locator, and all related airborne equipment are in satisfactory operating condition. Descent below 628' shall not be made unless visual contact with the approach lights has been established or the aircraft is clear of clouds.
 §Runway visual range 2600' also authorized for takeoff on Runway 34 in lieu of 200-1/2 when 200-1/2 authorized, providing high intensity runway lights are operational.
 MSA: 315°-045°, 2300'; 045°-135°, 5700'; 135°-225°, 3000'; 225°-315°, 3500'.

City, Seattle; State, Wash.; Airport Name, Seattle-Tacoma International; Elev., 428'; Fac. Class., ILS; Ident., I-SEA; Procedure No. ILS-34, Amdt. 22; Eff. Date, 29 Feb. 64; Sup. Amdt. No. 21; Dated, 25 July 63

Sloux Falls R.Bn.....	LOM.....	Direct.....	2700	T-dn*.....	300-1	300-1	200-1/4
Sloux Falls VOR.....	LOM.....	Direct.....	2700	C-dn.....	500-1	500-1	500-1 1/2
Bestland Int.....	LOM.....	Direct.....	2700	S-dn-34**.....	200-1/2	200-1/2	200-1/2
Lennox Int.....	LOM.....	Direct.....	2700	A-dn.....	600-2	600-2	600-2

Procedure turn S side SW crs 206° Outbnd, 026° Inbnd, 2700' within 10 miles.
 Minimum altitude at glide slope int inbnd, 2600'.
 Altitude of glide slope and distance to approach end of runway at OM, 2528'—3.7 miles; at MM, 1623'—0.5 mile.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, climb to 2700' on NE crs of ILS within 20 miles.
CAUTION: Tower 1628' 1.5 miles NE of LOM.
 *300-1 required for takeoff Runway 15.
 †500-1 required when glide slope not utilized. **400-1/2 authorized for aircraft equipped to receive ILS and VOR simultaneously and R-168 FSD, identified on final when glide slope not utilized.
 ‡Bestland Int.: Int FSD VOR R-160 and 115° bearing from FS LOM.
 §Lennox Int.: Int FSD VOR R-222 and 267° bearing from FS LOM.
 MSA: 000°-090°, 2800'; 090°-180°, 3400'; 180°-360°, 3000'.

City, Sioux Falls; State, S. Dak.; Airport Name, Foss Field; Elev., 1428'; Fac. Class., ILS; Ident., I-FSD; Procedure No. ILS-3, Amdt. 9; Eff. Date, 29 Feb. 64 or upon commissioning of approach lights; Sup. Amdt. No. 8; Dated, 11 Jan. 64

Dover Int.....	LOM.....	Direct.....	3000	T-dn.....	300-1	300-1	200-1/4
TOP VOR.....	LOM.....	Direct.....	2500	C-dn.....	500-1	500-1	500-1 1/2
				S-dn-13°.....	300-1/2	300-1/2	300-1/2
				A-dn.....	600-2	600-2	600-2

Radar vectoring to final approach crs authorized.
 Procedure turn N side of crs, 305° Outbnd, 125° Inbnd, 2600' within 10 miles.
 Minimum altitude at glide slope interception inbnd, 2100'.
 Altitude of glide slope and distance to approach end of runway at LOM 2030'—3.9 miles; at MM 1078'—0.6 mile.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, climb to 2600' on SE crs of ILS within 15 miles or, when directed by ATC, turn left, climbing to 2600', proceed to TOP VOR or turn left, climbing to 2600' and return to TOP LOM.
NOTES: Aircraft executing missed approach may be radar controlled after being reidentified. Approach from holding pattern at TOP LOM not authorized. Procedure turn required.
 *400-1/2 required when operating under the provisions of inoperative ILS components. No reduction in 2-engine or less takeoff minimums authorized with ILS inoperative.

City, Topeka; State, Kans.; Airport Name, Phillip Billard Municipal; Elev., 880'; Fac. Class., ILS; Ident., I-TOP; Procedure No. ILS-13, Amdt. 17; Eff. Date, 29 Feb. 64; Sup. Amdt. No. 16; Dated, 3 Aug. 63

TOP-OR.....	Powerhouse Int.....	Direct.....	2600	T-dn*.....	300-1	300-1	200-1/4
TOP LOM.....	Powerhouse Int.....	Direct.....	2600	C-dn.....	500-1	500-1	500-1 1/2
				S-dn-31.....	500-1	500-1	500-1
				A-dn.....	800-2	800-2	800-2

Radar vectoring to final approach crs authorized.
 Procedure turn E side of crs, 125° Outbnd, 305° Inbnd, 2600' within 10 miles.
 No glide slope.
 Minimum altitude over Powerhouse Int on final approach crs, 1700'.
 Crs and distance, Powerhouse Int to airport, 305°—2.9 miles.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 2.9 miles after passing Powerhouse Int, climb to 2700' on NW crs ILS within 20 miles or, when directed by ATC, turn right, proceed direct to TOP-VOR, climbing to 2600'.
NOTES: 1. Aircraft executing missed approach may be radar controlled after being reidentified. 2. Procedure authorized only for aircraft equipped to simultaneously receive ILS and VOR. 3. Approach from holding pattern at Powerhouse Int not authorized. Procedure turn required.
 *No reduction in 2-engine or less takeoff minimums authorized with ILS inoperative.

City, Topeka; State, Kans.; Airport Name, Phillip Billard Municipal; Elev., 880'; Fac. Class., ILS; Ident., I-TOP; Procedure No. ILS-31, Amdt. 7; Eff. Date, 29 Feb. 64; Sup. Amdt. No. 6; Dated, 3 Aug. 63

RULES AND REGULATIONS

ILS 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	
Shell Rock Int.....	LOM (final).....	Direct.....	2300	T-dn.....	300-1	300-1	200-½
New Hartford Int.....	LOM.....	Direct.....	2300	C-dn.....	400-1	500-1	500-1½
Waverly Int.....	LOM.....	Direct.....	2300	S-dn-12°.....	200-½	200-½	200-½
ALO-VOR.....	LOM.....	Direct.....	2300	A-dn.....	600-2	600-2	600-2
Reinbeck Int.....	LOM.....	Direct.....	2300				

Procedure turn W side of crs, 303° Outbnd, 123° Inbnd, 2300' within 10 miles.
 Minimum altitude at glide slope interception Inbnd, 2300'.
 Altitude of glide slope and distance to approach end of runway at LOM, 2239'—4.5 miles; at LMM, 1060'—0.5 miles.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, climb to 2500' on the ALO-VOR R-094 within 20 miles or, when directed by ATC, (1) climb to 2500' on the ALO-VOR R-141 within 20 miles, (2) climb to 2500' on SE crs of ILS within 10 mile.
 MSA: 000°-090°, 2300'; 090°-180°, 3100'; 180°-360°, 2400'.
 *400-½ required when glide slope not utilized.

City, Waterloo; State, Iowa; Airport Name, Waterloo Municipal; Elev., 870'; Fac. Class., ILS; Ident., I-ALO; Procedure No. ILS-12, Amdt. 4; Eff. Date, 29 Feb. 64; Sup. Amdt. No. 3; Dated, 30 Nov. 63

7. By amending the following radar procedures prescribed in § 97.19 to read:

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.

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	
0°.....	360°.....	Within 30 miles...	3000		Precision approach		
				S-dn-5L°.....	200-½	200-½	200-½
				A-dn.....	600-2	600-2	600-2
					Surveillance approach		
				T-dn@.....	300-1	300-1	200-½
				C/S-dn-all.....	400-1	500-1	500-1½
				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 9: make left climbing turn to 3000' on STG-VOR R-360, intercept and proceed Outbnd on CXR-VOR R-285 to Crib Int. Hold E 1-minute, right turns. All other Runways, make climbing turn to 3000', direct to CLEVOR. Hold W 1-minute right turns, 090° Inbnd.

CAUTION: TV towers approximately 1970' approximately 6 miles ESE of airport.

*Runway visual range 2600' also authorized for landing on Runway 5L; providing all components of the PAR, high-intensity runway lights, condenser discharge flashers, outer compass locator, and all related airborne equipment are operating satisfactorily. Descent below 989' 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 5L when 200-½ is authorized, providing high intensity runway lights are operational.

City, Cleveland; State, Ohio; Airport Name, Cleveland-Hopkins; Elev., 792'; Fac. Class. and Ident., Cleveland Radar; Procedure No. 1, Amdt. 11; Eff. Date, 29 Feb. 64; Sup. Amdt. No. 10; Dated, 12 Jan. 63

All sectors.....	Radar site.....	Within 20 miles...	3100	T-dn.....	300-1		
					300-1	300-1	**300-1
					#Precision approach		
				C-d°.....	600-1	600-1	600-1½
				C-n°.....	600-2	600-2	600-2
				S-d-4-22.....	400-1	400-1	400-1
				S-n-4.....	400-2	400-2	400-2
				S-n-22.....	500-2	500-2	500-2
				A-dn.....	1500-3	1500-3	1500-3
					#Surveillance approach		
				C-d°.....	600-1	600-1	600-1½
				C-n°.....	600-2	600-2	600-2
				S-d-4-22.....	600-1	600-1	600-1
				S-n-4-22.....	600-2	600-2	600-2
				A-dn.....	1500-3	1500-3	1500-3

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished Runway 4: Turn right climbing to 3100' on 050° crs FRI NDB within 15 miles. Runway 22: Turn left climbing to 3100' on 050° crs FRI NDB within 15 miles.

NOTES: Authorized for military use only except by prior arrangement.

CAUTION: Restricted area R-3602 adjacent to airfield NW. Small arms firing ranges 2.4 miles N of airfield.

*Circling approaches will be made E of the airfield.

**Takeoff minimums 200-½ on Runway 22 only.

#CAUTION: On approach to Runway 4 do not descend below 2100' until radar advises passing 1786' tower 5.0 miles SW of airport.

City, Fort Riley; State, Kans.; Airport Name, Marshall U.S. AAF; Elev., 1062'; Fac. Class. and Ident., Marshall Radar; Procedure No. 1, Amdt. 2; Eff. Date, 29 Feb. 64; Sup. Amdt. No. 1; Dated, 19 Jan. 63

These procedures shall become effective on the dates specified therein.

These amendments are made under the authority of sections 307(c), 313(a), and 601 of the Federal Aviation Act of 1958 (49 U.S.C. 1348(c), 1354(a), 1421; 72 Stat. 749, 752, 775).

Issued in Washington, D.C., on January 23, 1964.

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

[F.R. Doc. 64-907; Filed, Feb. 20, 1964;
8:45 a.m.]

Chapter III—Federal Aviation Agency

SUBCHAPTER C—AIRCRAFT REGULATIONS

[Reg. Doc. No. 4014; Amdt. 689]

PART 507—AIRWORTHINESS DIRECTIVES

Boeing Models 707 and 720 Series Aircraft

As a result of a continuing investigation of the destruction of a Boeing 707 airplane, possibly due to an explosion of a fuel tank, an airworthiness directive is being issued as a precautionary measure to require the installation of bonded laminate panels of thin aluminum sheet and glass cloth scrim covering the upper and lower wing surfaces over the plan form area of the left- and right-hand fuel vent surge tanks of Boeing Models 707 and 720 Series aircraft. The purpose of this laminate is to provide increased armoring protection over the surge tanks to prevent penetration of the skin by lightning strikes. Laboratory tests have indicated that the present wing skin over the surge tanks is not sufficient to prevent penetration of the skin by a high energy lightning strike. A laminate of aluminum and glass cloth scrim provides sufficient additional armor type protection to prevent such penetration. Operators are to begin incorporation of the modification as soon as practicable, but in no event will they be permitted to exceed a maximum of 1,000 hours' time in service from the effective date of the AD.

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

In consideration of the foregoing, and pursuant to the authority delegated to me by the Administrator (25 F.R. 6489), § 507.10(a) of Part 507 (14 CFR Part 507), is hereby amended by adding the following new airworthiness directive:

BOEING. Applies to all Models 707 and 720 Series aircraft.

Compliance required as soon as the modification can be scheduled but not later than 1,000 hours' time in service after the effective date of this AD unless already accomplished. Within seven days after the effective date of this AD, each operator shall submit to his assigned FAA principal maintenance inspector for approval, a schedule for accomplishment of the modification.

To provide increased armoring protection of the wing skin over the fuel vent surge

tanks against penetration by lightning strikes the following is required:

(a) Apply bonded laminate panels of 0.010 clad aluminum sheet and glass cloth scrim (approximately 20 by 36 inches) covering the upper and lower wing surfaces over the entire plan form area of the left and right-hand fuel vent surge tanks between the front and rear spars and from Wing Stations 939.312 to 959.312. Prepare wing surfaces and apply panels in accordance with Boeing Document D6-8191.

(b) The rework shall be done in accordance with Boeing Service Bulletin No. 1642 dated June 22, 1962, or an equivalent means approved by the Engineering and Manufacturing Branch, FAA Western Region, Los Angeles, California.

(Boeing Service Bulletin No. 1642 dated June 22, 1962, covers this same subject.)

This amendment shall become effective February 21, 1964.

(Secs. 313(a), 601, 603; 72 Stat. 752, 775, 776; 49 U.S.C. 1354(a), 1421, 1423)

Issued in Washington, D.C., on February 18, 1964.

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

[F.R. Doc. 64-1695; Filed, Feb. 20, 1964;
8:45 a.m.]

[Reg. Docket No. 3030; Amdt. 688]

PART 507—AIRWORTHINESS DIRECTIVES

General Dynamics Models 22, 22M, 30 and 30A Aircraft

A proposal to amend Part 507 of the Regulations of the Administrator to include an airworthiness directive requiring inspection of the aileron trim gearbox assembly and rework or replacement on General Dynamics Models 22, 22M, 30, and 30A aircraft was published in 29 F.R. 108.

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

In consideration of the foregoing, and pursuant to the authority delegated to me by the Administrator (25 F.R. 6489), § 507.10(a) of Part 507 (14 CFR Part 507), is hereby amended by adding the following new airworthiness directive:

GENERAL DYNAMICS. Applies to all Models 22, 22M, 30 and 30A aircraft.

Compliance required as indicated.

To prevent slipping of the aileron trim tab dial assembly in relation to the cable drum within the aileron and rudder trim gearbox assembly; to insure that the gear teeth on the aileron trim tab dial gear are not damaged; and to ascertain that the inside rim of the aileron trim tab dial gear is not rubbing against the sides of the hub of the aileron and rudder trim gear box, accomplish the following:

(a) Within 500 hours' time in service after the effective date of this AD, and thereafter at intervals not to exceed 500 hours' time in service from the last check, perform an operational check (see Maintenance Manual) to determine that the aileron trim tab dial indicator and the aileron trim tab deflections correspond throughout the operational range and that the aileron trim tab control knob and dial work properly without evidence of binding or slippage. If there is any evidence that the aileron trim tab dial indicator and the aileron trim tab deflections do

not correspond throughout the operational range or if there is any evidence of binding or slippage in the operation of the aileron trim tab control knob and dial, rework the aircraft per (b)(1) and (b)(2) before further flight. After compliance with paragraph (b) the checks required by this paragraph may be discontinued.

(b) Within 1,500 hours' time in service after the effective date of this AD unless the modification has already been accomplished:

(1) Pin the aileron trim drum shaft to the shaft gear and the aileron trim tab dial to the aileron trim tab gear per General Dynamics/Convair 880 Service Bulletin No. 27-27, 880M Service Bulletin No. 27-34, or 990 Service Bulletin No. 27-52, as applicable, or an FAA Western Region Engineering and Manufacturing Branch approved equivalent.

(2) Conduct a visual inspection of the aileron trim tab dial gear and hub of the support within the aileron and rudder trim gearbox assembly and if there is any evidence that the gear teeth on the aileron trim tab dial gear are damaged or there is any evidence that the inside of the rim of the aileron trim tab dial gear is rubbing the hub of the support, rework the hub of the support and replace any damaged aileron trim tab dial gear with a new gear in accordance with General Dynamics/Convair 880 Service Bulletin No. 27-70, 880M Service Bulletin No. 27-37 or 990 Service Bulletin No. 27-62, as applicable, or an FAA Western Region Engineering and Manufacturing Branch approved equivalent.

(General Dynamics/Convair 880 Service Bulletins Nos. 27-27 and 27-70, 880M Service Bulletins Nos. 27-34 and 27-37 and 990 Service Bulletins Nos. 27-52 and 27-62 cover this same subject.)

This amendment shall become effective March 23, 1964.

(Secs. 313(a), 601, 603; 72 Stat. 752, 775, 776; 49 U.S.C. 1354(a), 1421, 1423)

Issued in Washington, D.C., on February 17, 1964.

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

[F.R. Doc. 64-1697; Filed, Feb. 20, 1964;
8:45 a.m.]

Title 7—AGRICULTURE

Subtitle A—Office of the Secretary of Agriculture

[Amdt. 13]

PART 5—DETERMINATION OF PARITY PRICES

Alsike Clover Seed and Mustard Seed

The regulations of the Secretary of Agriculture with respect to the determination of parity prices (21 F.R. 761, as amended; 7 CFR 5.1-5.6) are amended as hereinafter specified in order to discontinue the calculation of parity prices for alsike clover seed and mustard seed.

1. In § 5.2, the paragraph under the centerhead "Seed Crops" is amended by deleting the words "alsike clover and "mustard".

2. In § 5.4, the paragraph under the centerhead "Seed Crops" is amended by deleting the words "alsike clover" and "mustard".

(Sec. 301, 52 Stat. 38, as amended; 7 U.S.C. 1301)

Done at Washington, D.C., this 18th day of February 1964.

ORVILLE L. FREEMAN,
Secretary of Agriculture.

[F.R. Doc. 64-1740; Filed, Feb. 20, 1964;
8:50 a.m.]

Chapter IV—Federal Crop Insurance Corporation, Department of Agriculture

[Amdt. 66]

PART 401—FEDERAL CROP INSURANCE

Subpart—Regulations for the 1961 and Succeeding Crop Years

MISCELLANEOUS AMENDMENTS

Pursuant to the authority contained in the Federal Crop Insurance Act, as amended, the above-identified regulations are amended in the following respects:

1. That portion of the second sentence of paragraph (a) of § 401.3 of this chapter, beginning with "(2)" and ending with a colon, is amended, effective beginning with the 1964 crop year; and the portion of the table following paragraph (a) of § 401.3 of this chapter under the heading "Wheat" and pertaining to Idaho is amended effective beginning with the 1964 crop year. The amended portions read as follows:

§ 401.3 Application for insurance.

(a) * * *

(2) In counties where wheat is an insurable crop an application for insurance on wheat may be filed until the March 31 following the closing date in all counties in Montana, in any county in North Dakota and South Dakota in which insurance is not limited to spring wheat only on the county actuarial table, in Klamath and Linn Counties, Oregon, in Modoc and Siskiyou Counties, California, in Bannock, Bonneville, Caribou, Cassia, Franklin, Fremont, and Madison Counties, Idaho, in Cache County, Utah, and in Grant County, Washington, but in any such case for the first wheat crop year of the contract, winter wheat in all of such counties and spring wheat planted on land which is nonirrigated in Bannock, Bonneville, Caribou, Cassia, Franklin, Fremont, and Madison Counties, Idaho, and in Grant County, Washington, will not be insured:

(Closing dates)

WHEAT

Idaho:
Idaho County and all Idaho counties lying north thereof: October 31.
All Idaho counties lying south of Idaho County except Bingham, Canyon, Gooding, Jefferson, Jerome, Lincoln, Minidoka, and Twin Falls Counties: September 15.
Bingham, Canyon, Gooding, Jefferson, Jerome, Lincoln, Minidoka, and Twin Falls Counties: March 31.

2. That portion of the second sentence of paragraph (a) of § 401.3 of this chapter, beginning with "(2)" and ending with a colon, is amended, effective beginning with the 1965 crop year to read as follows:

§ 401.3 Application for insurance.

(a) * * *

(2) In counties where wheat is an insurable crop an application for insurance on wheat may be filed until the March 31 following the closing date in all counties in Montana, in any county in North Dakota and South Dakota in which insurance is not limited to spring wheat only on the county actuarial table, in Klamath and Linn Counties, Oregon, in Modoc and Siskiyou Counties, California, in Bannock, Bonneville, Caribou, Cassia, Franklin, Fremont, and Madison Counties, Idaho, in Cache County, Utah, and in Adams, Franklin, and Grant Counties, Washington, but in any such case for the first wheat crop year of the contract, winter wheat in all of such counties and spring wheat planted on land which is nonirrigated in Bannock, Bonneville, Caribou, Cassia, Franklin, Fremont, and Madison Counties, Idaho, and in Adams, Franklin, and Grant Counties, Washington, will not be insured:

§ 401.32 [Amended]

3. Section 2 of the wheat endorsement shown in § 401.32 of this chapter is amended effective beginning with the 1964 crop year by adding two sentences at the end thereto reading as follows: "Insurance on winter wheat under the irrigated practice will not be provided to any insured during the 1964 crop year in Cache County, Utah. Insurance on spring planted wheat under the irrigated practice will not be provided for the 1964 crop year to insureds in Cache County, Utah, with a contract in force during the 1963 crop year or who file an application prior to February 25, 1964, unless such insureds elect prior to March 31, 1964, to include irrigated spring planted wheat as an insurable practice under the contract."

4. In subsection 8 of the wheat endorsement shown in § 401.32 of this chapter, the table at the end thereof is amended effective beginning with the 1964 crop year by amending the portion of the table pertaining to Idaho to read as follows:

State and county	Cancellation date	Termination date for indebtedness
Idaho: Idaho County and all Idaho counties lying north thereof....	Mar. 15	Oct. 31
All Idaho counties lying south of Idaho County except Bingham, Canyon, Gooding, Jefferson, Jerome, Lincoln, Minidoka, and Twin Falls Counties.	Mar. 15	Sept. 15
Bingham, Canyon, Gooding, Jefferson, Jerome, Lincoln, Minidoka, and Twin Falls Counties.....	Dec. 31	Mar. 31

5. The second proviso of section 8 of the wheat endorsement shown in § 401.32 of this chapter is amended effective beginning with the 1965 crop year to read as follows:

And provided, further, That an insured may cancel his wheat crop insurance for any crop year any time prior to the December 31

following the cancellation date for that crop year in (1) any county in Montana and any county in North Dakota and South Dakota in which insurance is not limited to spring wheat only on the county actuarial table and in Modoc and Siskiyou Counties, California, if he does not have an interest in any winter wheat crop seeded for harvest in such county in that crop year, as determined by the Corporation, and (11) any county in Idaho, Oregon, Utah, and Washington in which insurance is not limited to spring wheat only on the county actuarial table and a premium rate has been established on an irrigated basis, if he does not have an interest in any winter wheat crop seeded for harvest in such county in that crop year, as determined by the Corporation.

§ 401.17 [Amended]

6. Section 7 of the barley endorsement shown in § 401.17 of this chapter is amended, effective beginning with the 1965 crop year, by changing the period at the end of that portion of the section preceding the table to a colon and by adding the following to such portion:

And provided, further, That in any county in Idaho, Oregon, and Washington in which insurance is not limited to spring barley only on the county actuarial table and a premium rate has been established on an irrigated basis, an insured may cancel his barley crop insurance contract for any crop year any time prior to the December 31 following the cancellation date for that crop year, if he does not have an interest in any winter barley crop seeded for harvest in such county in that crop year as determined by the Corporation.

(Secs. 506, 516, 52 Stat. 73, as amended, 77, as amended; 7 U.S.C. 1506, 1516)

Adopted by the Board of Directors on February 14, 1963.

[SEAL] EARLL H. NIKKEL,
Secretary, Federal Crop Insurance Corporation.

Approved: February 18, 1964.

CHARLES S. MURPHY,
Under Secretary.

[F.R. Doc. 64-1711; Filed, Feb. 20, 1964;
8:46 a.m.]

[Amdt. 67]

PART 401—FEDERAL CROP INSURANCE

Subpart—Regulations for the 1961 and Succeeding Crop Years

PEAS; CANNING AND FREEZING

Pursuant to the authority contained in the Federal Crop Insurance Act, as amended, the above-identified regulations are amended effective beginning with the 1964 crop year for canning and freezing peas in the following respects:

§ 401.3 [Amended]

1. The portion of the table following paragraph (a) of § 401.3 of this chapter under the heading "Canning and Freezing Peas" is amended effective beginning with the 1964 crop year for canning and freezing peas to read as follows:

(Closing dates)

CANNING AND FREEZING PEAS

Minnesota and Wisconsin..... Apr. 15
All other States..... Mar. 1

2. The headnote and that portion published in § 401.38 preceding section 1 of the canning and freezing pea endorsement is amended effective beginning with the 1964 crop year to read as follows:

§ 401.38 The canning and freezing pea endorsement (applicable in all states except Minnesota and Wisconsin).

The provisions of this canning and freezing pea endorsement, which shall be applicable in all states except Minnesota and Wisconsin, are as follows:

3. The headnote and that portion published in § 401.41 preceding section 1 of the canning and freezing pea endorsement is amended effective beginning with the 1964 crop year to read as follows:

§ 401.41 The canning and freezing pea endorsement (applicable only in Minnesota and Wisconsin).

The provisions of this canning and freezing pea endorsement (applicable only in the States of Minnesota and Wisconsin) for the 1964 and succeeding crop years are as follows:

(Secs. 506, 516, 52 Stat. 73, as amended, 77, as amended; 7 U.S.C. 1506, 1516)

Adopted by the Board of Directors on February 14, 1964.

[SEAL] EARL H. NIKKEL,
Secretary,
Federal Corp Insurance Corporation.

Approved: February 18, 1964.

CHARLES S. MURPHY,
Under Secretary.

[F.R. Doc. 64-1712; Filed, Feb. 20, 1964;
8:46 a.m.]

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

[Navel Orange Reg. 52]

PART 907—NAVEL ORANGES GROWN IN ARIZONA AND DESIGNATED PART OF CALIFORNIA

Limitation of Handling

§ 907.352 Navel Orange Regulation 52.

(a) *Findings.* (1) Pursuant to the marketing agreement, as amended, and Order No. 907, as amended (7 CFR Part 907; 27 F.R. 10087), regulating the handling of navel oranges grown in Arizona and designated part of California, effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601-674), and upon the basis of the recommendations and information submitted by the Navel Orange Administrative Committee, established under the said amended marketing agreement and order, and upon other available information, it is hereby found that the limitation of handling of such navel oranges as hereinafter provided will tend to effectuate the declared policy of the act.

(2) It is hereby further found that it is impracticable and contrary to the public interest to give preliminary notice, engage in public rule-making pro-

cedure, and postpone the effective date of this section until 30 days after publication hereof in the FEDERAL REGISTER (5 U.S.C. 1001-1011) because the time intervening between the date when information upon which this section is based became available and the time when this section must become effective in order to effectuate the declared policy of the act is insufficient, and a reasonable time is permitted, under the circumstances, for preparation for such effective time; and good cause exists for making the provisions hereof effective as hereinafter set forth. The committee held an open meeting during the current week, after giving due notice thereof, to consider supply and market conditions for navel oranges and the need for regulation; interested persons were afforded an opportunity to submit information and views at this meeting; the recommendation and supporting information for regulation during the period specified herein were promptly submitted to the Department after such meeting was held; the provisions of this section, including its effective time, are identical with the aforesaid recommendation of the committee, and information concerning such provisions and effective time has been disseminated among handlers of such navel oranges; it is necessary, in order to effectuate the declared policy of the act, to make this section effective during the period herein specified; and compliance with this section will not require any special preparation on the part of persons subject hereto which cannot be completed on or before the effective date hereof. Such committee meeting was held on February 19, 1964.

(b) *Order.* (1) The respective quantities of navel oranges grown in Arizona and designated part of California which may be handled during the period beginning at 12:01 a.m., P.s.t., February 23, 1964, and ending at 12:01 a.m., P.s.t., March 1, 1964, are hereby fixed as follows:

- (i) District 1: 725,000 cartons;
- (ii) District 2: 425,000 cartons;
- (iii) District 3: Unlimited movement;
- (iv) District 4: Unlimited movement.

(2) As used in this section, "handled," "District 1," "District 2," "District 3," "District 4," and "carton" have the same meaning as when used in said amended marketing agreement and order.

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

Dated: February 20, 1964.

PAUL A. NICHOLSON,
Deputy Director, Fruit and
Vegetable Division, Agricultural
Marketing Service.

[F.R. Doc. 64-1803; Filed, Feb. 20, 1964;
11:32 a.m.]

[Valencia Orange Reg. 69]

PART 908—VALENCIA ORANGES GROWN IN ARIZONA AND DESIGNATED PART OF CALIFORNIA

Limitation of Handling

§ 908.369 Valencia Orange Regulation 69.

(a) *Findings.* (1) Pursuant to the marketing agreement, as amended, and

Order No. 908, as amended (7 CFR Part 908; 27 F.R. 10089), regulating the handling of Valencia oranges grown in Arizona and designated part of California, effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601-674), and upon the basis of the recommendations and information submitted by the Valencia Orange Administrative Committee, established under the said amended marketing agreement and order, and upon other available information, it is hereby found that the limitation of handling of such Valencia oranges, as hereinafter provided, will tend to effectuate the declared policy of the act.

(2) It is hereby further found that it is impracticable and contrary to the public interest to give preliminary notice, engage in public rule-making procedure, and postpone the effective date of this section until 30 days after publication hereof in the FEDERAL REGISTER (5 U.S.C. 1001-1011) because the time intervening between the date when information upon which this section is based became available and the time when this section must become effective in order to effectuate the declared policy of the act is insufficient, and a reasonable time is permitted, under the circumstances, for preparation for such effective time; and good cause exists for making the provisions hereof effective as hereinafter set forth. The committee held an open meeting during the past week, after giving due notice thereof, to consider supply and market conditions for Valencia oranges and the need for regulation; interested persons were afforded an opportunity to submit information and views at this meeting; the recommendation and supporting information for regulation during the period specified herein were promptly submitted to the Department after such meeting was held; the provisions of this section, including its effective time, are identical with the aforesaid recommendation of the committee, and information concerning such provisions and effective time has been disseminated among handlers of such Valencia oranges; it is necessary, in order to effectuate the declared policy of the act, to make this section effective during the period herein specified; and compliance with this section will not require any special preparation on the part of persons subject hereto which cannot be completed on or before the effective date hereof. Such committee meeting was held on February 11, 1964.

(b) *Order.* (1) During the period beginning at 12:01 a.m., P.s.t., February 23, 1964, and ending at 12:01 a.m., P.s.t., January 31, 1965, no handler shall handle any Valencia oranges grown in District 3 which are a size smaller than 2.32 inches in diameter, which shall be the largest measurement at a right angle to a straight line running from the stem to the blossom end of the fruit, except that not to exceed 5 percent, by count, of the oranges in any type of container may measure smaller than 2.32 inches in diameter: *Provided*, That in addition to such tolerance each handler may, during each calendar week of the aforesaid period, handle a quantity of such oranges, which are smaller than 2.32 inches in

diameter but not smaller than 2.20 inches in diameter, except not to exceed 5 percent, by count, of oranges smaller than 2.20 inches in diameter shall be permitted in any container of oranges which are smaller than 2.32 inches in diameter, equal to, but not in excess of, 10 percent of (1) the weekly allotment issued to such handler when volume regulation is in effect, or (1i) 10 percent of the weekly volume handled by such handler when volume regulation is not in effect.

(2) As used in this section, "handle," "handler," and "District 3" shall have the same meaning as when used in the said amended marketing agreement and order. (Secs. 1-19, 48 Stat. 31, as amended; 7 U.S.C. 601-674)

Dated: February 18, 1964.

PAUL A. NICHOLSON,
Deputy Director, Fruit and Vegetable Division, Agricultural Marketing Service.

[F.R. Doc. 64-1741; Filed, Feb. 20, 1964; 8:50 a.m.]

[Valencia Orange Reg. 70]

PART 908—VALENCIA ORANGES GROWN IN ARIZONA AND DESIGNATED PART OF CALIFORNIA

Limitation of Handling

§ 908.370 Valencia Orange Regulation 70.

(a) *Findings.* (1) Pursuant to the marketing agreement, as amended, and Order No. 908, as amended (7 CFR Part 908; 27 F.R. 10089), regulating the handling of Valencia oranges grown in Arizona and designated part of California, effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601-674), and upon the basis of the recommendations and information submitted by the Valencia Orange Administrative Committee, established under the said amended marketing agreement and order, and upon other available information, it is hereby found that the limitation of handling of such Valencia oranges, as hereinafter provided, will tend to effectuate the declared policy of the act.

(2) It is hereby further found that it is impracticable and contrary to the public interest to give preliminary notice, engage in public rule-making procedure, and postpone the effective date of this section until 30 days after publication hereof in the FEDERAL REGISTER (5 U.S.C. 1001-1011) because the time intervening between the date when information upon which this section is based became available and the time when this section must become effective in order to effectuate the declared policy of the act is insufficient, and a reasonable time is permitted, under the circumstances, for preparation for such effective time; and good cause exists for making the provisions hereof effective as hereinafter set forth. The committee held an open meeting during the current week, after giving due notice thereof, to consider supply and market conditions for Valencia oranges and the need for regulation; interested persons were afforded an op-

portunity to submit information and views at this meeting; the recommendation and supporting information for regulation during the period specified herein were promptly submitted to the Department after such meeting was held; the provisions of this section, including its effective time, are identical with the aforesaid recommendation of the committee, and information concerning such provisions and effective time has been disseminated among handlers of such Valencia oranges; it is necessary, in order to effectuate the declared policy of the act, to make this section effective during the period herein specified; and compliance with this section will not require any special preparation on the part of persons subject hereto which cannot be completed on or before the effective date hereof. Such committee meeting was held on February 19, 1964.

(b) *Order.* (1) The respective quantities of Valencia oranges grown in Arizona and designated part of California which may be handled during the period beginning at 12:01 a.m., P.s.t., February 23, 1964, and ending at 12:01 a.m., P.s.t., March 1, 1964, are hereby fixed as follows:

- (i) District 1: Unlimited movement;
 - (ii) District 2: Unlimited movement;
 - (iii) District 3: 65,000 cartons.
- (2) As used in this section, "handled," "handler," "District 1," "District 2," "District 3," and "carton" have the same meaning as when used in said amended marketing agreement and order.

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

Dated: February 20, 1964.

PAUL A. NICHOLSON,
Deputy Director, Fruit and Vegetable Division, Agricultural Marketing Service.

[F.R. Doc. 64-1804; Filed, Feb. 20, 1964; 11:32 a.m.]

[Grapefruit Reg. 15]

PART 909—GRAPEFRUIT GROWN IN ARIZONA; IN IMPERIAL COUNTY, CALIF.; AND IN THAT PART OF RIVERSIDE COUNTY, CALIF., SITUATED SOUTH AND EAST OF WHITE WATER, CALIF.

Limitation of Shipments

§ 909.315 Grapefruit Regulation 15.

(a) *Findings.* (1) Pursuant to the marketing agreement, as amended, and Order No. 909, as amended (7 CFR Part 909), regulating the handling of grapefruit grown in the State of Arizona; in Imperial County, California; and in that part of Riverside County, California, situated south and east of White Water, California, effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601 et seq.), and upon the basis of the recommendations of the Administrative Committee (established under the aforesaid amended marketing agreement and order), and upon other available information, it is hereby found

that the limitation of shipments of grapefruit, as hereinafter provided, will tend to effectuate the declared policy of the act.

(2) It is hereby further found that it is impracticable and contrary to the public interest to give preliminary notice, engage in public rule-making procedure, and postpone the effective date of this section until 30 days after publication thereof in the FEDERAL REGISTER (5 U.S.C. 1001-1011), because the time intervening between the date when information upon which this section is based became available and the time when this section must become effective in order to effectuate the declared policy of the act is insufficient, and a reasonable time is permitted, under the circumstances, for preparation for such effective date. The Administrative Committee held an open meeting on February 13, 1964, to consider recommendations for a regulation, after giving due notice of such meeting, and interested persons were afforded an opportunity to submit their views at this meeting; the recommendation and supporting information for regulation during the period specified herein were promptly submitted to the Department after such open meeting; necessary supplemental economic and statistical information upon which this recommended section is based were received by the Fruit Branch on February 18, 1964; information regarding the provisions of the section recommended by the committee has been disseminated to shippers of grapefruit, grown as aforesaid, and this section, including the effective time thereof, is identical with the recommendation of the committee; it is necessary, in order to effectuate the declared policy of the act, to make this section effective on the date hereinafter set forth; and compliance with this section will not require any special preparation on the part of persons subject thereto which cannot be completed on or before the effective date hereof.

(b) *Order.* (1) During the period beginning at 12:01 a.m., P.s.t., February 23, 1964, and ending at 12:01 a.m., P.s.t., March 15, 1964, no handler shall handle:

(i) From the State of California or the State of Arizona to any point outside thereof any grapefruit of any variety grown in the State of Arizona; in Imperial County, California; or in that part of Riverside County, California, situated south and east of White Water, California, unless such grapefruit grade at least U.S. No. 2: *Provided*, That any such grapefruit may have scars to the extent permitted by the U.S. No. 3 grade: *Provided further*, That, included in the tolerances for defects permitted by such grade not more than 5 percent, by count, shall be allowed for grapefruit having peel more than one inch in thickness at the stem end, measured from the flesh to the highest point of the peel; or

(ii) From the State of California or the State of Arizona to any point in Zone 1 or Zone 2 any grapefruit, grown as aforesaid, which measure less than $3\frac{1}{16}$ inches in diameter, except that a tolerance of 5 percent, by count, of grapefruit smaller than the foregoing minimum size shall be permitted which tolerance shall be applied

in accordance with the provisions for the application of tolerances, specified in the revised United States Standards for Grapefruit (California and Arizona), §§ 51.925-51.955 of this title: *Provided*, That, in determining the percentage of grapefruit in any lot which are smaller than $3\frac{1}{16}$ inches in diameter, such percentage shall be based only on the grapefruit in such lot which are of a size $4\frac{1}{16}$ inches in diameter and smaller.

(iii) From the State of California or the State of Arizona to any point in Zone 3 any grapefruit, grown as aforesaid, which measure less than $3\frac{1}{16}$ inches in diameter, except that a tolerance of 5 percent, by count, of grapefruit smaller than the foregoing minimum size shall be permitted which tolerance shall be applied in accordance with the provisions for the application of tolerances, specified in the revised United States Standards for Grapefruit (California and Arizona), §§ 51.925-51.955 of this title: *Provided*, That, in determining the percentage of grapefruit in any lot which are smaller than $3\frac{1}{16}$ inches in diameter, such percentage shall be based only on the grapefruit in such lot which are of a size $3\frac{1}{16}$ inches in diameter and smaller.

(2) As used herein, "handler," "variety," "grapefruit," "handle," "Zone 1," "Zone 2," and "Zone 3" shall have the same meaning as when used in said amended marketing agreement and order; the terms "U.S. No. 2" and "well colored" shall have the same meaning as when used in the aforesaid revised United States Standards for Grapefruit; and "diameter" shall mean the greatest dimension measured at right angles to a line from the stem to blossom end of the fruit.

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

Dated: February 19, 1964.

PAUL A. NICHOLSON,
Deputy Director, Fruit and Vegetable Division, Agricultural Marketing Service.

[F.R. Doc. 64-1805; Filed, Feb. 20, 1964; 11:32 a.m.]

[Lemon Reg. 98]

PART 910—LEMONS GROWN IN CALIFORNIA AND ARIZONA

Limitation of Handling

§ 910.398 Lemon Regulation 98.

(a) *Findings*. (1) Pursuant to the marketing agreement, as amended, and Order No. 910, as amended (7 CFR Part 910; 27 F.R. 8346), regulating the handling of lemons grown in California and Arizona, effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601-674), and upon the basis of the recommendation and information submitted by the Lemon Administrative Committee, established under the said amended marketing agreement and order, and upon other available information, it is hereby found that the limitation of handling of such lemons as hereinafter provided will tend to effectuate the declared policy of the act.

No. 37—3

(2) It is hereby further found that it is impracticable and contrary to the public interest to give preliminary notice, engage in public rule-making procedure, and postpone the effective date of this section until 30 days after publication hereof in the FEDERAL REGISTER (5 U.S.C. 1001-1011) because the time intervening between the date when information upon which this section is based became available and the time when this section must become effective in order to effectuate the declared policy of the act is insufficient, and a reasonable time is permitted, under the circumstances, for preparation for such effective time; and good cause exists for making the provisions hereof effective as hereinafter set forth. The committee held an open meeting during the current week, after giving due notice thereof, to consider supply and market conditions for lemons and the need for regulation; interested persons were afforded an opportunity to submit information and views at this meeting; the recommendation and supporting information for regulation during the period specified herein were promptly submitted to the Department after such meeting was held; the provisions of this section, including its effective time, are identical with the aforesaid recommendation of the committee, and information concerning such provisions and effective time has been disseminated among handlers of such lemons; it is necessary, in order to effectuate the declared policy of the act, to make this section effective during the period herein specified; and compliance with this section will not require any special preparation on the part of persons subject hereto which cannot be completed on or before the effective date hereof. Such committee meeting was held on February 18, 1964.

(b) *Order*. (1) The respective quantities of lemons grown in California and Arizona which may be handled during the period beginning at 12:01 a.m., P.s.t., February 23, 1964, and ending at 12:01 a.m., P.s.t., March 1, 1964, are hereby fixed as follows:

- (i) District 1: 7,440 cartons;
 - (ii) District 2: 186,000 cartons;
 - (iii) District 3: Unlimited movement.
- (2) As used in this section, "handled," "District 1," "District 2," "District 3," and "carton" have the same meaning as when used in the said amended marketing agreement and order.

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

Dated: February 19, 1964.

PAUL A. NICHOLSON,
Deputy Director, Fruit and Vegetable Division, Agricultural Marketing Service.

[F.R. Doc. 64-1774; Filed, Feb. 20, 1964; 8:51 a.m.]

[Lime Reg. 6, Amdt. 1]

PART 911—LIMES GROWN IN FLORIDA

Quality and Size

(a) *Findings*. (1) Pursuant to the marketing agreement, as amended, and

Order No. 911, as amended (7 CFR Part 911), regulating the handling of limes grown in Florida, effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601-674), and upon the basis of the recommendations of the Florida Lime Administrative Committee, established under the aforesaid amended marketing agreement and order, and upon other available information, it is hereby found that the limitation of handling of limes, as hereinafter provided, will tend to effectuate the declared policy of the act.

(2) It is hereby further found that it is impracticable, unnecessary, and contrary to the public interest to give preliminary notice, engage in public rule-making procedure, and postpone the effective date of this amendment until 30 days after publication thereof in the FEDERAL REGISTER (5 U.S.C. 1001-1011) in that 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; a reasonable time is permitted, under the circumstances, for preparation for such effective time; and good cause exists for making the provisions hereof effective not later than February 24, 1964. Shipments of Florida limes are currently regulated pursuant to Lime Regulation 6 (29 F.R. 470) and, unless sooner terminated, will continue to be so regulated until May 1, 1964; determinations as to the need for, and extent of, continued regulation of Florida lime shipments must await the development of the crop and the availability of information on the demand for such fruit; the recommendations and supporting information for regulation of lime shipments subsequent to February 24, 1964, and in the manner herein provided, were promptly submitted to the Department after an open meeting of the Florida Lime Administrative Committee on February 11, 1964, held to consider recommendations for regulation; the provisions of this amendment are identical with the aforesaid recommendations of the committee, and information concerning such provisions has been disseminated among handlers of Florida limes; it is necessary, in order to effectuate the declared policy of the act, to make this amendment effective as hereinafter set forth; and compliance with this amendment will not require any special preparation on the part of the persons subject thereto which cannot be completed by the effective time hereof.

(b) It is, therefore, ordered that the provisions of paragraph (b) (2) (ii) of § 911.306 (Lime Regulation 6; 29 F.R. 470) are hereby amended to read as follows:

§ 911.306 Lime Regulation 6.

- (b) * * *
- (2) * * *

(ii) Any limes of the group known as large fruited or Persian limes (including Tahiti, Bearss, and similar varieties)

which do not grade at least U.S. No. 2, Turning; or

(c) The provisions of this amendment shall become effective at 12:01 a.m., e.s.t., February 24, 1964.

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

Dated: February 18, 1964.

PAUL A. NICHOLSON,
Deputy Director, Fruit and
Vegetable Division, Agricultural
Marketing Service.

[F.R. Doc. 64-1742; Filed, Feb. 20, 1964;
8:50 a.m.]

[Lime Reg. 1, Amdt. 8]

PART 944—FRUITS; IMPORT REGULATIONS

Limes

Pursuant to the provisions of section 8e of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601-674), the provisions of paragraph (a) of § 944.200 (Lime Regulation 1; 27 F.R. 3797, 5734, 6923, 11219; 28 F.R. 347, 5638, 12702, 13928) are hereby amended to read as follows:

§ 944.200 Lime Regulation No. 1.

(a) On and after 12:01 a.m., e.s.t., February 28, 1964, the importation into the United States of any limes is prohibited unless such limes are inspected and meet the following requirements:

(1) Such limes of the group known as true limes (also known as Mexican, West Indian, and Key limes and by other synonyms) meet the requirements of at least U.S. No. 2 grade for Persian (Tahiti) limes, except as to color;

(2) Such limes of the group known as large fruited or Persian limes (including Tahiti, Bearss, and similar varieties) grade at least U.S. No. 2, Turning; and

(3) Such limes of the group known as large fruited or Persian limes (including Tahiti, Bearss, and similar varieties) are of a size not smaller than 1½ inches in diameter: *Provided*, That not to exceed 10 percent, by count, of the limes in any container may fail to meet this requirement.

It is hereby found that it is impracticable, unnecessary, and contrary to the public interest to give preliminary notice, engage in public rule-making procedure, and postpone the effective time of this amendment beyond that hereinafter specified (5 U.S.C. 1001-1011) in that (a) the requirements of this amended import regulation are imposed pursuant to section 8e of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601-674), which makes such regulation mandatory; (b) such regulation imposes the same restrictions being made applicable to domestic shipments of limes under Amendment 1 to Lime Regulation 6 (§ 911.308), which becomes effective February 24, 1964; (c) compliance with this amended import regulation will not require any special preparation which cannot be completed by the effective time hereof; (d) notice hereof in excess of 3

days, the minimum that is prescribed by said section 8e, is given with respect to such regulation; and (e) such notice is hereby determined, under the circumstances, to be reasonable.

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

Dated, February 18, 1964, to become effective at 12:01 a.m., e.s.t., February 28, 1964.

PAUL A. NICHOLSON,
Deputy Director, Fruit and
Vegetable Division, Agricultural
Marketing Service.

[F.R. Doc. 64-1743; Filed, Feb. 20, 1964;
8:51 a.m.]

Title 49—TRANSPORTATION

Chapter I—Interstate Commerce Commission

SUBCHAPTER A—GENERAL RULES AND REGULATIONS

PART 120—ANNUAL, SPECIAL OR PERIODICAL REPORTS

Form Prescribed for Lessors to Railroads

At a session of the Interstate Commerce Commission, Division 2, held at its office in Washington, D.C., on the 14th day of February A.D. 1964.

The matter of annual reports from lessors to railroad companies being under further consideration, and the changes to be effectuated by this order being minor changes in the data to be furnished, rule-making procedures under section 4 of the Administrative Procedure Act, 5 U.S.C. 1003, being deemed unnecessary:

It is ordered, That the order of February 1, 1963, in the matter of Railroad Lessor Company Annual Report Form E, be, and it is hereby, modified and amended with respect to annual reports for the year ended December 31, 1963, and subsequent years, to read as shown below.

It is further ordered, That 49 CFR 120.14, be, and it is hereby, modified and amended to read as follows:

§ 120.14 Form prescribed for lessors to railroads.

Commencing with the year ended December 31, 1963, and for subsequent years thereafter, until further order, all lessors to railroad companies subject to the provisions of section 20, Part I, of the Interstate Commerce Act, are required to file annual reports in accordance with Annual Report Form E, Railroad Lessor Companies, which is attached hereto and made a part of this section. Such annual reports shall be filed in duplicate in the Bureau of Transport Economics and Statistics, Interstate Commerce Commission, Washington, D.C., 20423, on or before March 31 of the year following the year to which it relates.

(Sec. 12, 24 Stat. 383, as amended; 49 U.S.C. 12. Interpret or apply sec. 20, 24 Stat. 386, as amended; 49 U.S.C. 20)

And it is further ordered, That copies of this order and of Annual Report Form E shall be served on all lessors to railroad companies subject to the provisions of section 20, part I, of the Interstate Commerce Act, and that notice of this order shall be given to the general public by depositing a copy thereof in the office of the Secretary of the Commission at Washington, D.C., and by filing a copy thereof with the Director, Office of the Federal Register.

By the Commission, Division 2.

[SEAL] HAROLD D. MCCOY,
Secretary.

[F.R. Doc. 64-1734; Filed, Feb. 20, 1964;
8:49 a.m.]

SUBCHAPTER B—CARRIERS BY MOTOR VEHICLES

PART 205—REPORTS OF MOTOR CARRIERS

Annual Reports of Class I Carriers of Property

At a session of the Interstate Commerce Commission, Division 2, held at its office in Washington, D.C., on the 14th day of February A.D. 1964.

The matter of annual reports of Class I motor carriers of property being under further consideration, and the changes to be made by this order being reductions and minor changes in the data to be furnished, rule-making procedures under section 4 of the Administrative Procedure Act, 5 U.S.C. 1003, being deemed unnecessary:

It is ordered, That § 205.1 of the order of December 18, 1962, in the matter of Motor Carrier Annual Report Form A (Class I Carriers of Property), be, and it is hereby, modified and amended with respect to annual reports for the year ended December 31, 1963, and subsequent years, to read as shown below.

It is further ordered, That 49 CFR 205.1 be, and is hereby, modified and amended to read as follows:

§ 205.1 Annual reports of Class I carriers of property.

Commencing with reports for the year ended December 31, 1963, and thereafter, until further order, all Class I motor carriers of property, as described in 49 CFR 182.01-1, viz., carriers with average annual gross operating revenues (including interstate and intrastate) of \$1,000,000 or more, from property motor carrier operations, are required to file annual reports in accordance with Motor Carrier Annual Report Form A (Property), which is attached to and made a part of this section. Such annual report shall be filed in duplicate in the Bureau of Transport Economics and Statistics, Interstate Commerce Commission, Washington, D.C., 20423 on or before March 31 of the year following the year to which it relates.

(Sec. 204, 49 Stat. 546, as amended; 49 U.S.C. 304. Interpret or apply sec. 220, 49 Stat. 563, as amended; 49 U.S.C. 320)

It is further ordered, That copies of this order and of Motor Carrier Annual Report Form A (Property) shall be served on all Class I motor carriers of

property subject to its provisions, and upon every trustee, receiver, executor, administrator, or assignee of any such motor carrier, and that notice of this order shall be given to the general public by depositing a copy in the office of the Secretary of the Commission in Washington, D.C., and by filing it with the Director, Office of the Federal Register.

By the Commission, Division 2.

[SEAL] HAROLD D. MCCOY,
Secretary.

[F.R. Doc. 64-1735; Filed, Feb. 20, 1964;
8:49 a.m.]

PART 205—REPORTS OF MOTOR CARRIERS

Annual Reports of Class II Carriers of Property

At a session of the Interstate Commerce Commission, Division 2, held at its office in Washington, D.C., on the 14th day of February A.D. 1964.

The matter of annual reports of Class II motor carriers of property being under further consideration, and the changes to be made by this order being reductions and minor changes in the data to be furnished, rule-making procedures under section 4 of the Administrative Procedure Act, 5 U.S.C. 1003, being deemed unnecessary:

It is ordered, That § 205.1a of the order of December 18, 1962, in the matter of Motor Carrier Annual Report Form B (Class II Carriers of Property), be, and it is hereby, modified and amended, with respect to annual reports for the year ended December 31, 1963, and subsequent years, to read as shown below.

It is further ordered, That 49 CFR 205.1a be modified and amended to read as follows:

§ 205.1a Annual reports of Class II carriers of property.

Commencing with reports for the year ended December 31, 1963, and thereafter, until further order, all Class II motor carriers of property, as described in 49 CFR 182.01-1, viz., carriers with average annual gross operating revenues (including interstate and intrastate) of \$200,000 but less than \$1,000,000, from property motor carrier operations, are required to file annual reports in accordance with Motor Carrier Annual Report Form B (Property), which is attached to and made a part of this section. Such annual report shall be filed in duplicate in the Bureau of Transport Economics and Statistics, Interstate Commerce Commission, Washington, D.C., 20423 on or before March 31 of the year following the year of which it relates.

(Sec. 204, 49 Stat. 546, as amended; 49 U.S.C. 304. Interpret or apply sec. 220, 49 Stat. 563, as amended; 49 U.S.C. 320)

And it is further ordered, That copies of this order and of Motor Carrier Annual Report Form B (Property) shall be served on all Class II motor carriers of property subject to its provisions, and upon every trustee, receiver, executor,

administrator, or assignee of any such motor carrier, and that notice of this order shall be given to the general public by depositing a copy in the office of the Secretary of the Commission in Washington, D.C., and by filing it with the Director, Office of the Federal Register.

By the Commission, Division 2.

[SEAL] HAROLD D. MCCOY,
Secretary.

[F.R. Doc. 64-1736; Filed, Feb. 20, 1964;
8:49 a.m.]

PART 205—REPORTS OF MOTOR CARRIERS

Annual Reports of Class I Carriers of Passengers

At a session of the Interstate Commerce Commission, Division 2, held at its office in Washington, D.C., on the 14th day of February A.D., 1964.

The matter of annual reports of Class I motor carriers of passengers being under further consideration, and the changes to be made by this order being minor changes in the data to be furnished, rule-making procedures under section 4 of the Administrative Procedure Act, 5 U.S.C. 1003, being deemed unnecessary:

It is ordered, That § 205.3a of the order of December 13, 1962, in the matter of Motor Carrier Annual Report Form D (Class I Motor Carriers of Passengers), be, and it is hereby, modified and amended, with respect to annual reports for the year ended December 31, 1963, and subsequent years, to read as shown below.

It is further ordered, That 49 CFR 205.3a be modified and amended to read as follows:

§ 205.3a Annual reports of Class I carriers of passengers.

Commencing with reports for the year ended December 31, 1963, and thereafter, until further order, all Class I motor carriers of passengers, as defined in 49 CFR 181.02-1, viz., carriers with average annual gross operating revenues (including interstate and intrastate) of \$200,000 or more, from passenger motor carrier operations, are required to file annual reports in accordance with Motor Carrier Annual Report Form D (Passenger) which is attached to and made a part of this section. Such annual report shall be filed in duplicate in the Bureau of Transport Economics and Statistics, Interstate Commerce Commission, Washington, D.C., 20423 on or before March 31 of the year following the year to which it relates.

(Sec. 204, 49 Stat. 546, as amended; 49 U.S.C. 304. Interpret or apply sec. 220, 49 Stat. 563, as amended; 49 U.S.C. 320)

And it is further ordered, That a copy of this order and of Motor Carrier Annual Report Form D (Passenger) shall be served on all Class I motor carriers of passengers subject to its provisions, and upon every trustee, receiver, executor, administrator, or assignee of any such motor carrier, and that notice of this

order shall be given to the general public by depositing a copy in the office of the Secretary of the Commission in Washington, D.C., and by filing it with the Director, Office of the Federal Register.

By the Commission, Division 2.

[SEAL] HAROLD D. MCCOY,
Secretary.

[F.R. Doc. 64-1737; Filed, Feb. 20, 1964;
8:50 a.m.]

Title 47—TELECOMMUNICATION

Chapter I—Federal Communications Commission

[FCC 64-125]

SCHEDULE OF FEES

Effective Date of Schedule of Application Filing Fees

March 17 to be effective date of FCC schedule of application filing fees (see §§ 1.1101-1.1119, 13.14, 13.15, 21.12, 23.13, 25.523, 61.153, 62.24, 63.52, 66.14, 73.17, 73.214, 73.514, 73.620, 73.710, 74.11, 81.49, 81.50, 83.53, 83.54, 85.25, 87.51, 87.53, 89.81, 89.83, 91.67, 91.68, 93.66, 93.67, 95.23, 95.25, 97.53, and 97.55):

The Commission's schedule of application filing fees will become effective March 17, 1964.

By order of February 13, 1964, the U.S. Court of Appeals for the Seventh Circuit denied a motion for interlocutory injunction pending disposition of a joint petition for review which was brought in the court to set aside the Commission's action in adopting the fee schedule. The order of the court also dissolved the 60-day temporary restraining order it had imposed on December 31, 1963.

In accordance with conditions contained in the court's order, all funds collected prior to final disposition of the petition for review will be held aside in a deposit fund account and provisions will be made by the Commission to return to the appropriate payors any fee which is found to be invalid by the court.

Applications submitted by mail and postmarked later than 12:00 midnight March 16, 1964, must be accompanied by the fees prescribed in the Commission's rules. No fees will be required to accompany applications postmarked prior to March 17, 1964, irrespective of the date on which the application actually arrives at the Commission, or any of its field offices.

Applications submitted by hand to the Commission, or to any of its field offices, subsequent to the close of normal working hours on March 16, 1964, must be accompanied by the fees prescribed in the Commission's rules.

Adopted: February 14, 1964.

FEDERAL COMMUNICATIONS
COMMISSION,

[SEAL] BEN F. WAPLE,
Secretary.

[F.R. Doc. 64-1728; Filed, Feb. 20, 1964;
8:48 a.m.]

Title 32A—NATIONAL DEFENSE, APPENDIX

Chapter XIX—Office of the Maritime Administrator, Department of Com- merce

[General Order MA-TPM-1]

MA-TPM-1—RESTRICTIONS UPON THE TRANSFER, CHANGE IN USE, OR TERMS GOVERNING UTILIZA- TION OF PORT FACILITIES

It is deemed necessary during the existence of the unlimited national emergency and threat of war proclaimed by the President, by reason of the short supply of domestic port facilities, to regulate, allocate, and promote the availability, use, and distribution of port facilities for the preferential handling of civil defense and defense traffic; and for the maintenance of the essential civilian economy. In the formulation of this order, consultation with industry representatives, including trade association representatives, has been had and consideration has been given to their recommendations.

Accordingly, it is hereby ordered, That:

Sec.

1. Definitions.
2. Restrictions on transfers, changes in use, or terms governing utilization of port facilities.
3. Application for approval; place of filing; investigations; reference to Port Utilization Committee; disposition by Federal Port Controller; request for review; reference to Executive Council; disposition by Maritime Administrator, or his designee.
4. Exemptions.
5. Applicability.
6. Communications.
7. Effective Date.

AUTHORITY: The provisions of this MA-TPM-1 issued under 72 Stat. 1799; 23 F.R. 4991; 5 U.S.C. 1332-15 fn; as amended by P.L. 85-763, 72 Stat. 861, and E.O. 10773 (July 1, 1958; 23 F.R. 5061), as amended by E.O. 10782 (Sept. 6, 1958; 23 F.R. 6971); and E.O. 10999 (February 16, 1962; 62 F.R. 1805).

SECTION 1. Definitions. As used in this order, or in any order, regulation, or approval, issued hereunder, the term:

(a) "Person" means any individual, partnership, corporation, association, joint stock company, business trust, or other organized group of persons, or any trustee, receiver, assignee, or personal representative, and includes any department, agency, or corporation of the United States, any State, or any political, governmental, or legal entity.

(b) "Port facility" means any land, pier, wharf, dock, shed, warehouse, loading or unloading equipment, floating equipment or other structure or mechanical device used in connection with the transshipment of persons and property between domestic carriers and carriers engaged in coastwise, intercoastal, and overseas transportation, or with the handling, preservation, or storage of freight incidental to such transshipment.

(c) "Federal Port Controller" means the Maritime Administration Coast Director or the person appointed by the Maritime Administrator, or his designee, to act as local or area Federal Port Controller under his direction and supervision and upon his behalf in any designated port or group of ports.

(d) "Executive Council" means the advisory body to the Maritime Administrator, or his designee.

(e) "Port Utilization Committee" means the advisory body to the Federal Port Controller.

(f) "Transfer" means to sell, lease, trade, lend, give, relinquish title or possession to, or to physically transfer in any other way.

Sec. 2. Restrictions on the transfers, changes in use or terms governing utilization of port facilities. Except as otherwise provided in this order, and irrespective of the terms of any contract or other commitment:

(a) No person shall transfer, and no person shall accept transfer of, any port facility unless such transfer has been approved by the Federal Port Controller.

(b) No person shall use any port facility for any purpose or use other than that for which it was being used on the day preceding the effective date of this order, unless such change in purpose or use has been approved by the Federal Port Controller.

(c) No person shall change or alter the terms or conditions under which any port facility was being operated or used on the day preceding the effective date of this order, unless such change has been approved by the Federal Port Controller.

Sec. 3. Application for approval; place of filing; investigation; reference to Port Utilization Committee; disposition by Federal Port Controller; request for review; reference to Executive Council; disposition by Maritime Administrator, or his designee. (a) Application for approval of a transfer of, or change in use of, or change in terms governing utilization of, any port facility shall be in writing, and shall contain the following information:

- (1) Name, address, and principal place of business of applicant;
- (2) Specific description and location of port facility involved;
- (3) Name, address, and principal place of business of owner and/or operator of such port facility;
- (4) Present use of such port facility;
- (5) Proposed use of port facility; and
- (6) A statement of the reasons why such transfer, change in use, or change in terms, is in the interests of the war effort, national defense, or the maintenance of the essential civilian economy.

(b) The application shall be signed by the applicant or by any lawfully authorized agent or representative of the applicant who is familiar with the facts stated therein.

(c) The application and two clear copies thereof shall be filed in the office of the Federal Port Controller of the port in which the port facility is located for those ports listed in Appendix A to Maritime Administration Delegation

Order MA-TPM-1, dated October 31, 1963. For all ports not listed in said Appendix A, said application and copies thereof shall be filed in the office of the Maritime Administration Coast Director for the coast on which the port is located, except that for Great Lakes ports, and ports of Alaska, Hawaii, Puerto Rico, and the Virgin Islands, said application and copies thereof shall be filed in the office of the Maritime Administrator, Official Headquarters.

(d) The Federal Port Controller may require the applicant to submit reasonable proof of statements made in support of the application, and may make such investigation as may be reasonably necessary for proper disposition of the application; and the Federal Port Controller shall not be required to make any disposition of the application unless and until such reasonable proof has been submitted; *Provided*, That the disposition of any such application by the Federal Port Controller shall not be delayed for more than 60 days from the date of the filing thereof for the purpose of completing any such investigation.

(e) Any application may be referred to the Port Utilization Committee by the Federal Port Controller on his own motion or on the request of any member of the Port Utilization Committee. In either case the advice and recommendations of the Port Utilization Committee shall be given careful consideration by the Federal Port Controller.

(f) The Federal Port Controller may approve the application in whole or in part when he deems the action covered by the application, to the extent approved, is in the interests of the war effort, national defense, or the maintenance of the essential civilian economy.

(g) Any applicant aggrieved by the action of the Federal Port Controller in disapproving in whole or in part his application may request, in writing, that such action be reviewed by the Maritime Administrator, or his designee. The written request shall contain a statement of the reasons why the action of the Federal Port Controller should be reversed or modified. Any written request for review of the action of a Federal Port Controller may be referred to the Executive Council by the Maritime Administrator, or his designee, on his own motion or on the request of any member of the Executive Council. In either case the advice and recommendations of the Executive Council shall be given careful consideration by the Maritime Administrator, or his designee. The Maritime Administrator, or his designee, will review the application on the record made before the Federal Port Controller and will dispose of the application on its merits in accordance with the standards hereinabove set forth.

Sec. 4. Exemptions. The provisions of this order shall not apply to any port facility owned by or organic to any agency or department of the United States as of the effective date of this order.

Sec. 5. Applicability. The provisions of this order shall be applicable to the

States of the United States, Puerto Rico and the Virgin Islands.

Sec. 6. *Communications.* Communications concerning this order should refer to "Maritime Administration General Order MA-TPM-1", and should be addressed to the Maritime Administrator, Official Headquarters.

Sec. 7. *Effective date.* This order is effective during the existence of a state of civil defense emergency proclaimed by the President of the United States or by concurrent resolution of Congress and when so directed by or on behalf of the Maritime Administrator or in the absence of such specific direction immediately upon occurrence of a national emergency due to enemy attack.

Issued at Washington, D.C., this 31st day of October 1963.

J. W. GULICK,
Acting Maritime Administrator.

FEBRUARY 14, 1964.

[F.R. Doc. 64-1744; Filed, Feb. 20, 1964; 8:51 a.m.]

[Delegation Order MA-TPM-1]

MA-TPM-DEL. 1—APPOINTMENT OF FEDERAL PORT CONTROLLERS AND ACTING FEDERAL PORT CONTROLLERS; DELEGATIONS OF AUTHORITY

Pursuant to Executive Order 10902 of January 9, 1961; Executive Order 10999 of February 16, 1962; The National Plan for Civil Defense and Defense Mobilization (October 1958) and Annex 34 (National Transportation Plan) thereto; and Maritime Administration "Manual for the Emergency Utilization and Control of United States Ports" (April 1960):

It is hereby ordered, As follows:

1. Each person who, on the effective date hereof, holds a designation by the Secretary of Commerce as a member of the National Defense Executive Reserve—Port Unit and a national emergency assignment as a Federal Port Controller, is hereby appointed Federal Port Controller for his pre-designated area of responsibility.

2. In port areas listed in Appendix A below, each person who, on the effective date hereof, is the duly appointed, qualified, and acting local public official holding the position designated in said Appendix A, or his successor in function, is hereby appointed acting Federal Port Controller for the ocean port or ports named therein and shall function unless or until relieved by a duly appointed and qualified Federal Port Controller. During any period of functioning as said acting Federal Port Controller, such person may, simultaneously therewith, continue to hold the position designated in said Appendix A.

3. There is hereby delegated to each Federal Port Controller or Acting Federal Port Controller appointed hereunder the authority to perform, within his area of responsibility, the duties and exercise

the powers of the Maritime Administrator as they are set forth in Annex 1 (Outline Plan for Local Port Control in Time of National Emergency or War) to Maritime Administration "Manual for the Emergency Utilization and Control of United States Ports," (April 1960) and in Maritime Administration General Order MA-TPM-1 "Restrictions Upon the Transfer, Change in Use, or Terms Governing Utilization of Port Facilities", and as they may be set forth in any revision or amendment thereto or in any other Maritime Administration Order pertaining to the emergency utilization and control of United States ports.

4. This order is effective during the existence of a state of civil defense emergency proclaimed by the President of the United States or by concurrent resolution of Congress and when so directed by or on behalf of the Maritime Administrator or in the absence of such specific direction immediately upon occurrence of a national emergency due to enemy attack.

Issued at Washington, D.C., this 31st day of October 1963.

J. W. GULICK,
Acting Maritime Administrator.

FEBRUARY 14, 1964.

APPENDIX A (REVISED)

APPOINTMENT OF ACTING FEDERAL PORT CONTROLLERS

State	Ports	Acting Federal Port Controllers
Alabama	Mobile	Director, Alabama State Docks Department.
Alaska	Ketchikan	City Manager, City of Ketchikan.
	Kodiak	City Manager, City of Kodiak.
	Juneau	Mayor, City of Juneau.
	Sitka	Mayor, City of Sitka.
	Seward	Mayor, City of Seward.
	Anchorage	Port Manager, Port of Anchorage.
California	Los Angeles	General Manager, Los Angeles Board of Harbor Commissioners. ¹
	Long Beach	General Manager, Long Beach Board of Harbor Commissioners.
	San Francisco	Port Director, San Francisco Port Authority. ²
	Oakland	Executive Director, Board of Port Commissioners, City of Oakland.
	Alameda	City Manager, City of Alameda.
	Richmond	Manager, General Affairs Division, Parr-Richmond Terminal Company.
	Redwood City	Port Director, Port of Redwood City.
	San Diego	Director, San Diego Unified Port District.
	Stockton	Port Director, Port of Stockton.
	Eureka	Secretary-Surveyor, State Board of Harbor Commissioners for Humboldt Bay.
Connecticut	New London	New London Harbormaster.
	New Haven	New Haven Harbormaster.
	Bridgeport	Bridgeport Harbormaster.
Delaware (see Pennsylvania)		
Florida	Jacksonville	Managing Director, Jacksonville Port Authority.
	Canaveral	General Manager, Canaveral Port Authority.
	Fort Pierce	Manager, Fort Pierce Port Authority.
	West Palm Beach	Port Director, Port of Palm Beach.
	Port Everglades	Port Manager, Broward County Port Authority.
	Miami	Port Director, Metropolitan Dade County Seaport Department.
	Tampa	Port Manager, Hillsborough County Port Authority.
	Port St. Joe	Chairman, Port St. Joe Port Authority.
	Panama City	Panama City Harbormaster.
Georgia	Pensacola	Port Director, Pensacola Port Authority.
	Savannah	Executive Director, Georgia Ports Authority.
Hawaii	Brunswick	General Manager, Brunswick Port Authority.
	All ports of Hawaii	Chief, Harbors Division, Department of Transportation, State of Hawaii.
Illinois	Chicago	Port Director, Department of the Port of Chicago, City of Chicago.
Louisiana	New Orleans	Director of the Port, Board of Commissioners of the Port of New Orleans.
	Baton Rouge	Executive Director, Greater Baton Rouge Port Commission.
	Lake Charles	Port Director, Port of Lake Charles, Lake Charles Harbor and Terminal District.
Maine	Portland-Searsport	General Manager, Maine Port Authority.
Maryland	Baltimore	Executive Director, Maryland Port Authority.
Massachusetts	Boston	Executive Director, Massachusetts Port Authority.
	New Bedford	Director, Department of Public Works, Division of Waterways, Commonwealth of Massachusetts.
Michigan	Fall River	Chairman, Fall River Port Authority.
	Detroit	Executive Director, Detroit-Wayne County Port Commission.
Minnesota	Duluth (including Superior, Wisconsin).	Port Director, Seaway Port Authority of Duluth.
Mississippi	Gulfport	Port Director, Gulfport State Port Authority.
New Jersey (See New York and Pennsylvania)		
New York	New York Harbor (including New York and New Jersey areas thereof).	Executive Director, the Port of New York Authority.
	Albany	General Manager, Albany Port District Commission.
	Buffalo	Executive Director, Niagara Frontier Port Authority.
	Oswego	Executive Director, Port of Oswego Authority.
	Rochester	Port Director, Rochester-Monroe County Port Authority.
North Carolina	Wilmington	Operations Manager, North Carolina State Ports Authority—Wilmington.
	Morehead City	Operations Manager, North Carolina State Ports Authority—Morehead City.
Ohio	Cleveland	Director, Department of Port Control, City of Cleveland.
	Toledo	General Manager, Toledo-Lucas County Port Authority.

See footnotes at end of table.

RULES AND REGULATIONS

APPENDIX A (REVISED)—Continued
APPOINTMENT OF ACTING FEDERAL PORT CONTROLLERS—continued

State	Ports	Acting Federal Port Controllers
Oregon	Portland	General Manager, The Commission of Public Docks, Portland, Oregon. ¹
	Astoria	Manager, Port of Astoria.
Pennsylvania	Coos Bay	Manager, Port of Coos Bay.
	Delaware River (Including Pennsylvania, New Jersey and Delaware).	Executive Director, Delaware River Port Authority.
Puerto Rico	Erie	Port Director, Port Commission, City of Erie.
	All ports of Puerto Rico	Executive Director, Commonwealth of Puerto Rico Port Authority.
Rhode Island	Providence	Port Agent, Department of Public Works, City of Providence.
South Carolina	Charleston	Operations Manager, South Carolina State Ports Authority.
	Georgetown	Local Manager, South Carolina State Ports Authority.
	Port Royal	Local Manager, South Carolina State Ports Authority.
Texas	Galveston-Texas City	Port Director, Galveston Wharves.
	Houston	General Manager, Harris County Houston Ship Channel Navigation District.
	Port Arthur	Executive Vice President, Port Arthur Chamber of Commerce.
	Orange	Port Director, Orange County Navigating and Port District.
	Beaumont	General Manager, Port of Beaumont Navigation District of Jefferson County.
	Corpus Christi	Port Director, Nueces County Navigation District Port of Corpus Christi.
	Freeport	General Manager, Brazos River Harbor Navigation District of Brazoria County.
	Brownsville	General Manager and Director of the Port, Brownsville Navigation District of Cameron County.
	Port Isabel	Director of the Port, Port Isabel-San Benito Navigation District of Cameron County.
Virginia	Hampton Roads	Executive Director, Virginia State Ports Authority.
	Richmond	Chairman, Port of Richmond Advisory Commission.
	Alexandria/Upper Potomac River.	Director of Planning and Urban Renewal, Planning Commission, City of Alexandria.
Virgin Islands	St. Thomas	Harbor Master, Department of Commerce Marine and Aviation Services, Government of the Virgin Islands of the United States.
Washington	Seattle	General Manager, Port of Seattle. ⁴
	Port Angeles	Manager, Port of Port Angeles.
	Bellingham	Manager, Port of Bellingham.
	Anacortes	Manager, Port of Anacortes.
	Everett	Manager, Port of Everett.
	Tacoma	Terminal Division Manager, Port of Tacoma.
	Olympia	Manager, Port of Olympia.
	Willapa Harbor	Manager, Port of Willapa Harbor.
	Grays Harbor	Manager, Port of Grays Harbor.
	Vancouver	Manager, Port of Vancouver.
	Longview	Manager, Port of Longview.
Wisconsin	Milwaukee	Municipal Port Director, Board of Harbor Commissioners, City of Milwaukee.
	Green Bay	Port Director, Brown County Board of Harbor Commissioners.
	Superior (see Duluth, Minnesota).	

- ¹ Will function simultaneously as Acting Controller-in-Charge for the Los Angeles-Long Beach port complex.
² Will function simultaneously as Acting Controller-in-Charge for the San Francisco Bay port complex.
³ Will function simultaneously as Acting Controller-in-Charge for the listed Columbia River ports and Vancouver and Longview, Washington, and Acting Federal Port Controller with respect to all other port facilities on the Columbia River.
⁴ Will function simultaneously as Acting Controller-in-charge for the listed Puget Sound ports and Acting Federal Port Controller with respect to all other port facilities, on Puget Sound.

[F.R. Doc. 64-1745; Filed, Feb. 20, 1964; 8:51 a.m.]

Proposed Rule Making

DEPARTMENT OF AGRICULTURE

Agricultural Marketing Service

[7 CFR Part 1062]

MILK IN ST. LOUIS, MISSOURI, MARKETING AREA

Notice of Proposed Suspension of Certain Provisions of Order

Notice is hereby given that, pursuant to the provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601 et seq.), the suspension of certain provisions of the order regulating the handling of milk in the St. Louis, Missouri, marketing area is being considered for the month of February 1964.

The provisions proposed to be suspended are:

(1) In the opening paragraph of § 1062.10(b), the numeral "(1)," and "no less than 20 percent of", and

(2) Subparagraph (1) of § 1062.10(b) relating to shipping requirements for pooling of country plants.

This action has been requested by two major cooperative associations serving the market to maintain pool plant status for certain country plants for February 1964, and to facilitate the orderly disposition of the market's reserve supply of milk.

All persons who desire to submit written data, views, or arguments in connection with the proposed suspension should file the same with the Hearing Clerk, Room 112, Administration Building, United States Department of Agriculture, Washington, D.C., 20250, not later than three days from the date of publication of this notice in the FEDERAL REGISTER. All documents filed should be in quadruplicate.

Signed at Washington, D.C., on February 18, 1964.

CLARENCE H. GIRARD,
Deputy Administrator,
Regulatory Programs.

[F.R. Doc. 64-1760; Filed, Feb. 20, 1964;
8:51 a.m.]

FEDERAL AVIATION AGENCY

[14 CFR Part 507]

[Reg. Doc. No. 1985]

LOCKHEED MODELS 188A AND 188C SERIES AIRCRAFT

Proposed Airworthiness Directive

The Federal Aviation Agency has under consideration a proposal to amend Part 507 of the regulations of the Administrator to include an airworthiness directive for Lockheed Models 188A and 188C Series aircraft. In the notice of proposed rule making published in 28 F.R. 10494, Regulatory Docket No. 1985,

it was proposed to require inspection of the upper wing planks on Lockheed Models 188A and 188C aircraft having 5,000 hours' time in service. Subsequent to issuance of the proposal, it was determined by metallurgical evaluation of crack areas, that the cracks were not of a fatigue nature and probably were caused by mishandling during manufacture or in service. It is believed that once a crack forms in the area evaluated, growth will continue from the inner to outer surface and in a spanwise direction as would a fatigue crack. The original proposal applied to all aircraft that had accumulated 5,000 hours' time in service. Since the cracks have been shown to be of other than fatigue origin, this AD must apply to all 188 A and C aircraft. The repetitive 3,000-hour interval inspection has been retained in the AD. It is felt that repetitive inspections totaling 6,000 hours will result in the detection of all damaged aircraft. Therefore, the initial proposal is hereby withdrawn and this new notice of proposed rule making is substituted therefore which is applicable to all Lockheed Models 188A and 188C Series aircraft.

Interested persons are invited to participate in the making of the proposed rule by submitting such written data, views or arguments as they may desire. Communications should identify the regulatory docket number and be submitted in duplicate to the Federal Aviation Agency, Office of the General Counsel: Attention Rules Docket, 800 Independence Avenue SW., Washington, D.C., 20553. All communications received on or before March 23, 1964, will be considered by the Administrator before taking action upon the proposed rule. The proposals contained in this notice may be changed in the light of comments received. All comments submitted will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons.

This amendment is proposed under the authority of Sections 313(a), 601 and 603 of the Federal Aviation Act of 1958 (72 Stat. 752, 775, 776; 49 U.S.C. 1354(a), 1421, 1423).

In consideration of the foregoing, it is proposed to amend § 507.10(a) of Part 507 (14 CFR Part 507), by adding the following airworthiness directive:

LOCKHEED. Applies to all Models 188A and 188C Series aircraft.

Compliance required as indicated. Cracks have been detected in the upper wing planks on both the inboard and outboard sides of the nacelle where the inboard nacelle skates angles attach to the wing planks. As a result of these cracks, accomplish the following:

(a) Within the next 450 hours' time in service after the effective date of this AD, and thereafter at intervals not to exceed 450 hours' time in service, externally inspect the wing planks in accordance with Section 2.A. of Lockheed Service Bulletin 88/SB-600 or FAA approved equivalent. The external in-

spection may be discontinued when the internal inspection program prescribed by (b) is initiated.

(b) Within the next 900 hours' time in service after the effective date of this AD, unless accomplished within 2,100 hours' time in service prior to the effective date of this AD, and thereafter at intervals not to exceed 3,000 hours' time in service, internally inspect the wing planks by X-ray or visual means in accordance with Section 2.B. of Lockheed Service Bulletin 88/SB-600 or FAA approved equivalent.

(c) Any cracks found during the accomplishment of (a) or (b) shall be repaired before further flight in accordance with the Lockheed Electra Structural Repair Manual, Section 57-2-1, or an equivalent approved by the Chief, Engineering and Manufacturing Branch, FAA Western Region.

(d) The repetitive inspections of (b) may be discontinued for those aircraft which exhibit no signs of cracks 6,000 hours' time in service after the initial internal inspection is accomplished.

(e) For aircraft on which cracks are detected and repaired in accordance with (c), the repetitive inspections of (b) may be discontinued if no cracks are detected 6,000 hours' time in service after the repair is accomplished.

(f) Upon request of the operator, an FAA maintenance inspector, subject to prior approval of the Chief, Engineering and Manufacturing Branch, FAA Western Region, may adjust the repetitive inspection intervals specified in this AD to permit compliance at an established inspection period of the operator if the request contains substantiating data to justify the increase for such operator. (Lockheed Alert Bulletin 88/SB-600 dated June 24, 1963, covers this same subject.)

Issued in Washington, D.C., on February 17, 1964.

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

[F.R. Doc. 64-1698; Filed, Feb. 20, 1964;
8:45 a.m.]

[14 CFR Part 507]

[Reg. Doc. No. 4013]

SCHLEICHER MODELS KA-6 AND K-8 GLIDERS

Proposed Airworthiness Directive

The Federal Aviation Agency has under consideration a proposal to amend Part 507 of the regulations of the Administrator to include an airworthiness directive for Schleicher Models Ka-6 and K-8 gliders. Cracks have been found in service on the airbrake push-pull rod, due to faulty welds. Similar faulty welds have also been found between the bearing bracket for the airbrake flap cross shaft lever and fuselage main frame. To correct this unsafe condition, this AD requires inspection of the joint fittings and the welds between the bearing bracket for the airbrake flap cross shaft lever and fuselage main frame, and replacement or modification if cracks are found.

Interested persons are invited to participate in the making of the proposed rule by submitting such written data, views, or arguments as they may desire.

PROPOSED RULE MAKING

Communications should identify the regulatory docket number and be submitted in duplicate to the Federal Aviation Agency, Office of the General Counsel, Attention: Rules Docket, 800 Independence Avenue SW., Washington, D.C., 20553. All communications received on or before March 23, 1964, will be considered by the Administrator before taking action upon the proposed rule. The proposals contained in this notice may be changed in the light of comments received. All comments will be available both before and after the closing date for comments, in the rules docket for examination by interested persons.

This amendment is proposed under the authority of Sections 313(a), 601 and 603 of the Federal Aviation Act of 1958 (72 Stat. 752, 775, 776; 49 U.S.C. 1354(a), 1421, 1423).

In consideration of the foregoing, it is proposed to amend § 507.10(a) of Part 507 (14 CFR Part 507), by adding the following airworthiness directive:

SCHLEICHER. Applies to Models Ka-6 and K-8 gliders.

Compliance required as indicated.

Cracks and faulty welds have been found at the joint fitting welded to the airbrake push-pull rod and in the weld between the bearing bracket for the airbrake flap cross shaft lever and the fuselage main frame.

(a) On Model Ka-6 all serial numbers up to and including Serial Number 6067 and Model K-8 all serial numbers up to and including Serial Number 8098, within 25 hours' time in service after the effective date of this AD, visually inspect for cracks in the joint fitting welded to the airbrake push and pull rod with at least a 3-power magnifying glass.

(1) If cracks are found at the fitting welded to the airbrake push-pull rod in either Models Ka-6 or K-8 gliders, replace the push-pull rod with a modified part as provided for in Schleicher Modification No. 7 dated September 13, 1962, for Model Ka-6 and Modification No. 9 dated September 13, 1962, for Model K-8 before further flight.

(2) If the inspection in (a) reveals no cracks, install the modified push-pull rod within 50 hours' time in service after the effective date of this AD.

(b) On Model K-8 all serial numbers up to and including Serial Number 8117, within 25 hours' time in service after the effective date of this AD, visually inspect with at least a 3-power magnifying glass, the welds between the bearing bracket for the airbrake flap cross shaft lever and fuselage main frame. If faulty welds or cracks in the weld are found, modify the bracket before further flight as provided for in Schleicher Modification No. 10 dated October 25, 1962.

(Schleicher Modification No. 7 for Model Ka-6, dated September 13, 1962, Modification No. 9 for Model K-8 dated September 13, 1962, and Modification No. 10 for Model K-8 dated October 25, 1962, pertain to this same subject.)

Issued in Washington, D.C., on February 17, 1964.

G. S. MOORE,

Director, Flight Standards Service.

[F.R. Doc. 64-1699; Filed, Feb. 20, 1964; 8:45 a.m.]

CIVIL AERONAUTICS BOARD

[14 CFR Parts 231, 292, 302]

[Docket No. 14979]

CLASSIFICATION AND EXEMPTION OF ALASKAN AIR CARRIERS

Supplemental Notice of Proposed Rule Making

FEBRUARY 18, 1964.

The Board in 29 F.R. 612 and by circulation of a notice of proposed rule making, EDR-64 and PDR-23, dated January 20, 1964, gave notice that it had under consideration (a) revising Part 292 of the Board's Economic Regulations (14 CFR Part 292) as set out in the proposed rule thereto attached, (b) amending Part 231 of the Board's Economic Regulations (14 CFR Part 231) by adding a footnote to § 231.5(b) cross-referencing it to Part 292 and (c) amending Part 302 of the Board's Procedural Regu-

lations (14 CFR Part 302) by amending § 302.1(a)(1) to clarify the applicability of Part 302 to Alaskan air carriers. Interested persons were invited to participate in the rule making proceeding by the submission of ten (10) copies of written data, views, or arguments pertaining thereto, addressed to the Docket Section, Civil Aeronautics Board, Washington, D.C., 20428, on or before February 24, 1964.

A request has been received from several of the Alaskan carriers that the time for filing such data, views or arguments be extended to March 9, 1964, in order that certain data and statistical information now in preparation may be obtained from Alaska for submission for the consideration of the Board. The undersigned finds that it is in the public interest that said data and statistical information be submitted, and that the date for the reception thereof be extended to March 9, 1964.

Accordingly, pursuant to authority delegated under section 7.3C of Public Notice PN-15, dated July 3, 1961, the undersigned hereby extends the date for submitting comments on the subject proposal until March 9, 1964. All relevant matter in communications received on or before that date will be considered by the Board before taking action on this proposal. Copies of such communications will be available for examination by interested persons in the Docket Section of the Board, Room 711, Universal Building, 1825 Connecticut Avenue NW., Washington, D.C., upon receipt thereof.

(Sec. 204(a) and 1001 of the Federal Aviation Act of 1958; 72 Stat. 743, 788; 49 U.S.C. 1324 and 1481)

By the Civil Aeronautics Board.

[SEAL]

ARTHUR H. SIMMS,

Associate General Counsel,

Rules and Special Counsel Division.

[F.R. Doc. 64-1761; Filed, Feb. 20, 1964; 8:51 a.m.]

Notices

DEPARTMENT OF THE INTERIOR

Bureau of Land Management

CALIFORNIA

Notice of Partial Termination of Proposed Withdrawal and Reservation of Lands

FEBRUARY 13, 1964.

Notice of an application Serial No. Sacramento 068417, filed by the United States Department of Agriculture, for withdrawal and reservation of lands was published in F.R. Doc. 62-2399 on Page 2387 of the issue for March 13, 1962, with a correction notice published in F.R. Doc. 62-3332 in the issue for April 5, 1962, Vol. 27, No. 67, Page 3297. The applicant agency has cancelled its application insofar as it involves the lands described below. Therefore, pursuant to the regulations contained in 43 CFR Part 295, such lands will be at 10:00 a.m., March 26, 1964, relieved of the segregative effect of the hereinbefore mentioned application. The lands terminated are:

MOUNT DIABLO MERIDIAN, CALIFORNIA

TAHOE NATIONAL FOREST

State Highway 49, Roadside Zone

A strip of land 200 feet on each side of the centerline of California Highway No. 49 through the following legal subdivisions:

- T. 18 N., R. 8 E.,
 Sec. 33, SE $\frac{1}{4}$ SW $\frac{1}{4}$.
 T. 19 N., R. 8 E.,
 Sec. 24, NE $\frac{1}{4}$ SE $\frac{1}{4}$;
 Sec. 25, SW $\frac{1}{4}$ SW $\frac{1}{4}$.
 T. 19 N., R. 9 E.,
 Sec. 1, NE $\frac{1}{4}$ SW $\frac{1}{4}$, S $\frac{1}{2}$ SW $\frac{1}{4}$, and SW $\frac{1}{4}$ SE $\frac{1}{4}$;
 Sec. 10, E $\frac{1}{2}$ SW $\frac{1}{4}$, N $\frac{1}{2}$ SE $\frac{1}{4}$, and SE $\frac{1}{4}$ SE $\frac{1}{4}$;
 Sec. 11, NE $\frac{1}{4}$ NE $\frac{1}{4}$, S $\frac{1}{2}$ NE $\frac{1}{4}$, N $\frac{1}{2}$ SW $\frac{1}{4}$, and NW $\frac{1}{4}$ SE $\frac{1}{4}$;
 Sec. 12, NW $\frac{1}{4}$ NW $\frac{1}{4}$;
 Sec. 15, NW $\frac{1}{4}$;
 Sec. 16, S $\frac{1}{2}$ NE $\frac{1}{4}$, SE $\frac{1}{4}$ NW $\frac{1}{4}$, E $\frac{1}{2}$ W $\frac{1}{2}$ NW $\frac{1}{4}$ NW $\frac{1}{4}$ SW $\frac{1}{4}$, E $\frac{1}{2}$ NW $\frac{1}{4}$ NW $\frac{1}{4}$ SW $\frac{1}{4}$, NE $\frac{1}{4}$ NW $\frac{1}{4}$ SW $\frac{1}{4}$, S $\frac{1}{2}$ NW $\frac{1}{4}$ SW $\frac{1}{4}$, NE $\frac{1}{4}$ SW $\frac{1}{4}$, and N $\frac{1}{2}$ SE $\frac{1}{4}$;
 Sec. 17, NW $\frac{1}{4}$ NE $\frac{1}{4}$;
 Sec. 18, S $\frac{1}{2}$ Lot 7, N $\frac{1}{2}$, Lot 8, N $\frac{1}{2}$ NE $\frac{1}{4}$, and SW $\frac{1}{4}$ NE $\frac{1}{4}$;
 Sec. 19, Lots 1, 2, and 6, S $\frac{1}{2}$ Lot 7, SW $\frac{1}{4}$ NE $\frac{1}{4}$, and N $\frac{1}{2}$ SE $\frac{1}{4}$.
 T. 19 N., R. 10 E.,
 Sec. 4, Lot 3, and S $\frac{1}{2}$ NW $\frac{1}{4}$;
 Sec. 5, S $\frac{1}{2}$ SE $\frac{1}{4}$ NE $\frac{1}{4}$, SW $\frac{1}{4}$ NE $\frac{1}{4}$, S $\frac{1}{2}$ NW $\frac{1}{4}$, NW $\frac{1}{4}$ NW $\frac{1}{4}$ SW $\frac{1}{4}$, W $\frac{1}{2}$ NE $\frac{1}{4}$ NW $\frac{1}{4}$ SW $\frac{1}{4}$, NW $\frac{1}{4}$ SE $\frac{1}{4}$ NW $\frac{1}{4}$ SW $\frac{1}{4}$, and N $\frac{1}{2}$ SW $\frac{1}{4}$ SE $\frac{1}{4}$ NW $\frac{1}{4}$ SW $\frac{1}{4}$;
 Sec. 6, Lots 5 and 6, S $\frac{1}{2}$ NE $\frac{1}{4}$, SE $\frac{1}{4}$ NW $\frac{1}{4}$, NE $\frac{1}{4}$ SW $\frac{1}{4}$, and N $\frac{1}{2}$ SE $\frac{1}{4}$.
 T. 20 N., R. 10 E.,
 Sec. 33, Lots 1, 8, 15, 16, and 17;
 Sec. 34, Lots 4, 5, 6, 7, 8, and 9, W $\frac{1}{2}$ Lot 10, and Lot 14;
 Sec. 35, SE $\frac{1}{4}$ NE $\frac{1}{4}$;
 Sec. 36, S $\frac{1}{2}$ NE $\frac{1}{4}$, N $\frac{1}{2}$ NW $\frac{1}{4}$, SE $\frac{1}{4}$ NW $\frac{1}{4}$, NE $\frac{1}{4}$ SW $\frac{1}{4}$, and N $\frac{1}{2}$ SE $\frac{1}{4}$.
 T. 20 N., R. 11 E.,
 Sec. 25, SE $\frac{1}{4}$ SW $\frac{1}{4}$, and S $\frac{1}{2}$ SE $\frac{1}{4}$;
 Sec. 26, S $\frac{1}{2}$ SW $\frac{1}{4}$;
 Sec. 28, NE $\frac{1}{4}$ SW $\frac{1}{4}$, N $\frac{1}{2}$ SE $\frac{1}{4}$, and SW $\frac{1}{4}$ SE $\frac{1}{4}$;

No. 37—4

- Sec. 31, Lot 3, S $\frac{1}{2}$ N $\frac{1}{2}$ Lot 5, S $\frac{1}{2}$ Lot 5, S $\frac{1}{2}$ Lot 8, Lot 12, and E $\frac{1}{2}$ SE $\frac{1}{4}$;
 Sec. 32, S $\frac{1}{2}$ NE $\frac{1}{4}$, W $\frac{1}{2}$ SW $\frac{1}{4}$, and NW $\frac{1}{4}$ SE $\frac{1}{4}$;
 Sec. 34, NE $\frac{1}{4}$ NE $\frac{1}{4}$;
 Sec. 35, NE $\frac{1}{4}$ NE $\frac{1}{4}$, and N $\frac{1}{2}$ NW $\frac{1}{4}$.
 T. 20 N., R. 12 E.,
 Sec. 1, Lot 1, SW $\frac{1}{4}$ SW $\frac{1}{4}$, E $\frac{1}{2}$ SW $\frac{1}{4}$, and N $\frac{1}{2}$ SE $\frac{1}{4}$;
 Sec. 10, SE $\frac{1}{4}$ SE $\frac{1}{4}$;
 Sec. 12, NW $\frac{1}{4}$ NW $\frac{1}{4}$;
 Sec. 22, Lots 2 and 7, NW $\frac{1}{4}$ NE $\frac{1}{4}$, S $\frac{1}{2}$ NE $\frac{1}{4}$, and E $\frac{1}{2}$ SE $\frac{1}{4}$;
 Sec. 27, Lot 6, NW $\frac{1}{4}$ NE $\frac{1}{4}$ (except Pat. Min. Lot 78 and Pat. M.S. 5792A); NE $\frac{1}{4}$ NW $\frac{1}{4}$ (except Pat. M.S. 5792A, M.S. 5792B, and Pat. Min. Lots 71 and 78); SW $\frac{1}{4}$ NW $\frac{1}{4}$ (except Pat. Min. Lot 78); SE $\frac{1}{4}$ NW $\frac{1}{4}$ (except Pat. Min. Lots 39, 71, and 78); and NW $\frac{1}{4}$ SW $\frac{1}{4}$ (except Pat. Min. Lots 77 and 78);
 Sec. 29, SW $\frac{1}{4}$ SW $\frac{1}{4}$;
 Sec. 30, Lot 4, N $\frac{1}{2}$ NE $\frac{1}{4}$ SW $\frac{1}{4}$, SW $\frac{1}{4}$ NE $\frac{1}{4}$ SW $\frac{1}{4}$, N $\frac{1}{2}$ SE $\frac{1}{4}$ NE $\frac{1}{4}$ SW $\frac{1}{4}$, and SE $\frac{1}{4}$ SE $\frac{1}{4}$;
 Sec. 32, NW $\frac{1}{4}$ NE $\frac{1}{4}$, and N $\frac{1}{2}$ NW $\frac{1}{4}$.
 T. 20 N., R. 13 E.,
 Sec. 1, NW $\frac{1}{4}$ SW $\frac{1}{4}$;
 Sec. 2, SE $\frac{1}{4}$ SE $\frac{1}{4}$;
 Sec. 4, S $\frac{1}{2}$ SW $\frac{1}{4}$;
 Sec. 5, Lot 4, N $\frac{1}{2}$ SW $\frac{1}{4}$, SE $\frac{1}{4}$ SW $\frac{1}{4}$, and S $\frac{1}{2}$ SE $\frac{1}{4}$;
 Sec. 6, Lots 3 and 4;
 Sec. 8, N $\frac{1}{2}$ NE $\frac{1}{4}$;
 Sec. 9, N $\frac{1}{2}$ NE $\frac{1}{4}$;
 Sec. 10, E $\frac{1}{2}$ NE $\frac{1}{4}$;
 Sec. 11, N $\frac{1}{2}$ NE $\frac{1}{4}$, SW $\frac{1}{4}$ NE $\frac{1}{4}$, S $\frac{1}{2}$ SW $\frac{1}{4}$ NW $\frac{1}{4}$, and SE $\frac{1}{4}$ NW $\frac{1}{4}$.
 T. 21 N., R. 13 E.,
 Sec. 31, N $\frac{1}{2}$ SE $\frac{1}{4}$ SW $\frac{1}{4}$, SW $\frac{1}{4}$ SE $\frac{1}{4}$ SW $\frac{1}{4}$, N $\frac{1}{2}$ SW $\frac{1}{4}$ SE $\frac{1}{4}$, and SE $\frac{1}{4}$ SE $\frac{1}{4}$.

The areas to be eliminated within the roadside zone aggregate approximately 2,037 acres, more or less.

JOHN E. CLUTE,
 Acting Manager, Land Office,
 Sacramento.

[F.R. Doc. 64-1717; Filed, Feb. 20, 1964;
 8:46 a.m.]

ALASKA

Notice of Filing of Plat of Survey and Order Providing for Opening of Public Lands

FEBRUARY 14, 1964.

1. Plat of extension survey of the lands described below will be officially filed in the Anchorage Land Office, Anchorage, Alaska, effective at 10:00 a.m. March 2, 1964.

SEWARD MERIDIAN

- T. 11 N., R. 2 W.,
 Sec. 4: Lots 1, 2, 3, 4, S $\frac{1}{2}$ N $\frac{1}{2}$, SW $\frac{1}{4}$, SE $\frac{1}{4}$
 Sec. 5: Lots 1, 2, 3, 4, S $\frac{1}{2}$ N $\frac{1}{2}$, SW $\frac{1}{4}$, SE $\frac{1}{4}$
 Sec. 7: Lots 1, 2, 3, 4, E $\frac{1}{2}$ W $\frac{1}{2}$, NE $\frac{1}{4}$, SE $\frac{1}{4}$
 Sec. 8: All
 Sec. 9: All
 Sec. 18: Lots 1, 2, 3, 4, E $\frac{1}{2}$ W $\frac{1}{2}$, NE $\frac{1}{4}$, SE $\frac{1}{4}$

Containing 3,777.66 acres.

2. This land is located in the Chugach Mountains approximately 15 miles southeast of Anchorage, Alaska. Little Rabbit, Rabbit, and Potter Creeks flow northwesterly draining the sections. The soil

varies from sandy loam, covered by vegetable mould in the low elevations, to bare rock and shale on the slopes. Undergrowth consists of alder clumps at the lower elevations.

3. Subject to any existing valid rights, the provisions of existing withdrawals, and the requirements of applicable law, the above-described land is hereby opened to filing applications, selections and locations in accordance with the following:

a. Applications and selections under the nonmineral public land laws may be presented to the Acting Manager, Anchorage Land Office, beginning on the date of this order. Such applications, selections and offers will be considered as filed on the hour and respective dates shown for the various classes enumerated in the following paragraphs:

(1) Applications by persons having prior existing valid settlement rights, preference rights conferred by existing laws, or equitable claims subject to allowance and confirmation will be adjudicated on the facts presented in support of each claim or right. All applications presented by persons other than those referred to in this paragraph will be subject to the applications and claims mentioned in this paragraph.

(2) All valid applications and selections under the nonmineral public land laws presented prior to 10:00 a.m. on March 2, 1964, will be considered as simultaneously filed at that hour. Rights under such applications and selections filed after that hour will be governed by the time of filing. The lands will also be open to mining location at that date and hour.

4. Persons claiming preference rights based upon valid settlement, statutory preference or equitable claims must enclose properly corroborated statements in support of their applications, setting forth all facts relevant to their claims. Detailed rules and regulations governing applications which may be filed pursuant to this notice can be found in Title 43 of the Code of Federal Regulations.

5. Applications for these lands, which shall be filed in the Land Office at Anchorage, Alaska, shall be acted upon in accordance with the regulations contained in § 295.8 of Title 43 of the Code of Federal Regulations to the extent such regulations are applicable. Applications under the homestead and homesite laws shall be governed by the regulations contained in Parts 64, 65, and 166 of Title 43 of the Code of Federal Regulations.

6. Inquiries concerning these lands shall be addressed to the Acting Manager, Anchorage Land Office, 555 Cordova Street, Anchorage, Alaska.

AL J. HOLLEY,
 Acting Manager.

[F.R. Doc. 64-1706; Filed, Feb. 20, 1964;
 8:45 a.m.]

2653

GRAZING LEASE RENTALS Supplementary Rate Schedules

FEBRUARY 17, 1964.

Pursuant to the provisions of 43 CFR 160.14, a notice was published on page 1742 of the FEDERAL REGISTER of February 22, 1963, which provided a revised grazing rental rate tabulation. This tabulation was developed on the basis of a value of 30 cents per animal unit month of forage. The rental rates specified shall continue to be in effect and shall be applicable to all land administered pursuant to section 15 of the Taylor Grazing Act with the following exception:

Wyoming.

For the Northeast LU (Land Utilization) Project the tabulation of rates shall be modified to reflect a value of 57 cents per animal unit month of forage. This will continue the basis of charges for this area that has heretofore been established under provisions of the Bankhead-Jones Farm Tenant Act of July 22, 1937.

Since this notice serves to continue the current level of charges it is effective immediately.

Twenty-five percent of all monies collected, when appropriated by Congress, shall be available for range improvements.

The minimum rental on a lease shall be \$1 per annum. One cow or one-half horse or five sheep constitute one animal unit for the purpose of computation of grazing rentals.

CHARLES H. STODDARD,

Director,

Bureau of Land Management.

[F.R. Doc. 64-1707; Filed, Feb. 20, 1964;
8:46 a.m.]

Office of the Secretary

[Order No. 2843, Amdt. No. 1]

BUFFALO LAKE NATIONAL WILDLIFE REFUGE

Jurisdiction Over Certain Lands Transferred From Agriculture Department to Interior Department

Section 4(b) of Order 2843 is amended to change the word "Lakes" to "Lake" to read as follows:

SEC. 4. *Lands to be administered by the Bureau of Sport Fisheries.*

(b) Tierra Blanca Project (TX-LU-21), Randall County, containing approximately 7,677 acres. These lands will be administered as the Buffalo Lake National Wildlife Refuge.

STEWART L. UDALL,
Secretary of the Interior.

FEBRUARY 15, 1964.

[F.R. Doc. 64-1718; Filed, Feb. 20, 1964;
8:47 a.m.]

CHARLES S. MITCHELL

Statement of Changes in Financial Interests

In accordance with the requirements of section 710(b)(6) of the Defense

Production Act of 1950, as amended, and Executive Order 10647 of November 28, 1955, the following changes have taken place in my financial interests during the past six months:

- (1) None.
- (2) None.
- (3) None.
- (4) None.

This statement is made as of February 8, 1964.

Dated: February 10, 1964.

CHARLES S. MITCHELL.

[F.R. Doc. 64-1710; Filed, Feb. 20, 1964;
8:46 a.m.]

DEPARTMENT OF AGRICULTURE

Office of the Secretary

[Amdt. 4]

FEDERAL CROP INSURANCE CORPORATION

Organization, Functions and Procedures

Former Part 400, Chapter IV, Title 7 (7 CFR 1946 Supp. 400; 7 CFR 1947 Supp. 400) as amended (19 F.R. 5414), is hereby revised and amended in its entirety to read as follows:

SUBPART A—ORGANIZATION

Sec.

1. Creation.
2. Stock.
3. Management.
4. Board of Directors.
5. Offices of the Corporation.
6. Availability of information and records.
7. Delegations of authority affecting crop insurance contracts.

SUBPART B—FUNCTIONS AND PROCEDURES

8. Crops insured.

SUBPART A—ORGANIZATION

SECTION 1. *Creation.* The Federal Crop Insurance Corporation was created February 16, 1938, by the Federal Crop Insurance Act (7 U.S.C. 1501 et seq.) and is an agency within the United States Department of Agriculture.

SEC. 2. *Stock.* All capital stock of the Federal Crop Insurance Corporation is owned by the United States.

SEC. 3. *Management.* The management of the Federal Crop Insurance Corporation is vested in the Board of Directors, subject to the general supervision of the Secretary of Agriculture. The Manager of the Corporation is its chief executive officer; and he is appointed by and holds office at the pleasure of the Secretary of Agriculture. Under the general supervision of the Board, the Manager is responsible for the general direction and supervision of all activities of the Corporation.

SEC. 4. *Board of Directors.* The Federal Crop Insurance Act provides that the Board of Directors shall consist of the Manager of the Corporation, two other persons employed in the Department of Agriculture, and two persons experienced in the insurance business who are not otherwise employed by the Government. The Board is appointed

by and holds office at the pleasure of the Secretary of Agriculture.

SEC. 5. *Offices of the Corporation—(a) Principal office.* The principal office of the Federal Crop Insurance Corporation is at Washington, D.C., 20250, in the South Agriculture Building. The principal office is composed of the Office of the Manager and six divisions.

(1) *Office of the Manager.* The Office of the Manager is composed of the Manager and his immediate staff, including a Deputy Manager. Within established policies and regulations, the Manager is responsible for the executive direction, coordination, and control of the Corporation's programs and activities, and the determination or approval of methods and procedures to be used.

(2) *Divisions.* The six divisions and the functions which they perform, within established policies and regulations and subject to the supervision of the Manager, are as follows:

(i) *Actuarial Division.* Formulates and advises management on actuarial policies of the Corporation; establishes insurance coverages and rates for crops insured; develops actuarial formulas and techniques for measuring insurance risks; devises methods for accumulating statistical data for actuarial analyses; develops and issues actuarial procedures, instructions and forms; provides technical and policy direction of field and Branch Office actuarial functions.

(ii) *Claims Management Division.* Plans, directs and coordinates loss adjustment work; devises and installs procedures, forms and techniques to effect uniform adjustment of losses; develops and installs programs for the selection, training and evaluation of field employees performing loss adjustment work; trains field supervisory personnel; conducts investigations of controversial claims and furnishes assistance to the Office of the General Counsel and U.S. Attorneys for defense of suits against the Corporation and for prosecution of suits by the Corporation.

(iii) *Program Development and Research Division.* Plans and revises insurance programs; develops regulations and provisions of insurance contracts; provides recommendations on expansion to additional crops and counties; prepares, coordinates, and issues operating procedures and forms for use at county, state and branch levels; directs continuing research and analysis of the Corporation's operations; develops and maintains cost of crop production information; coordinates material for presentation to Board of Directors; prepares annual report to Congress.

(iv) *Sales Management Division.* Develops and directs sales promotion and business maintenance plans, including preparation of educational materials and sales aids; establishes programs and standards for selection, training and evaluation of field sales personnel; trains area, state and district directors and sales trainers in training techniques and methods; establishes annual minimum business quotas by districts and devises reporting systems to permit a continuous review and analysis of sales activities and progress.

(v) *Administrative Division.* Plans, directs, and performs the administrative management work of the Corporation, including personnel management, organization analyses, property, supply, and space management, and records and communications management.

(vi) *Budget and Finance Division.* Plans, directs, and coordinates the fiscal, budget, and accounting activities of the Corporation with respect to both capital and administrative funds; makes cost analyses; formulates premium collection policy and procedure.

(b) *Branch Office.* The Branch Office is located at 8930 Ward Parkway, Kansas City, Missouri, 64141. It is under the immediate supervision of the Branch Office Manager, who is under the direction of the Manager of the Corporation. This office is a national service office. It performs the accounting functions of the Corporation, including administrative and program cost accounts, develops statistical information on insurance programs, prepares premium notices, schedules indemnities for payment, receives and deposits premiums, prepares statistical and financial reports, cancels or adjusts debts under Public Law 518 (12 U.S.C. 1150 et seq.), and serves as the central supply and distribution center for forms and procedures.

(c) *Area Offices.* There are four area offices, each under the supervision of an Area Director. These Area Directors are directly responsible to the Manager for the operation of program functions, including sales, actuarial and loss adjustment, in the states comprising the areas. They are as follows:

1. North Central Area office at Room 203, U.S. Post Office and Courthouse, Springfield, Illinois, 62701, serving the states of Illinois, Indiana, Iowa, Michigan, Minnesota, Ohio, and Wisconsin.

2. Southeast Area office at Unit M, Castle Park, Valdosta, Georgia, 31603, serving the states of Alabama, Arkansas, Florida, Georgia, Kentucky, Louisiana, Maryland, Mississippi, North Carolina, Pennsylvania, South Carolina, Tennessee, and Virginia.

3. Southwest Area office at Room 209, 121 South 4th Street, Manhattan, Kansas, 66502, serving the states of California, Colorado, Kansas, Missouri, New Mexico, Oklahoma, Texas, and Wyoming.

4. Northwest Area office at Suite 600, Provident Life Insurance Building, 316 North Fifth Street, Bismarck, North Dakota, 58501, serving the states of Idaho, Montana, Nebraska, North Dakota, Oregon, South Dakota, Utah, and Washington.

(d) *State Offices.* There are 23 state offices serving 36 states in which crop insurance is presently offered. Each office is under the supervision of a State Director, who is responsible for the general administration of the statewide operations of sales, servicing and loss adjustment. The State Director is responsible for the work of the County Offices, and in this he is assisted by district directors and supervisors assigned to specified counties. District directors and/or crop insurance supervisors supervise the work of fieldmen, county office employees and sales agents. The State Offices, with the states which they serve, are as follows:

Alabama, Florida, Georgia: Room 733, Aronov Building, 474 South Court Street, Montgomery, Alabama, 36104.

California: 424 North Broadway, Fresno, California, 93701.

Colorado, Wyoming: Room 308, New Custom House Building, Denver, Colorado, 80202.

Illinois: Room 213, U.S. Post Office and Courthouse, Springfield, Illinois, 62701.

Indiana, Michigan: Room 422, Park Building, 611 North Park Avenue, Indianapolis, Indiana, 46204.

Iowa: Room 205, Federal Office Building, West Fifth and Court Streets, Des Moines, Iowa, 50309.

Kansas: 417 Humboldt, Manhattan, Kansas, 66502.

Minnesota: Room 1129, Post Office Building, St. Paul, Minnesota, 55101.

Mississippi, Arkansas, Louisiana: Room 610, Milner Building, 200 South Lamar Street, Jackson, Mississippi, 39201.

Missouri: 605 South Massachusetts Avenue, Sedalia, Missouri, 65302.

Montana: Room 414, Bank Electric Building, Lewistown, Montana, 59457.

Nebraska: Room 303, Post Office Building, Lincoln, Nebraska, 68508.

North Carolina: Room 322, 1330 St. Mary's Street Office Building, Raleigh, North Carolina, 27605.

North Dakota: 400 Universal Building, Fargo, North Dakota, 58102.

Ohio: Room 300, Bryson Building, 700 Bryden Road, Columbus, Ohio, 43215.

Oklahoma: Agricultural Center Office Building, Stillwater, Oklahoma, 74074.

South Carolina: Seventh Floor, Federal Office Building, 901 Sumter Street, Columbia, South Carolina, 29202.

South Dakota: 239 Wisconsin Avenue SW., Huron, South Dakota, 57350.

Tennessee, Kentucky: Room 518, U.S. Courthouse, Nashville, Tennessee, 37203.

Texas, New Mexico: USDA Building, College Station, Texas, 77841.

Virginia, Pennsylvania, Maryland: County Agriculture Building, Kenbridge, Virginia, 23944.

Washington, Idaho, Oregon, Utah: 845 Bon Marche Building, Spokane, Washington, 99201.

Wisconsin: 3536 University Avenue, Madison, Wisconsin, 53705.

(e) *County Offices.* Field offices serving one or more counties are established to administer the crop insurance program at the local level. Some of these offices are staffed by regular employees of the Corporation. Others are staffed by agents under contract with the Corporation. These offices are charged with the responsibility of selling and servicing crop insurance contracts. They receive and process applications for insurance, acreage reports, premiums, notices of loss, and notices of cancellation for crop insurance contracts. The county actuarial table, which shows the premium rates and coverages available and the insurable and uninsurable acreage in the county, is on file in the County Office and available for public inspection. Changes in insurance contracts to be effective for a coming crop year are also filed in the County Office and are available for public inspection. Forms, which are required to be used in connection with crop insurance contracts, may be obtained at the County Offices on request. The location of the office serving any county may be obtained from its state office.

Sec. 6. Availability of information and records. Any person desiring informa-

tion with respect to crop insurance may request such information from the office for his county, from the State Director for his state, or from the Manager, Federal Crop Insurance Corporation, United States Department of Agriculture, Washington, D.C. 20250. Records of the Corporation, including those maintained in the field offices, are available for examination in accordance with the rules issued by the Secretary of Agriculture (7 CFR 1.1 et seq.).

SEC. 7. Delegations of authority affecting crop insurance contracts. The authority delegated by this section to act on behalf of the Corporation in matters affecting crop insurance contracts shall be exercised in accordance with established policies and procedures and subject to the supervision and direction of the Manager. This delegation of authority shall not preclude the Manager from exercising the same authority whenever he deems it necessary under the circumstances.

(a) *Delegations to State Directors.* Each State Director, in the state or states served by his office, is authorized to: accept or reject applications for crop insurance; cancel crop insurance contracts in accordance with their terms (but the avoidance of a contract for the misrepresentation or fraud of an insured is reserved to the Manager); agree with an insured for the division of his insured acreage in a county into two or more insurance units, where a crop insurance endorsement so provides; agree to a transfer of interest in an insurance contract; approve or disapprove claims for indemnities, and make all determinations incidental thereto with respect to the production to be counted and the value thereof as provided in the policy and the various endorsements; determine the person to whom an indemnity should be paid, in the event of the death, incompetency or disappearance of the insured; determine the insured acreage and interest or declare the insured acreage to be zero where the insured fails to file an acreage report or files an acreage report which is found to be erroneous; and determine the time when the planting of an insured crop is generally completed in a county.

(b) *Delegation to fieldman.* The fieldman (sometimes known as "adjuster") assigned to make an inspection of insured acreage, after notice of loss and a request by the insured for consent to put such acreage to another use, is authorized to give such consent on behalf of the Corporation in accordance with the policy and the applicable endorsement.

SUBPART B—FUNCTIONS AND PROCEDURE

SEC. 8. Crops insured. (a) The Federal Crop Insurance Act, as amended (7 U.S.C. 1501 et seq.) authorizes the Corporation to insure crops against unavoidable losses on an experimental basis for the purpose of determining the most practical plan, terms, and conditions of insurance for agricultural commodities. Crop insurance may be offered each year in not to exceed 100 counties in addition to the number of counties in which such insurance was offered in the preceding

year. Insurance may be offered on not more than three agricultural commodities in addition to those previously insured each year, except that other agricultural commodities may be included in multiple crop insurance (insurance on two or more agricultural commodities under one contract with a producer). Insurance within the limitation set forth above is now offered on wheat, cotton, flax, corn, tobacco, dry edible beans, citrus, soybeans, barley, peaches, grain sorghum, oats, rice, raisins, peanuts, peas, potatoes, apples, cherries, tomatoes, safflower, and combined (multiple) crops.

(b) Regulations governing current insurance programs may be found in the FEDERAL REGISTER and in Title 7, Code of Federal Regulations, Parts 401 through 406.

Approved by the Board of Directors on February 14, 1964.

[SEAL] EARLL H. NIKKEL,
Secretary, Federal Crop
Insurance Corporation.

Issued this 18th day of February 1964.

CHARLES S. MURPHY,
Under Secretary.

[F.R. Doc. 64-1713; Filed, Feb. 20, 1964;
8:46 a.m.]

DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

Food and Drug Administration
AMERICAN CYANAMID CO.

Notice of Filing of Petition Regarding Food Additives

Pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (sec. 409(b)(5), 72 Stat. 1786; 21 U.S.C. 348 (b)(5)), notice is given that a petition (FAP 1319) has been filed by American Cyanamid Company, Berdan Avenue, Wayne, New Jersey, 07470, proposing the issuance of a regulation to provide for the safe use of sodium dioctyl sulfosuccinate as an emulsifier and/or surface active agent in the manufacture of articles or components of articles intended for use in contact with food.

Dated: February 17, 1964.

MALCOLM R. STEPHENS,
Assistant Commissioner
for Regulations.

[F.R. Doc. 64-1719; Filed, Feb. 20, 1964;
8:47 a.m.]

AMERICAN CYANAMID CO.

Notice of Filing of Petition Regarding Food Additive Chlortetracycline

Pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (sec. 409(b)(5), 72 Stat. 1786; 21 U.S.C. 348 (b)(5)), notice is given that a petition (FAP 1269) has been filed by American

Cyanamid Company, Agricultural Division, P.O. Box 400, Princeton, New Jersey, proposing the amendment of § 121.208(d) by changing the phrase "treatment of bacterial swine enteritis" in table 2, item 2, column "Indications for use" to read: treatment of bacterial *choleraesuis*." This amendment would serve only to identify the causative agent.

Dated: February 17, 1964.

MALCOLM R. STEPHENS,
Assistant Commissioner
for Regulations.

[F.R. Doc. 64-1720; Filed, Feb. 20, 1964;
8:47 a.m.]

BETZ LABORATORIES, INC.

Notice of Filing of Petition Regarding Food Additives

Pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (sec. 409(b)(5), 72 Stat. 1786; 21 U.S.C. 348 (b)(5)), notice is given that a petition (FAP 1300) has been filed by Betz Laboratories, Inc., Gillingham and Worth Streets, Philadelphia 24, Pa., proposing that § 121.2505 *Sitmicides* be amended as follows:

1. By inserting alphabetically in the list of slime-control substances in paragraph (c) the new item "Bis(trichloromethyl) sulfone."

2. By inserting alphabetically in the list of adjuvant substances in paragraph (d) the new item "N,N-Dimethylformamide."

Dated: February 17, 1964.

MALCOLM R. STEPHENS,
Assistant Commissioner
for Regulations.

[F.R. Doc. 64-1721; Filed, Feb. 20, 1964;
8:48 a.m.]

GOODYEAR TIRE & RUBBER CO.

Notice of Filing of Petition Regarding Food Additives

Pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (sec. 409(b)(5), 72 Stat. 1786; 21 U.S.C. 348 (b)(5)), notice is given that a petition (FAP 1333) has been filed by The Goodyear Tire & Rubber Company, Akron 16, Ohio, proposing that paragraph (c)(5) of § 121.2520 *Adhesives* be amended by inserting alphabetically in the list "Components of Adhesives" the following new items:

Alkylated (C₆ and/or C₈) phenols.
Butylated, styrenated cresols.
Diaryl-p-phenylenediamine, where the aryl group may be phenyl, tolyl, or xylyl.
Sodium dimethyldithiocarbamate.
Styrenated phenol.

Dated: February 17, 1964.

MALCOLM R. STEPHENS,
Assistant Commissioner
for Regulations.

[F.R. Doc. 64-1722; Filed, Feb. 20, 1964;
8:48 a.m.]

WYANDOTTE CHEMICALS CORP.;
RAYONIER, INC.

Notice of Filing of Petition Regarding Food Additives

Pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (sec. 409(b)(5), 72 Stat. 1786; 21 U.S.C. 348 (b)(5)), notice is given that a petition (FAP 1289) has been filed jointly by Wyandotte Chemicals Corporation, 1609 Biddle Avenue, Wyandotte, Michigan, and Rayonier, Inc., 161 East 42d Street, New York 17, New York, proposing that § 121.2507 *Cellophane* be amended to provide for the use of polyoxypropylene-polyoxyethylene block polymers (molecular weight 1,900-9,000) as adjuvants employed during the processing of cellulose pulp used in the manufacture of food-packaging cellophane base sheet.

Dated: February 17, 1964.

MALCOLM R. STEPHENS,
Assistant Commissioner
for Regulations.

[F.R. Doc. 64-1723; Filed, Feb. 20, 1964;
8:48 a.m.]

Office of Education

FEDERAL FINANCIAL ASSISTANCE IN CONSTRUCTION OF NONCOMMERCIAL EDUCATIONAL TELEVISION BROADCAST FACILITIES

Notice of Applications Accepted for Filing

Notice is hereby given that effective with this publication the following described applications for Federal financial assistance in the construction of noncommercial educational television broadcast facilities are accepted for filing in accordance with 45 CFR 60.7:

Mohawk-Hudson Council on Educational Television, Inc., Riverside School, P.O. Box 17, Schenectady 5, New York, File No. 49, to expand and improve the facilities of the noncommercial educational television broadcasting station on channel 17, Schenectady, New York.

Washington State University, Pullman, Washington, File No. 50, to improve the facilities of the noncommercial educational television broadcasting station KWSC-TV operating on channel 10, Pullman, Washington.

Charlotte-Mecklenburg Board of Education, 720 East Fourth Street, Charlotte, North Carolina, 28202, File No. 51, for the establishment of a new noncommercial educational television broadcasting station on channel 42, Charlotte, North Carolina.

Board of Trustees, University of Alabama, Drawer B, University, Alabama, File No. 52, to expand the facilities of the University of Alabama, Production Center of the Alabama State Network.

Auburn University, Auburn, Alabama, File No. 53, to expand the facilities of the Auburn University, Production Center of the Alabama State Network.

University of Nebraska, 12th and R Streets, Lincoln 8, Nebraska, File No. 54,

to improve the facilities of the non-commercial television broadcasting station KUON-TV, channel 12, Lincoln, Nebraska.

Nebraska Educational Television Commission, 12th and R Streets, Lincoln, Nebraska, File No. 55, for the establishment of a new noncommercial educational television broadcasting station on channel 3, Lexington, Nebraska.

South Central Educational Broadcasting Council, Hershey, Pennsylvania, File No. 56, for the establishment of a new noncommercial educational television broadcasting station on channel 65, Hershey, Pennsylvania.

Any interested person may, pursuant to 45 CFR 60.8, within 30 calendar days from the date of this publication, file comments regarding the above applications with the Director, Educational Television Facilities Program, U.S. Office of Education, Washington, D.C., 20202.

(76 Stat. 64, 47 U.S.C. 390)

RAYMOND J. STANLEY,
Director, Educational Television
Facilities Program, U.S. Office
of Education.

[F.R. Doc. 64-1724; Filed, Feb. 20, 1964;
8:48 a.m.]

ATOMIC ENERGY COMMISSION

[Docket No. 50-215]

AMERICAN RADIATOR & STANDARD SANITARY CORP.

Notice of Issuance of Facility Export License

Please take notice that no request for a formal hearing having been filed following the publication of notice of proposed action in the FEDERAL REGISTER on January 28, 1964 (29 F.R. 1423), the Atomic Energy Commission has issued License No. XR-49 to American Radiator & Standard Sanitary Corporation authorizing export of a nuclear reactor to Queen Mary College (University of London), London, England. The notice of proposed action described the reactor as a 10 watt, water-moderated, graphite-reflected Model UTR-B teaching and research nuclear reactor.

Dated at Bethesda, Md., this 13th day of February 1964.

For the Atomic Energy Commission.

EBER R. PRICE,
Assistant Director, Division
of Licensing and Regulation.

[F.R. Doc. 64-1700; Filed, Feb. 20, 1964;
8:45 a.m.]

CIVIL AERONAUTICS BOARD

[Docket 14875 etc.]

SERVICE TO HURON, S. DAK.

Notice of Postponement of Prehearing Conference

In accordance with the request of John P. Sauer, attorney for the Huron Chamber of Commerce, notice is hereby given,

pursuant to the provisions of the Federal Aviation Act of 1958, as amended, that the prehearing conference in the above-entitled proceeding now assigned to be held February 26, 1964, is hereby postponed to March 3, 1964, to be held at 10 a.m. (e.s.t.) in Room 911, Universal Building, Connecticut and Florida Avenues NW., Washington, D.C., before the undersigned examiner.

Dated at Washington, D.C., February 17, 1964.

[SEAL]

ROBERT L. PARK,
Hearing Examiner.

[F.R. Doc. 64-1746; Filed, Feb. 20, 1964;
8:51 a.m.]

[Docket No. SA-376]

ACCIDENT NEAR ELKTON, MD.

Notice of Hearing

In the matter of investigation of accident involving aircraft of United States Registry N 709PA, which occurred near Elkton, Maryland on December 8, 1963:

Notice is hereby given that an Accident Investigation Hearing on the above matter will be held commencing at 1:30 p.m. (local time) on February 24, 1964, in the North Roof Garden of the Adelphi Hotel, Philadelphia, Pennsylvania.

Dated this 21st day of January 1964.

[SEAL]

DONALD W. MADOLE,
Hearing Officer.

[F.R. Doc. 64-1798; Filed, Feb. 20, 1964;
10:46 a.m.]

FEDERAL COMMUNICATIONS COMMISSION

[Docket Nos. 14318, 14319; FCC 64M-133]

COLUMBIA BASIN MICROWAVE CO.

Order Continuing Hearing

In re Applications of Columbia Basin Microwave Company: For renewal of the license for station KOY40, a facility in the Domestic Public Point-to-Point Microwave Radio Service at Ephrata, Washington, Docket No. 14318, File No. 1464-C1-R-61; for consent to assignment of the license for station KOY40, a facility in the Domestic Public Point-to-Point Microwave Radio Service at Ephrata, Washington from Patricia Hughes, d/b as Columbia Basin Microwave Company to Columbia Basin Microwave Company, Inc., Docket No. 14319, File No. 4082-C1-AL-61.

The Hearing Examiner having under consideration a motion for continuance filed February 12, 1964, by the above-entitled applicant requesting that the evidentiary hearing now scheduled for February 17, 1964, be postponed pending a further prehearing conference to be scheduled for February 18, 1964; and

It appearing that the postponement is needed to enable the applicant to comply with a Commission request for additional information and for the Commission to evaluate the information when received; and

It further appearing that there are no objections to the immediate favorable consideration of the motion for continuance, and good cause for granting the same having been shown;

It is ordered, This the 13th day of February 1964, that the motion for continuance is granted and the evidentiary hearing in the above-entitled proceeding now scheduled for February 17, 1964, is postponed to a date to be specified at a further prehearing conference; and

It is further ordered, That a prehearing conference in the above-entitled proceeding will be held on Tuesday, February 18, 1964, beginning at 10:00 a.m. in the offices of the Commission, Washington, D.C.

Released: February 17, 1964.

FEDERAL COMMUNICATIONS
COMMISSION,

[SEAL]

BEN F. WAPLE,
Secretary.

[F.R. Doc. 64-1731; Filed, Feb. 20, 1964;
8:49 a.m.]

[Docket Nos. 15260, 15261; FCC 64M-131]

COOSA VALLEY RADIO CO. AND ROME BROADCASTING CORP.

Order Continuing Hearing

In re applications of Coosa Valley Radio Company, Rome, Georgia, Docket No. 15260, File No. BPH-4108; Rome Broadcasting Corporation, Rome, Georgia, Docket No. 15261, File No. BPH-4136, for construction permits.

A prehearing conference in the above-entitled proceeding having been held as scheduled on February 13, 1964,

It is ordered, This 13th day of February 1964, that the procedural ground rules established at said conference are hereby approved and that the transcript thereof, incorporated herein by reference with the same force and effect as if set forth at length, shall control as to any question bearing on the established ground rules; and

It is further ordered, That the hearing herein, presently scheduled to commence on March 16, 1964, is continued to 10:00 a.m., April 13, 1964.

Released: February 14, 1964.

FEDERAL COMMUNICATIONS
COMMISSION,

[SEAL]

BEN F. WAPLE,
Secretary.

[F.R. Doc. 64-1708; Filed, Feb. 20, 1964;
8:46 a.m.]

[Docket Nos. 15225, 15226; FCC 64R-91]

GUADALUPE VALLEY TELECASTING CO., INC., AND VICTORIA TELE- VISION

Memorandum Opinion and Order Amending Issues

In re applications of Guadalupe Valley Telecasting Co., Inc., Victoria, Texas, Docket No. 15225, File No. BPCT-3153; Marjorie S. Frels and Ruben S. Frels, d/b as Victoria Television, Victoria, Texas, Docket No. 15226, File No. BPCT-3163;

for construction permits for new television broadcast stations.

1. The Review Board has before it for consideration a petition to enlarge issues, filed by Marjorie S. Frels and Rubin S. Frels, d.b.a. Victoria Television (Frels) on December 26, 1963.¹

2. By Commission Order (FCC 63-1086) released December 3, 1963, the applications of Frels and Guadalupe Valley Telecasting Co., Inc. (Guadalupe) for a new television broadcast station to operate on Channel 19, Victoria, Texas, were designated for consolidated hearing on various issues including the standard comparative issue. Frels now seeks the addition of issues to permit a comparison of the areas and populations to be served by the respective applicants. Attached to Frels' petition is an engineering study which shows differences in Grade A, Grade B, and City Grade coverage of the two proposals. Guadalupe has not filed an opposition to the petitioner's request. The Broadcast Bureau supports Frels' request but contends that reference to the City Grade signal should be deleted because the relevancy of such signal has not been shown.

3. In view of the alleged differences in coverage between the two proposals, the issues specified below are being added. See Publix Television Corp., FCC 59-646, 18 RR 771 (1959). The request for an issue concerning City Grade signal will be denied inasmuch as the principal city of Victoria would receive such signal from each of the applicants. See Cleveland Broadcasting, Inc., FCC 64R-41, released January 24, 1964; § 73.685(a) of the Commission's rules.

Accordingly, it is ordered, This 17th day of February 1964, That the petition to enlarge issues, filed December 26, 1963, by Marjorie S. Frels and Rubin S. Frels, d.b.a. Victoria Television, is granted to the extent indicated herein, and in all other respects denied, and the issues in this proceeding are enlarged by the addition of the following issues:

(a) To determine the location of the proposed Grade A and Grade B contours of the applicants in this proceeding.

(b) To determine, on a comparative basis, the areas and populations of the respective Grade A and Grade B contours which may reasonably be expected to receive actual service from the applicants' proposed operations.

(c) In the event the proof under issues (a) and (b) above shall establish that either applicant will bring actual service to areas and populations not served by its competitor, to determine the number of services, if any, presently available to such areas and populations.

Released: February 18, 1964.

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

[F.R. Doc. 64-1729; Filed, Feb. 20, 1964;
8:48 a.m.]

¹ Also before the Board are the Broadcast Bureau's comments, filed Jan. 6, 1964.

[Docket Nos. 14411, 14412; FCC 64M-184]

LA FIESTA BROADCASTING CO. AND MID-CITIES BROADCASTING CORP.

Order Scheduling Hearing

In re applications of J. R. Earnest and John A. Flache, d.b.a. La Fiesta Broadcasting Company, Lubbock, Texas, Docket No. 14411, File No. BP-14116; Mid-Cities Broadcasting Corporation, Lubbock, Texas, Docket No. 14412, File No. BP-15073; for construction permits.

As a result of agreements reached on the record of a prehearing conference held this date in the above-entitled matter: It is ordered, This 14th day of February 1964, that:

1. Exhibits shall be exchanged on or before April 15, 1964.

2. The names of witnesses or their possible alternates shall be exchanged on or before April 15, 1964.

3. Counsel shall participate in an informal conference, without reporter or the Hearing Examiner, on or about April 22, 1964, to discuss matters alluded to in the prehearing conference of today and which need not be repeated herein, and

4. The hearing, heretofore not scheduled, is hereby scheduled to commence at 10:00 a.m. on May 11, 1964, in the Commission's offices in Washington, D.C., or such other city as the Chief Hearing Examiner shall prescribe.

Released: February 17, 1964.

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

[F.R. Doc. 64-1732; Filed, Feb. 20, 1964;
8:49 a.m.]

[Docket Nos. 15212, 15213; FCC 64R-89]

TVUE ASSOCIATES, INC., AND UNITED ARTISTS BROADCASTING, INC.

Memorandum Opinion and Order Amending Issues

In re applications of TVUE Associates, Inc., Houston, Texas, Docket No. 15212, File No. BPCT-3161; United Artists Broadcasting, Inc., Houston, Texas, Docket No. 15213, File No. BPCT-3166; for construction permits for new television broadcast stations.

1. By Order, FCC 63-1022, released November 5, 1963, the Commission designated the instant applications for hearing on the following issues, among others:¹

2. To determine the efforts made by TVUE Associates, Inc., to ascertain the needs and interests of the area it proposes to serve.

3. To determine whether the program proposal of TVUE Associates, Inc., is de-

¹ The Review Board has before it for consideration the following pleadings: Motion to modify, delete, and enlarge issues, filed Nov. 26, 1963; by TVUE Associates, Inc.; Opposition, filed Dec. 20, 1963, by United Artists Broadcasting, Inc.; Broadcast Bureau's opposition, filed Dec. 20, 1963; and Reply by petitioner, filed Jan. 10, 1964.

signed and would be expected to serve the needs and interests of the proposed service area.

TVUE Associates, Inc., now requests that the quoted issues be made applicable, as well, to United Artists. In support thereof, it alleges that United Artists proposes to operate from 1:30 p.m. to 7:00 p.m., Monday through Saturday, for 33 hours a week, and that over 20 hours a week or in excess of 60 percent of the total time will be devoted to feature length motion pictures or entertainment film.² It does not make any allegations that United Artists made no effort to ascertain the needs of Houston, or that the programing proposed by United Artists would not meet those needs. If the requested issues are not added as to United Artists, petitioner submits that these issues should, in all fairness, be deleted as to itself.

2. The inclusion in the designation Order of programing issues as to petitioner was prompted by the extremely unique character of petitioner's program proposals, viz., 50-second programs followed by 10-second commercial or noncommercial spot announcements throughout most of its operating hours. Such a radical departure from the usual type of programing warrants, in and of itself, an inquiry such as that called for by the designated issues. United Artists' programing proposals are not, in our judgment, so radically different from the current programing in the Houston area as to require an inquiry similar to that specified with respect to the petitioner's application. Thus, as is pointed out by the Broadcast Bureau, United Artists would devote 78.6 percent of its typical broadcast week to entertainment; the three existing Houston television stations devote 86.94 percent, 79.9 percent, and 80.8 percent, respectively, to entertainment. The fact that most of the entertainment proposed by United Artists consists of motion pictures is not a distinguishing feature.

3. Petitioner also requests that a legal qualification issue be added as to applicant United Artists Broadcasting, Inc., on the ground that the latter's application does not include sufficient information to permit a determination that at least 75 percent of the voting stock of the parent corporation, United Artists Corporation, is owned by United States citizens. The application shows that 25 percent of the applicant's outstanding stock is owned by the officers and directors of the parent corporation, and that all of these individuals are United States citizens. Of the remaining 75 percent, the application shows that approximately 14.5 percent is in the hands of investment houses which are holding such shares as nominees for investors

² Petitioner also notes that United Artists has filed applications for construction permits for television stations at Cleveland, Ohio, and Boston, Massachusetts, and that such applications propose to devote more than 40 percent of their broadcast time to feature films. Petitioner makes no claim that the three United Artists proposals are otherwise similar.

having accounts with such firms. The application shows that 35 of the 7,000 stockholders have mailing addresses outside the United States, and that these 35 stockholders own two-tenths of one percent of the outstanding stock. The application also shows that at the applicant's request, its parent corporation's stock transfer agent sent letters to one hundred of the parent corporation's stockholders, selected at random, for information concerning their citizenship; all of the 93 who responded indicated that they were American citizens.

4. The Broadcast Bureau opposes the addition of a legal qualification issue, stating that it is its view that the applicant has made a reasonable showing that its ownership meets the requirements of section 310(a) of the Communications Act of 1934, as amended. United Artists also opposes the addition of a legal qualification issue, stating that "Obviously, a complete survey of the citizenship of all 7,000 stockholders is an impossible burden", and that "for many years, the Commission has consistently accepted the type of showing made by United Artists in applications of publicly-held corporations", citing Westinghouse Radio Stations, Inc., 10 RR 878, 951-954 (1955).

5. What United Artists regards as an "impossible burden" was not so regarded by Aviation Corp., which sent letters to all of its 40,000 stockholders inquiring of their citizenship. See Powel Crosley, Jr., 11 FCC 1, 3 RR 6 (1945). Paramount Pictures Corporation undertook a similar survey by having its stock transfer agent make inquiry of all of its stockholders concerning their citizenship. ABC-Paramount Merger Case, 8 RR 541, 580 (1953). Neither of these cases implies, however, that a survey of all stockholders is essential. In Westinghouse Radio Stations, Inc., supra, cited by United Artists in its opposition, a survey of all stockholders was not undertaken; yet the Commission determined that Westinghouse was legally qualified. In that case, however, a far more sophisticated sampling was undertaken (see paragraph 88 of the findings) than has been undertaken by United Artists. For example, there was a "preselection" of all stockholders holding more than one-half of one percent of the stock and inquiries were made of each of them to determine their citizenship. Such preselection was regarded as essential so that no sampling error would attach to groups which represent more than one-half of one percent of the total outstanding stock. In addition, the remaining stockholders were classified into various groupings, e.g., individuals, banks, nominees, etc., and each of these groups was assigned a certain number of shares to be sampled; the number assigned was in proportion to the total number of shares held by each group. Other refinements, which need not be detailed, were employed in selecting the persons to whom inquiries would be sent. On the basis of a record made in an evidentiary hearing, the Commission concluded that at least 75 percent of Westinghouse's outstanding stock was owned by United States citizens. In WKAT, Inc., 10 RR 471 (1954), the Commission found insufficient a showing that at least

99 percent of the stockholders had domestic mailing addresses, and it concluded that "Public Service should be required to submit proof concerning the citizenship of the stockholders of National Airlines."

6. The information made available by United Artists is insufficient to permit a determination that it is legally qualified to be a licensee of the Commission. Although United Artists contends that the Commission "has consistently accepted" the type of showing it has made, it cites no authority which supports that contention. In Powel Crosley, Jr., ABC-Paramount Merger and Westinghouse Radio Stations, Inc., supra, the showings were substantially more extensive than that made by United Artists. In the one case in which the Commission determined that an insufficient showing had been made, WKAT, Inc., supra, the showing was weaker than that made by United Artists. In view of the requirement of section 310(a) of the Communications Act of 1934, as amended, we think it is incumbent upon United Artists to make a showing which provides a reasonable basis for determining the percentage of its stock that is held by American citizens. This can be done either by using the methods employed in Powel Crosley, Jr. and ABC-Paramount Merger Case, or the methods employed in Westinghouse Radio Stations, Inc. In the event United Artists employs the sampling method, it should show the precise basis for selecting its samples, and be in a position to demonstrate that the method it used was designed to avoid sampling errors and would reach a representative cross-section of the stockholders.²

7. In Integrated Communications Systems, Inc. of Massachusetts, cited in footnote 3, the Commission also designated an issue to determine whether a grant of United Artists' application would be consistent with the multiple ownership rule (§ 73.636). The reason for the inclusion of such issue was the fact that a "significant portion of the voting stock of United Artists Corporation is owned by holding companies, nominees, or others, for and on behalf of persons unknown." These reasons apply with equal force in the instant proceeding, and the Review Board will, therefore, on its own motion, add an issue to determine whether a grant of United Artists' application would be consistent with § 73.636 of the rules.

Accordingly, it is ordered, This 17th day of February 1964, that the motion to modify, delete and enlarge issues, filed November 26, 1963, by TVue Associates, Inc., is denied except to the extent that

² Subsequent to the filing of the petition under consideration herein, the Commission, in Integrated Communications System, Inc. of Massachusetts, FCC 64-96, released Feb. 12, 1964, indicated that it was not satisfied with the statistical validity of the survey on which United Artists relied for its representation that a grant of its operation would be consistent with Section 310(a)(5) of the Communications Act of 1934, as amended. The Commission, therefore, designated an issue like the first of the two issues which we are adding herein.

the hearing issues set forth below are added;

It is further ordered, That the issues in this proceeding are enlarged by the addition of the following issues:

To determine whether a grant of the application of United Artists Broadcasting, Inc., would be consistent with the provisions of section 310(a)(5) of the Communications Act of 1934, as amended.

To determine whether a grant of the application of United Artists Broadcasting, Inc., would be consistent with the provisions of § 73.636 of the Commission's rules.

Released: February 18, 1964.

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

[F.R. Doc. 64-1730; Filed, Feb. 20, 1964;
8:48 a.m.]

[Docket No. 15339; FCC 64-121]

JAMES E. WALLEY (KAOR)

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

In re application of James E. Walley (KAOR), Oroville, California, Docket No. 15339, File No. BP-15814, has 1340 kc, 250 w, U, Class IV, requests 1340 kc, 250 w, 1 kw-LS, U, Class IV; for construction permit.

1. The Commission has before it for consideration (a) the above-captioned application; (b) a "Petition to Deny" filed July 8, 1963, by Kelly Broadcasting Co., licensee of Station KCRA, Sacramento, California (KCRA, hereinafter); and (c) an "Opposition to Petition to Deny" filed July 22, 1963 by James E. Walley (applicant, hereinafter).

2. KCRA alleges that the applicant's proposal would cause objectionable interference (20 kc removed) to its existing operation in an area of 11.6 square miles affecting 2,587 persons or 0.25 percent of the population within the normally protected primary service area. Accordingly, we find that KCRA is a "party in interest" within the meaning of section 309 (d)(1) of the Communications Act of 1934, as amended. National Broadcasting Company, Inc., (KOA) v. F.C.C., 319 U.S. 239 (1943).

3. Based on its attached engineering affidavit, KCRA further alleges a violation of § 3.37 (now § 73.37) of the Commission's rules in that the proposed 25 mv/m contour of the applicant would overlap its 2 mv/m contour. KCRA concedes that the Commission, in granting the construction permit for the applicant's present facilities, waived the aforementioned rule. However, it is asserted that the extent of the overlap would be increased and that the special circumstances then prevailing have changed, thereby eliminating the justification for the waiver.

4. In opposition, the applicant acknowledges that the proposal would cause additional interference to KCRA's existing operation but claims that it is de minimis. With respect to the alleged vio-

lation of § 73.37, the applicant points out that KCRA's own expert witness, in a previous hearing, testified that the interference to KCRA would properly be described as ordinary adjacent channel interference—1:30 desired to undesired signal ratio under § 73.182 of the rules—and that the type of interference proscribed by § 73.37 resulting from the non-selectivity of broadcast receivers, external and internal cross-modulation, would not occur. The applicant concludes that the proposal would cause adjacent channel interference in an area surrounding its own transmitter located some 61 miles from KCRA; that it would in no way "create a new type of interference . . . of the kind which § 73.37 was designed to prevent"; and, in this regard, that there is no evidence of complaints from listeners. The applicant cites Bridgeport Broadcasting Co., 28 FCC 464 (1960) as an instance where the Commission allowed a power increase in the face of existing 2 and 25 mv/m overlap.

5. The Commission finds that the proposal would, in fact, cause additional interference to the existing operation of KCRA, which, although slight, would result in an indirect modification of KCRA's license. Accordingly, the application will be designated for hearing and the licensee of KCRA made a party to the proceeding. We will also include a § 73.37 issue. Although no engineering data have been submitted to show that interference due to non-selectivity of receivers or cross-modulation would occur, we find that neither the Act nor the rules promulgated thereunder require such a showing. KCRA, in its engineering exhibit has delineated the extent to which the area of overlap would increase and, at this juncture, nothing further is required. Where specific facts have been alleged showing a violation of § 73.37 we will not, prior to hearing, impose on KCRA the additional burden of demonstrating that the proposal would cause the type of harm which the rule was designed to preclude. While it is true that power increases have been permitted in the face of existing 2 and 25 mv/m overlap,¹ the Commission has always given interested parties the opportunity to be heard in an evidentiary hearing.²

6. In addition to the interference noted in paragraph 5 above, it appears that the applicant's proposal would cause objectionable adjacent channel interference to the existing operation of Station KAHR, Redding, California. Accordingly, an issue with respect thereto will be included and the licensee of Station KAHR will be made a party to the proceeding ordered below.

7. It also appears that the proposed operation of Station KAOR involves mutual interference with the proposal of Bay Shore Broadcasting Company, File No. BP-14113, for a new station in Hayward, California. The KAOR application was not timely filed with the Bay Shore proposal and for that reason was not consolidated with the latter in

hearing, Docket No. 14644. Accordingly, the Bay Shore Broadcasting Company will be made a party to this proceeding.

In view of the foregoing, except as indicated by the issues specified below, the applicant is legally, technically, financially, and otherwise qualified to construct and operate as proposed. However, the Commission is unable to make the statutory finding that a grant of the application would serve the public interest, convenience, and necessity, and is of the opinion that the application must be designated for hearing on the issues set forth below.

It is ordered, That, pursuant to section 309(e) of the Communications Act of 1934, as amended, the application is designated for hearing, at a time and place to be specified in a subsequent Order, upon the following issues:

1. To determine the areas and populations which may be expected to gain or lose primary service from the proposed operation of Station KAOR and the availability of other primary service to such areas and populations.

2. To determine whether the proposed operation of Station KAOR would cause objectionable interference to Stations KCRA and KAHR, Sacramento and Redding, California, respectively, 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.

3. To determine whether the proposed operation of Station KAOR would cause objectionable interference to the proposal, File No. BP-14113, of the Bay Shore Broadcasting Company, for a new station at Hayward, California, or any existing 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.

4. To determine whether the proposed operation of Station KAOR would violate § 73.37 of the Commission's rules with respect to 2 and 25 mv/m overlap with Station KCRA and, if so, whether circumstances exist which would warrant a waiver of said section.

5. To determine, in the light of the evidence adduced pursuant to the foregoing issues, whether a grant of the instant application would serve the public interest, convenience, and necessity.

It is further ordered, That the Petition to Deny filed July 8, 1963, by Kelly Broadcasting Co., is granted to the extent indicated above and is denied in all other respects.

It is further ordered, That Nina N. Kelly, Robert E. Kelly, and Jon S. Kelly, d.b.a. Kelly Broadcasting Co., High Fidelity Stations, Inc., licensees of Stations KCRA and KAHR, respectively, and Bay Shore Broadcasting Company, applicant for a new station at Hayward, California, are made parties to the proceeding.

It is further ordered, That, in the event of a grant of the above-captioned application, the construction permit shall contain the following conditions:

Permittee shall accept such interference as may be imposed by other existing

250 watt Class IV stations in the event they are subsequently authorized to increase power to 1000 watts.

Permittee shall submit with the application for license, antenna resistance measurements made in accordance with § 73.54 of the Commission's rules.

It is further ordered, That, to avail themselves of the opportunity to be heard, the applicant and parties respondent herein, pursuant to § 1.221(c) of the Commission's 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 applicant herein shall, pursuant to section 311 (a) (2) of the Communications Act of 1934, as amended, and § 1.594 of the Commission's 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 § 1.594 (g) of the rules.

Adopted: February 12, 1964.

Released: February 14, 1964.

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

[F.R. Doc. 64-1709; Filed, Feb. 20, 1964;
8:46 a.m.]

[Docket No. 15339; FCC 64M-135]

JAMES E. WALLEY (KAOR)

Order Scheduling Hearing

In re application of James E. Walley (KAOR), Oroville, California, Docket No. 15339, File No. BP-15814; for construction permit.

It is ordered, This 17th day of February 1964, that Millard F. French will preside at the hearing in the above-entitled proceeding which is hereby scheduled to commence on April 16, 1964, in Washington, D.C.; *And it is further ordered*, That a prehearing conference in the proceeding will be convened by the presiding officer at 9:00 a.m., March 10, 1964.

Released: February 17, 1964.

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

[F.R. Doc. 64-1733; Filed, Feb. 20, 1964;
8:49 a.m.]

FEDERAL MARITIME COMMISSION

AMERICAN EXPORT LINES, INC.,
ET AL.

Notice of Agreement Filed for
Approval

Notice is hereby given that the following described agreement has been filed with the Commission for approval pursuant to section 15 of the Shipping Act,

¹ Bridgeport Broadcasting, supra.

² Raritan Valley Broadcasting Co., Inc. (WCTC), 22 R.R. 653.

1916 (39 Stat. 733, 75 Stat. 763; 46 U.S.C. 814):

Agreement No. 8005-4, between American Export Lines, Inc., American Stevedores, Inc., Bay Ridge Operating Company, et al., modifies approved Agreement No. 8005, as amended, which provides (1) for establishment and maintenance of rates, charges, classifications, rules, regulations and practices with respect to services of loading and unloading of cargo onto and from trucks, lighters, and barges in the Port of Greater New York and vicinity and (2) for the fixing of free time and demurrage, rates and charges only in the trades not covered by an approved section 15 agreement. The purpose of the modification is to amend Agreement No. 8005, as amended, by providing for (1) a clarification of the Conference's tariff-publishing authority for loading and unloading lighters; (2) authorization of a tariff for free time and demurrage on export cargo; (3) authorization of a tariff for sorting of import cargo; (4) providing for abstention from any conference tariff except the truck loading/unloading tariff.

Interested parties may inspect the agreement and obtain copies thereof at the Bureau of Domestic Regulation, Federal Maritime Commission, Washington, D.C., 20573, or may inspect a copy at the offices of the District Managers of the Commission in New York, N.Y., New Orleans, La., and San Francisco, Calif., and may submit to the Secretary, Federal Maritime Commission, Washington, D.C., 20573, within 20 days after publication of this notice in the FEDERAL REGISTER, written statements with reference to the agreement and their position as to approval, disapproval, or modification, together with a request for hearing, should a hearing be desired.

By order of the Federal Maritime Commission.

THOMAS LISI,
Secretary.

FEBRUARY 18, 1964.

[F.R. Doc. 64-1725; Filed, Feb. 20, 1964;
8:48 a.m.]

C. A. HARTNETT ET AL.

Notice of Agreements Filed for Approval

Notice is hereby given that the following agreements have been filed with the Federal Maritime Commission for approval pursuant to section 15 of the Shipping Act, 1916, (75 Stat. 763 and 46 U.S.C. 814). All parties involved are eligible to operate as independent ocean freight forwarders pursuant to section 44 of the Shipping Act, 1916.

These agreements are non-exclusive cooperative working arrangements under which one party may perform freight forwarding services for the other.

Agreement No. FF-1378 between C. A. Hartnett, Boston, Massachusetts, and Davies, Turner & Co., New York, New York, is an arrangement whereby C. A. Hartnett performs certain freight forwarding activities for Davies, Turner & Co. using the name and letterhead of Davies, Turner & Co. In return C. A.

No. 37—5

Hartnett receives 66 $\frac{2}{3}$ percent of the gross fee earned.

Agreement No. FF-1376 between I. C. Harris & Co., party (a) and Dorf International, Inc. of Michigan, party (b), both of Detroit, Mich., is an arrangement whereunder party (a) will receive and process the mail of party (b), entering and clearing merchandise, showing party (b) as Importer of Record and forwarding in the name of party (b). I. C. Harris & Co. will receive 80 percent of gross fees, less usual expenses.

Agreement No. FF-1377 between Geo. Wm. Rueff, Inc., New Orleans, Louisiana, party (a) and J. W. Hampton, Jr. & Co., Inc., New Orleans, Louisiana, party (b), is an arrangement whereby party (b) will pay rent for space in office of party (a) and party (b) will have its own phone. The forwarding work of party (b) will be done by party (a). Party (b) will pay a weekly retainer to party (a) and also a share of yearly net profit.

Agreement No. FF-1391 between J. P. Harle Forwarding Co., Houston, Texas, and Krennerich & Harle, Inc., New Orleans, Louisiana, is an arrangement whereunder the companies complete forwarding functions for each other. Forwarding and service fees will be divided as agreed. Ocean freight compensation will also be divided as agreed. The companies will participate in advertising and promotion work and share costs thereof. J. P. Harle Forwarding Co. will keep books for Krennerich & Harle, Inc., and receive reimbursement for same. The companies may lend each other personnel and be reimbursed accordingly.

Interested persons may inspect these agreements and obtain copies thereof at the Bureau of Domestic Regulation, Federal Maritime Commission, Washington, D.C., or at the Commission's field offices at:

45 Broadway, New York, N.Y., 10006.
180 New Montgomery Street, San Francisco, Calif., 94106.
Federal Office Building South, 600 South Street—Room 836 (P.O. Box 30550), New Orleans, La., 70130.

They may submit to the Secretary, Federal Maritime Commission, Washington, D.C., 20573, within twenty days after publication of this notice in the FEDERAL REGISTER, written statements with reference to the agreement and their approval, disapproval, or modification together with request for hearing should such hearing be desired.

Dated: February 18, 1964.

By the Federal Maritime Commission.

THOMAS LISI,
Secretary.

[F.R. Doc. 64-1726; Filed, Feb. 20, 1964;
8:48 a.m.]

FEDERAL POWER COMMISSION COLORADO

Lands Withdrawn in Project No. 400; Finding and Order; Correction

OCTOBER 21, 1963.

In the finding and order under section 24 of the Federal Power Act, issued Au-

gust 1, 1963 and published in the FEDERAL REGISTER August 31, 1963 (F.R. Doc. 63-9395; 28 F.R. 9657-58), make the following corrections in the extreme left column, at top of page 9658:

Delete:

T. 38 N., R. 9 W.,
Sec. 1, lot 2.
T. 39 N., R. 9 W.,
Sec. 26, NE $\frac{1}{4}$ SW $\frac{1}{4}$.

GORDON M. GRANT,
Acting Secretary.

[F.R. Doc. 64-1703; Filed, Feb. 20, 1964;
8:45 a.m.]

[Docket No. E-7148]

NORTHWESTERN PUBLIC SERVICE CO. Notice of Application

FEBRUARY 14, 1964.

Take notice that on February 7, 1964, an application was filed with the Federal Power Commission pursuant to section 204 of the Federal Power Act by Northwestern Public Service Company (Applicant), incorporated under the laws of the State of Delaware and qualified as a foreign corporation to do business in the State of South Dakota and as a domesticated corporation in the State of Nebraska, seeking an order authorizing the issuance of an additional 236,474 shares of common stock, par value \$7 per share to be issued pro rata to existing holders of capital stock of the Applicant. According to the application, Applicant proposes (1) to increase the number of authorized shares of its common stock from 800,000 shares to 1,500,000 shares and the par value thereof from \$3 to \$7 per share, and (2) to split its 709,423 shares of outstanding common stock on a four-for-three basis by reclassifying the presently outstanding common stock so that each share thereof will be changed into one and one-third shares of common stock of the par value of \$7 per share.

According to the Applicant, the change in the reclassification and split of the Company's common stock will be accomplished by an amendment to its certificate of incorporation to be submitted to the vote of the common stockholders at its annual meeting on April 21, 1964. The application states that if the amendment is approved by holders of a majority of outstanding common stock, and the necessary regulatory authorizations have been obtained, the proposed amendment will become effective upon the filing and recording of a certificate of amendment of certificate of incorporation in accordance with Delaware law on or about April 22, 1964, and the certificates evidencing the additional shares will be issued as soon as practicable thereafter.

According to the Applicant, the amendment will increase the aggregate par value of the outstanding common stock in the amount of \$4,493,010. The proposed amendment to the certificate of incorporation provides that this increase will be effected by transferring to the common stock capital account the sum of \$64,614 from the Company's Miscellaneous paid-in capital account and the balance of \$4,428,396 from the premium on stock account.

Any person desiring to be heard or make any protest with respect to said application should on or before the 12th day of March, 1964, file with the Federal Power Commission, Washington, D.C., 20426, petitions or protests in accordance with the rules of practice and procedure of the Commission (CFR 1.8 or 1.10). The application is on file with the Commission and available for public inspection.

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 64-1704; Filed, Feb. 20, 1964;
8:45 a.m.]

INTERAGENCY TEXTILE ADMINISTRATIVE COMMITTEE

CERTAIN COTTON TEXTILE PRODUCTS PRODUCED OR MANUFACTURED IN THE PHILIPPINES

Limitation on Entry or Withdrawal From Warehouse

FEBRUARY 18, 1964.

There is published below a letter dated February 18, 1964, from the Chairman of the President's Cabinet Textile Advisory Committee to the Commissioner of Customs, authorizing entry of an additional 145,000 pounds of cotton textile products in Category 63, produced or manufactured in the Philippines, for the twelve-month period beginning May 31, 1963, and ending May 30, 1964. Other directives concerning entry of these goods appeared in the FEDERAL REGISTER on August 27, 1963 (28 F.R. 9399), on October 24, 1963 (28 F.R. 11436), on January 14, 1964 (29 F.R. 334), and on January 28, 1964 (29 F.R. 1427).

JAMES S. LOVE, Jr.,
*Chairman, Interagency Textile
Administrative Committee,
and Deputy to the Secretary
of Commerce for Textile
Programs.*

THE SECRETARY OF COMMERCE
PRESIDENT'S CABINET TEXTILE ADVISORY
COMMITTEE

Washington 25, D.C.,
February 18, 1964.

COMMISSIONER OF CUSTOMS,
DEPARTMENT OF THE TREASURY,
Washington, D.C.

DEAR MR. COMMISSIONER: This letter supplements and amends my letter to you of August 14, 1963, published in the FEDERAL REGISTER on August 27, 1963 (28 F.R. 9399), of October 21, 1963, published in the FEDERAL REGISTER on October 24, 1963 (28 F.R. 11436), of January 6, 1964, published in the FEDERAL REGISTER on January 14, 1964 (29 F.R. 334), and of January 22, 1964, published in the FEDERAL REGISTER on January 28, 1964 (29 F.R. 1427), regarding restraints on imports of cotton textile products in Category 63, produced or manufactured in the Philippines. In those letters you were directed to prohibit entry for consumption and withdrawal from warehouse for consumption of cotton textile products in Category 63 (T.S.U.S.A. Nos. 382.03 77 and 380.03 63 only) in excess of 555,000 pounds for the twelve-month period

beginning May 31, 1963, and extending through May 30, 1964.

The United States Government has now agreed to allow entry of an additional 145,000 pounds in Category 63 (T.S.U.S.A. Nos. 382.03 77 and 380.03 63 only), effective May 31, 1963, which would raise to 700,000 pounds the level of restraint for the twelve-month period beginning May 31, 1963.

Accordingly, you are directed to increase to 700,000 pounds the amount of cotton textile products in Category 63 (T.S.U.S.A. Nos. 382.03 77 and 380.03 63 only), produced or manufactured in the Philippines, which may be entered into the United States for consumption or withdrawn from warehouse for consumption during the twelve-month period beginning May 31, 1963, and extending through May 30, 1964.

A detailed description of Category 63 was published in the FEDERAL REGISTER on October 1, 1963 (28 F.R. 10551).

All other directives given in the letters referred to above remain unchanged.

This letter will be published in the FEDERAL REGISTER.

Sincerely yours,

FRANKLIN D. ROOSEVELT, Jr.,
*Acting Secretary of Commerce, and
Acting Chairman, President's Cabinet
Textile Advisory Committee.*

[F.R. Doc. 64-1727; Filed, Feb. 20, 1964;
8:48 a.m.]

OFFICE OF EMERGENCY PLANNING

WILLIAM F. SCHNITZLER

Appointee's Statement of Business Interests

The following statement lists the names and concerns required by subsection 710 (b) (6) of the Defense Production Act of 1950, as amended.

No changes since last statement published September 24, 1963 (28 F.R. 10369).

Dated: November 18, 1963.

WILLIAM F. SCHNITZLER.

[F.R. Doc. 64-1705; Filed, Feb. 20, 1964;
8:45 a.m.]

SECURITIES AND EXCHANGE COMMISSION

[File No. 70-4191]

ALLEGHENY POWER SYSTEM, INC.

Notice of Proposed Intrasystem Capital Contribution

FEBRUARY 17, 1964.

Notice is hereby given that Allegheny Power System, Inc. ("Allegheny"), 320 Park Avenue, New York, New York, 10022, a registered holding company, has filed a declaration and amendments thereto with this Commission pursuant to the Public Utility Holding Company Act of 1935 ("Act"), designating section 12(b) of the Act and Rule 45 thereunder as applicable to the proposed transaction. All interested persons are referred to the amended declaration, on file at the office of the Commission, for a statement of the proposed transaction which is summarized below.

Allegheny proposes to make a cash capital contribution of \$500,000 to its wholly-owned subsidiary company, Cumberland Valley Electric Company ("Cumberland"), which in turn will pay, at maturity (March 19, 1964), its unsecured promissory note in the face amount of \$500,000 payable to Allegheny.

The proposed contribution will be credited to the capital surplus of Cumberland and will have the effect of converting its short-term debt into common stock equity.

The expense to be incurred in connection with the proposed transaction is estimated not to exceed \$500.

It is represented that no State commission and no Federal commission, other than this Commission, has jurisdiction over the proposed transaction.

Notice is further given that any interested person may, not later than March 10, 1964, request in writing that a hearing be held on such matter, stating the nature of his interest, the reasons for such request, and the issues of fact or law raised by said amended declaration which he desires to controvert; or he may request that he be notified if the Commission should order a hearing thereon. Any such request should be addressed: Secretary, Securities and Exchange Commission, Washington, D.C., 20549. A copy of such request should 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 declarant at the above-stated address, and proof of 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, the amended declaration, as filed or as it may be further amended, may be permitted to become effective as provided in Rule 23 of the general rules and regulations promulgated under the Act, or the Commission may grant exemption from such rules as provided in Rules 20(a) and 100 thereof or take such other action as it may deem appropriate.

For the Commission (pursuant to delegated authority).

[SEAL]

ORVAL L. DUBOIS,
Secretary.

[F.R. Doc. 64-1701; Filed, Feb. 20, 1964;
8:45 a.m.]

[File No. 70-4190]

NEW ENGLAND ELECTRIC SYSTEM ET AL.

Notice of Filing Regarding Issue and Sale of Promissory Notes by Sub- sidiary Companies to Banks and/or Holding Company

FEBRUARY 17, 1964.

Notice is hereby given that a joint application-declaration has been filed with this Commission pursuant to the Public Utility Holding Company Act of 1935 ("Act") by New England Electric System ("NEES"), 441 Stuart Street, Boston 16, Massachusetts, a registered holding company, and certain of its public-utility subsidiary companies ("the borrowing companies"), namely, Central Massachusetts Gas Company ("Central Mass."),

Granite State Electric Company ("Granite"), Lawrence Gas Company ("Lawrence"), Lynn Gas Company ("Lynn Gas"), Mystic Valley Gas Company ("Mystic Valley"), North Shore Gas Company ("North Shore"), Northampton Gas Light Company ("Northampton Gas"), Norwood Gas Company ("Norwood"), and Wachusett Gas Company ("Wachusett"). NEES and the borrowing companies have designated sections 6 (a), 6(b), 7, 9(a), 10, and 12 of the Act and Rules 42(b) (2), 45 (b) (1), and 50 (a) (2) thereunder as applicable to the proposed transactions. All interested persons are referred to the joint application-declaration for a statement of the transactions therein proposed, which are summarized as follows:

The borrowing companies propose to issue, from time to time through December 31, 1964, unsecured promissory notes to banks and/or to NEES in an aggregate face amount not to exceed \$22,225,000 at any one time outstanding. Shown below for each of the borrowing companies is the maximum face amount of notes to be issued and outstanding at any one time, to the designated banks and/or to NEES.

Borrowing company	Banks	Banks or NEES
Central Mass.....	\$1,330,000	\$3,300,000
Granite.....	3,055,000	
Lawrence.....	1,890,000	
Lynn Gas.....	6,250,000	
Mystic Valley.....	2,720,000	
North Shore.....		1,060,000
Northampton Gas.....		1,400,000
Norwood.....	1,310,000	
Wachusett.....		
	16,465,000	5,760,000

¹ First National City Bank, New York, N.Y.
² The First National Bank of Boston, Mass.
³ NEES only.

At January 1, 1964, the borrowing companies had outstanding an aggregate of \$18,790,000 face amount of notes due to banks and/or to NEES. The proceeds from the proposed borrowings will be used by the respective borrowing companies to pay such notes at or before the maturity thereof and to provide new money for construction expenditures or to reimburse its treasury therefor.

NEES also proposes to acquire, from time to time through December 31, 1964, unsecured promissory notes from its subsidiary companies, Massachusetts Electric Company ("Mass Electric") and New England Power Company ("NEPCO"), to evidence loans to these companies in a face amount not exceeding an aggregate of \$3,000,000 at any one time outstanding for each company. The filing states that such notes will be issued pursuant to the exemption afforded by the first sentence of Section 6(b) of the Act.

The notes to be issued by the borrowing companies, as well as by Mass Electric and NEPCO, will bear interest not exceeding the prime rate (presently 4½ percent per annum) in effect at the time of issuance; will mature in less than one year from the date of issuance and in any event on or prior to March 31, 1965; and will be prepayable at any time, in whole or in part, without premium.

The borrowing companies, as well as Mass Electric and NEPCO, may prepay their notes to banks, in whole or in part, with borrowings from NEES, or vice versa. Any note issued to NEES for such prepayment of a note to a bank will bear interest at the prime rate or the interest rate on the note being prepaid, whichever is lower, but at the prime rate after the maturity date of the note being prepaid. In the case of a note issued to a bank for such prepayment of a note to NEES, if the interest rate on the new note being issued exceeds that of the note being prepaid, NEES will credit the company involved with an amount equal to the difference between such interest payments for the period from the date of the issuance of such new note to the maturity date of the note being prepaid.

In the event of any permanent financing by any of the borrowing companies, the proceeds therefrom, in excess of amounts used for refunding other securities at par or the principal amount thereof, will be applied to payment of its short-term note indebtedness then outstanding, and the maximum of short-term note indebtedness to be outstanding at any one time proposed herein will be reduced by the amount of such payment.

Incidental services in connection with the proposed note issues will be performed at cost by New England Power Service Company, an affiliated service company. The cost will not exceed an estimated \$400 for each applicant-declarant.

The filing states that appropriate action has been taken by the Public Utilities Commission of New Hampshire with respect to the notes proposed to be issued by Granite and that no further action by any commission, other than this Commission, is necessary to carry out the proposed transactions.

Notice is further given that any interested person may, not later than March 10, 1964, request in writing that a hearing be held on such matter, stating the nature of his interest, the reasons for such request, and the issues of fact or law raised by said joint application-declaration which he desires to controvert; or he may request that he be notified if the Commission should order a hearing thereon. Any such request should be addressed: Secretary, Securities and Exchange Commission, Washington, D.C., 20549. A copy of such request should 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 the applicants-declarants at the above-stated address, and proof of 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, the joint application-declaration, as filed or as it may be amended, may be granted and permitted to become effective as provided in Rule 23 of the general rules and regulations promulgated under the Act, or the Commission may grant exemption from its rules under the Act as provided in Rules 20(a) and 100 thereof or take such other action as provided in

Rules 20(a) and 100 thereof or take such other action as it may deem appropriate.

For the Commission (pursuant to delegated authority).

[SEAL] ORVAL L. DuBOIS,
 Secretary.

[F.R. Doc. 64-1702; Filed, Feb. 20, 1964; 8:45 a.m.]

DEPARTMENT OF LABOR

Bureau of Labor Standards

[No. MSVAR 8]

WILLIAM SPENCER AND SON CORP.

Order Granting Variation

Name and address of applicant. Pursuant to section 41(d) of the Longshoremen's and Harbor Workers' Compensation Act (44 Stat. 1444, as amended, 33 U.S.C. 941(d)) and the provisions of 29 CFR 1504.5 and 1507.6, a variation from particular provisions of 29 CFR Part 1504 is hereby granted to William Spencer and Son Corporation, 19 Rector Street, New York 6, New York.

Provisions of 29 CFR Part 1504 varied. The provision of 29 CFR 1504.93(a) (1) requiring the making of tests to determine that dangerous concentrations of carbon monoxide do not develop, is varied insofar as it is applicable to the company's operations aboard covered lighters at steamship and other terminals in the Port of New York, subject to the stated conditions herein.

Condition of variation. Testing of the atmosphere for carbon monoxide content in covered lighters at the Port of New York in which internal combustion engines are being used in the operations of William Spencer and Son Corporation, is not required when all of the following conditions are met:

(1) The internal combustion engine powered lift trucks or other vehicles are being run on and off the lighter with each successive load.

(2) All doors and, where possible, other openings on the covered lighter are open to provide free natural ventilation.

(3) The length of the operation involving the use of internal combustion engines on the lighter does not exceed two hours.

This variation is conditioned on the facts that the large number of lighters worked at the same time at a number of locations creates a hardship in accomplishing the testing for carbon monoxide content, and that previous tests have indicated that under the conditions stated there is no danger of excessive carbon monoxide concentration.

Period of variation. The variation shall be effective until terminated. See 29 CFR 1507.11.

Signed at Washington, D.C., this 17th day of February 1964.

ARTHUR W. MOTLEY,
 Director,
 Bureau of Labor Standards.

[F.R. Doc. 64-1716; Filed, Feb. 20, 1964; 8:46 a.m.]

INTERSTATE COMMERCE COMMISSION

[Notice No. 944]

MOTOR CARRIER TRANSFER PROCEEDINGS

FEBRUARY 18, 1964.

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 66523. By order of February 13, 1964, the Transfer Board approved the transfer to Charles G. Benincasa, Rockville Centre, N.Y., of the operating rights issued by the Commission August 5, 1963, under certificate in No. MC 117696, to Louis Maiello, Flushing, N.Y., authorizing the transportation, over irregular routes, of homing pigeons, in seasonal operations, during the period extending from March 1 to October 15, of each year, from New York, N.Y., to Wilmington, Del., Bristol, Pa., and Woodbridge, Rahway, Elizabeth, Trenton, Princeton, and New Brunswick, N.J. Morris Honig, 150 Broadway, New York 38, N.Y., attorney for applicants.

No. MC-FC 66538. By order of February 13, 1964, the Transfer Board approved the transfer to Lester H. Warfel, Quarryville, Pa., of the operating rights in certificate in No. MC 44616, issued September 14, 1960 to Benjamin S. Warfel, Quarryville, Pa., authorizing the transportation, over irregular routes, of agricultural commodities, fertilizer and materials, oyster shells, feeds and merchandise dealt in by retail grocery and hardware stores, between Peach Bottom, Greene, Pen Hill, Hensel, and Texas, Pa., and Baltimore, Md. Bernard N. Ginge- rich, Quarryville, Pa., applicant's representative.

No. MC-FC 66596. By order of February 13, 1964, the Transfer Board approved the transfer to Rue O. Hough, Underwood, Iowa, of certificate in No.

MC 102339 Sub 1, issued November 16, 1953, to Vern Bertelsen, Underwood, Iowa, authorizing the transportation of building materials, feeds, agricultural implements, and farm machinery and parts, over irregular routes, between Underwood, Iowa, and points within 15 miles of Underwood, on the one hand, and, on the other, Omaha, Nebr.

No. MC-FC 66601. By order of February 13, 1964, the Transfer Board approved the transfer to Gladys M. Brown, doing business as Lawrence & Mason Tours, Box 7705, Tonasket, Wash., of License No. MC 12683, issued February 16, 1959, to Gladys M. Lawrence and Susie S. Mason, a partnership, doing business as Lawrence & Mason Tours, West 1417 14th Avenue, Spokane, Wash., authorizing the brokerage operations in connection with transportation by motor vehicle of passengers and their baggage, in special and charter operations, in round-trip tours, beginning and ending at Spokane, Wash., and extending to points in the United States. Lawrence W. Thayer, 902 Paulsen Building, Spokane, Wash., 99201, attorney for applicants.

No. MC-FC 66606. By order of February 13, 1964, the Transfer Board approved the transfer to Sonny's Truck Repairs, Inc., Glenmont, New York, of Certificate No. MC 118632, issued October 30, 1959, to Irving A. Klink, doing business as Sonny's Garage, Glenmont, N.Y., authorizing the transportation over irregular routes of wrecked and disabled motor vehicles, in truckaway service, requiring the use of wrecker equipment, between points in Vermont, New Jersey, Massachusetts, and Connecticut, on the one hand, and, on the other, Syracuse, Glenmont, Albany, and New York, N.Y.; between points in New York, on the one hand, and, on the other, New York, N.Y.; between points in that part of New York, on, east, and south of a line beginning at the junction of the northern boundary line of New York, N.Y., and the Hudson River, and extending along the east bank of the Hudson River to Albany, N.Y., and thence along New York Highway 2 to the New York-Massachusetts State line, on the one hand, and, on the other, points in Vermont, and points in that part of Connecticut and Massachusetts on and west of U.S. Highway 5; and between Albany, N.Y., on the one hand, and, on the other, points in that part of Pennsylvania on and east of a line beginning at the Pennsylvania-New Jersey State line and extending along U.S. Highway 611 to Scranton, Pa., and thence along U.S. Highway 11 to the Pennsyl-

vania-New York State line. John J. Brady, Jr., 75 State Street, Albany 7, N.Y., attorney for applicants.

No. MC-FC 66638. By order of February 14, 1964, the Transfer Board approved the transfer to Bost Truck Service, Inc, 1134 North 11th Street, Murphysboro, Ill., of the operating rights in certificate in No. MC 36854, issued March 6, 1958, to W. J. Bost and W. E. Bost, a partnership, doing business as Bost Truck Service, 1134 North 11th Street, Murphysboro, Ill., authorizing the transportation, over regular routes, of: General commodities, excluding household goods, commodities in bulk, and other specified commodities, between specified points in Illinois and Missouri.

[SEAL]

HAROLD D. McCoy,
Secretary.

[F.R. Doc. 64-1738; Filed, Feb. 20, 1964;
8:50 a.m.]

FOURTH SECTION APPLICATIONS FOR RELIEF

FEBRUARY 18, 1964.

Protests to the granting of an application must be prepared in accordance with Rule 1.40 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. 38826: *Class and commodity rates from and to Lubec, Maine.* Filed by Traffic Executive Association-Eastern Railroads, agent (E.R. No. 2704), for interested rail carriers. Rates on various commodities (except coal and coke and rates determined on basis of mileage scales applying from and to individual points), between Lubec, Me., on the one hand, and points in the United States and Canada, on the other.

Grounds for relief: New station.

FSA No. 38827: *Sheet steel to New Orleans, La.* Filed by Illinois Freight Association, agent (No. 229), for interested rail carriers. Rates on lithographed sheet steel, in carloads, from Chicago, Chicago Heights, and Joliet, Ill., to New Orleans, La.

Grounds for relief: Carrier competition.

Tariff: Supplement 3 to Illinois Freight Association, agent, tariff I.C.C. 1033.

By the Commission.

[SEAL]

HAROLD D. McCoy,
Secretary.

[F.R. Doc. 64-1739; Filed, Feb. 20, 1964;
8:50 a.m.]

CUMULATIVE CODIFICATION GUIDE—FEBRUARY

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 February.

3 CFR	Page
PROCLAMATIONS:	
3572	1717
3573	2327
3574	2475
EXECUTIVE ORDERS:	
Nov. 26, 1921 (See PLO 3326)	2423
Apr. 4, 1922 (See PLO 3326)	2423
Apr. 17, 1926 (See PLO 3326)	2423
Feb. 23, 1928 (See PLO 3323)	1723
9993 (See EO 11140)	1637
10031 (See EO 11140)	1637
10280 (See EO 11140)	1637
10354 (See EO 11140)	1637
10497 (See EO 11140)	1637
10506 (See EO 11140)	1637
10810 (See EO 11142)	2479
10881 (See EO 11142)	2479
11140	1637
11141	2477
11142	2479
5 CFR	
213	1835, 1836, 2301
352	2301
511	2447
534	2447
539	2377
591	2447
7 CFR	
5	2641
26	2593
51	1794, 2555
52	2481, 2483
319	2329
401	1795, 2642
722	2301, 2302
724	1639, 1641
775	2302, 2485
776	2329
868	2330
905	2303, 2304
907	1642, 1643, 1719, 2304, 2485, 2643
908	2643, 2644
909	2644
910	1643, 2305, 2486, 2645
911	2646
944	2646
993	2331
1136	2556
1464	2305
PROPOSED RULES:	
729	2466
730	1853
916	1736
987	1737
1001	1646
1002	1646
1003	1646, 2002, 2460
1004	1646
1005	2002, 2460
1006	1646
1007	1646
1008	2002, 2460, 2461
1009	2002, 2460, 2462
1011	2002, 2460
1013	2002, 2460
1014	1646
1015	1646
1016	1646, 2002, 2460
1030	2102, 2460
1031	2102, 2460, 2462
1032	2102, 2460

7 CFR—Continued	Page
PROPOSED RULES—Continued	
1033	2002, 2349, 2460
1034	2002, 2349, 2460
1035	2002, 2349, 2460, 2462
1036	2002, 2460, 2462
1037	2002, 2460
1038	2102, 2460
1039	2102, 2460
1040	2002, 2460, 2462
1041	2002, 2460, 2462
1042	2002, 2460, 2462
1043	2002, 2460, 2462
1044	2002, 2460
1045	2102, 2460
1046	2002, 2460
1047	2002, 2460, 2462
1048	2002, 2460, 2463
1049	1656, 2002, 2460, 2463
1050	2102, 2460
1051	2102, 2460
1061	2102, 2460
1062	2102, 2460, 2463, 2651
1063	2102, 2460
1064	2102, 2460
1065	2204, 2461
1066	2204, 2461, 2463
1067	2102, 2460, 2463
1068	2102, 2460
1069	2102, 2460
1070	2102, 2460
1071	2204, 2461
1072	2204, 2461, 2463
1073	2204, 2461
1074	2204, 2461
1075	2204, 2461, 2463
1076	2204, 2461
1078	2102, 2460
1079	2102, 2460
1090	2002, 2460, 2463
1094	2102, 2460
1096	2102, 2460, 2463
1097	2102, 2460
1098	2002, 2460, 2463
1099	2102, 2460
1101	2002, 2460, 2463
1102	2102, 2460
1103	2102, 2460, 2461
1104	2204, 2461
1105	2102, 2460, 2461
1106	2204, 2461
1107	2102, 2460, 2461
1108	2102, 2460
1120	2204, 2461, 2464
1125	2204, 2461, 2464
1126	2204, 2461, 2464, 2465
1127	2204, 2461
1128	2204, 2461, 2464
1129	2204, 2461, 2464
1130	2204, 2461, 2464
1131	2204, 2461, 2464
1132	2204, 2461, 2464
1133	2204, 2461, 2464
1134	2204, 2461, 2465
1135	2204, 2461, 2465
1136	2204, 2461
1137	2204, 2461, 2465
1138	1656, 2204, 2461, 2465
9 CFR	
29	1679
74	1851, 2378
78	1679, 1719
201	1795

9 CFR—Continued	Page
PROPOSED RULES:	
17	1696
18	1657, 1696, 2560
27	1696
76	2606
12 CFR	
1	2419
9	1719
204	1796, 2447
210	2447
213	2448
215	2448
13 CFR	
120	2486
121	2593
14 CFR	
44	1719
71 [New]	1841-1844, 2306-2308, 2336, 2337, 2419, 2420, 2487, 2488, 2593, 2594.
73 [New]	2594
93 [New]	2556
97 [New]	1781, 1845, 2369, 2631
129 [New]	1719
133 [New]	1850
221	2556
507	1680, 1721, 1850, 2309, 2338, 2377, 2557, 2594, 2641.
PROPOSED RULES:	
1	2349
4b	1692
11	2467
71 [New]	1693-1696, 2312, 2350-2353, 2505-2509, 2560, 2607, 2608.
75 [New]	2509
99 [New]	2560
231	2652
241	1658, 1737
292	2652
302	2652
507	1739, 2313, 2509, 2561, 2609, 2651
15 CFR	
365	2595
370	2449
371	2338, 2449
373	2338, 2449
377	2449
379	2449
380	2449
399	2450
16 CFR	
13	1644, 1721, 1796-1799, 2339, 2341, 2379-2381, 2450, 2451, 2488-2490, 2595-2597.
PROPOSED RULES:	
67	2428, 2610
303	2429
17 CFR	
230	2420
231	2490
240	2420
250	2420
260	2420
270	2420

18 CFR	Page	29 CFR	Page	43 CFR—Continued	Page
141.....	2494	526.....	1722	PUBLIC LAND ORDERS:	
260.....	2494	531.....	2332	3012.....	2424
PROPOSED RULES:		782.....	1840	3321.....	1722
141.....	2512	30 CFR		3322.....	1723
260.....	2512	PROPOSED RULES:		3323.....	1723
Ch. III.....	2312	14.....	2344	3324.....	2423
19 CFR		31 CFR		3325.....	2423
1.....	2333, 2598	316.....	1645	3326.....	2423
3.....	2335	32 CFR		3327.....	2424
11.....	2335	155.....	2310	3328.....	2448
18.....	2335	719.....	1803	3329.....	2449
19.....	2336	1001.....	1680, 1836, 2494	3330.....	2449
21.....	2336	1002.....	1837, 2495	PROPOSED RULES:	
24.....	2309, 2336	1003.....	1681, 1838, 2496	161.....	2427
31.....	2336	1005.....	1838	46 CFR	
20 CFR		1007.....	1682, 1838, 2499	171.....	1690, 1691
25.....	2599	1009.....	1682	309.....	2558
422.....	1799	1012.....	1682, 2500	PROPOSED RULES:	
21 CFR		1013.....	1839	35.....	1646
3.....	2557	1014.....	2500	45.....	2426
8.....	1801	1015.....	1840	78.....	1646
19.....	1802, 2539	1016.....	1840, 2501	97.....	1646
25.....	2382	1054.....	1689, 1840, 2501	534.....	1853
45.....	2383	1057.....	2502	47 CFR	
120.....	1802	32A CFR		15.....	2558
121.....	2309, 2382, 2384, 2540, 2557	OMA (Ch. XIX):		PROPOSED RULES:	
141d.....	1802	MA-TPM-1.....	2648	1.....	1660, 2647
191.....	1802, 2310	MA-TPM-Del. 1.....	2649	3.....	2385
PROPOSED RULES:		33 CFR		13.....	2647
17.....	2609	202.....	2384	21.....	2647
29.....	1807	203.....	2384	23.....	2647
37.....	1807	207.....	2384	25.....	2647
121.....	1807, 1808, 2505	36 CFR		61-63.....	2647
146-146c.....	2505	311.....	2422	66.....	2647
146e.....	2505	PROPOSED RULES:		73.....	1739, 2428, 2647
22 CFR		1.....	1736, 2453	74.....	2510, 2647
42.....	2540	2.....	2456	81.....	2647
24 CFR		7.....	2427	83.....	2647
207.....	2422	41 CFR		85.....	2647
213.....	2422	1-5.....	1690	87.....	1808, 2647
221.....	2422	5-16.....	2490	89.....	2647
25 CFR		8-4.....	1690	91.....	2647
131.....	2541	8-11.....	1690	93.....	2647
221.....	2494	9-7.....	1835	95.....	2647
PROPOSED RULES:		9-15.....	1835	97.....	2647
34.....	2426	9-56.....	1645	49 CFR	
221.....	1736	14-1.....	2452	120.....	2646
26 CFR		43 CFR		170.....	2543
1.....	2599	63.....	1803	205.....	2559, 2646, 2647
PROPOSED RULES:		101.....	1805, 2543	PROPOSED RULES:	
1.....	2342	140.....	2338, 2543	131.....	1740
186.....	1725	192.....	2502	170.....	2561
201.....	1725, 1852	200.....	2502	50 CFR	
28 CFR		0.....	1644	33.....	1691,
0.....	1644			1723, 1724, 1805, 1806, 2424, 2425,	
				2604, 2605.	
				260.....	1840