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FEDERAL REGISTER

VOLUME 27 NUMBER 28

Washington, Friday, February 9, 1962

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Presidential Documents

Title 3—THE PRESIDENT

Executive Order 10991

MAKING A CHANGE WITH RESPECT TO THE MEMBERSHIP OF THE COMMISSION ESTABLISHED BY EXECUTIVE ORDER NO. 10929,[1] RELATING TO A CONTROVERSY BETWEEN CERTAIN CARRIERS AND CERTAIN OF THEIR EMPLOYEES

By virtue of the authority vested in me as President of the United States, it is ordered that Executive Order No. 10929 of March 24, 1961 (which order provides for a commission to consider a controversy between, and involving certain proposals of, the carriers represented by the New York Harbor Conference Carriers' Committee and certain of their employees represented by various organizations named in the order, all such organizations being members of the Railroad Marine Harbor Council, AFL–CIO), be, and it is hereby, amended by substituting for the second sentence of section 1 thereof the following: "The commission shall consist of nine members designated by the President as follows: three members from among persons nominated by the carriers, three members from among persons nominated by the employees, and the chairman of the commission and two other members without nominations."

JOHN F. KENNEDY

THE WHITE HOUSE,
February 6, 1962.

[F.R. Doc. 62-1426; Filed, Feb. 8, 1962; 10:45 a.m.]

[1] 26 F.R. 2583.

Rules and Regulations

Title 7—AGRICULTURE

Chapter I—Agricultural Marketing Service (Standards, Inspections, Marketing Practices), Department of Agriculture

PART 51—FRESH FRUITS, VEGETABLES AND OTHER PRODUCTS (INSPECTION, CERTIFICATION AND STANDARDS)

Subpart—United States Standards for Grades of Bermuda-Granex-Grano Type Onions

Subpart—United States Standards for Grades of Onions (Other Than Bermuda-Granex-Grano and Creole Types)[1]

On December 21, 1961, a notice of proposed rule making was published in the FEDERAL REGISTER (26 F.R. 12,222), regarding a proposal to make the United States Standards for Bermuda-Granex Onions (7 CFR 51.3195 to 51.3209) applicable to Grano onions. The Grano variety has previously been covered by the United States Standards for Grades of Onions (other than Bermuda-Granex and Creole Types) (7 CFR 51.2830 to 51.2850, 26 F.R. 2817).

Statement of considerations. All comments received from industry members favored the proposal as published on December 21, 1961, with the exception of a single comment which opposed the change. No change is made in the original proposal for this final publication.

After consideration of all relevant matters presented, including the proposal set forth in the aforesaid notice, it is hereby determined that United States Standards for Bermuda-Granex type onions (7 CFR 51.3195 to 51.3209), should be made applicable to Grano type onions and that the headings in the above subparts be amended as follows:

1. Amend the heading in the subpart applicable to the United States Standards for Bermuda-Granex type onions (7 CFR 51.3195 to 51.3209), to read as follows: "Subpart—United States Standards for Grades of Bermuda-Granex-Grano Type Onions."

2. Amend the heading in the subpart applicable to the United States Standards for Grades of Onions (other than Bermuda-Granex and Creol Types) (7 CFR 51.2830 to 51.2850, 26 F.R. 2817) to read as follows: "Subpart—United States Standards for Grades of Onions (Other Than Bermuda-Granex-Grano and Creole Types)."

(Sec. 202–208, 60 Stat. 1087, as amended; 7 U.S.C. 1621–1627)

Dated: February 6, 1962, to become effective March 18, 1962.

G. R. GRANGE,
Deputy Administrator,
Marketing Services.

[F.R. Doc. 62–1358; Filed, Feb. 8, 1962; 8:50 a.m.]

[1] Packing of the product in conformity with the requirements of these standards shall not excuse failure to comply with the provisions of the Federal Food, Drug, and Cosmetic Act or with applicable State Laws and regulations.

Title 5—ADMINISTRATIVE PERSONNEL

Chapter I—Civil Service Commission

PART 27—EXCLUSION FROM PROVISIONS OF FEDERAL EMPLOYEES PAY ACT OF 1945, AS AMENDED, AND CLASSIFICATION ACT OF 1949, AS AMENDED, AND ESTABLISHMENT OF MAXIMUM STIPENDS FOR POSITIONS IN GOVERNMENT HOSPITALS FILLED BY STUDENTS OR RESIDENT TRAINEES

Psychodrama Interns and Residents

1. Effective January 15, 1962, § 27.1 is amended by the addition of the following items:

§ 27.1 Exclusion from provisions of Federal Employees Pay Act and Classification Act.

* * * * *

Psychodrama interns, Department of Health, Education, and Welfare, third year approved postgraduate training.

Psychodrama residents, Department of Health, Education, and Welfare, fourth year approved postgraduate training, and fifth year approved postgraduate training or first year approved postdoctoral training.

2. Effective January 15, 1962, § 27.2 is amended by the addition of the following items:

§ 27.2 Maximum stipends prescribed.

* * * * *

Psychodrama interns, Department of Health, Education, and Welfare:

Third year approved postgraduate training	$3,600

Psychodrama residents, Department of Health, Education, and Welfare:

Fourth year approved postgraduate training	$4,000
Fifth year approved postgraduate training or first year approved postdoctoral training	5,000

(61 Stat. 727; 5 U.S.C. 1051–1058)

UNITED STATES CIVIL SERVICE COMMISSION,
[SEAL] MARY V. WENZEL,
Executive Assistant to the Commissioners.

[F.R. Doc. 62–1345; Filed, Feb. 8, 1962; 8:48 a.m.]

Title 13—BUSINESS CREDIT AND ASSISTANCE

Chapter I—Small Business Administration

[Rev. 2, Amdt. 8]

PART 121—SMALL BUSINESS SIZE STANDARDS

Custodial and Janitorial Service Contracts

On November 14, 1961, there was published in the FEDERAL REGISTER (26 F.R. 10633) Amendment 8 to this part.

Notice was given that said amendment shall become effective sixty (60) days after publication in the FEDERAL REGISTER. The effective date, therefore, was January 13, 1962.

That notice of effective date is rescinded and notice is hereby given that Amendment 8 of 13 CFR Part 121 shall become effective on September 1, 1962. Any assistance given to small businesses by the Small Business Administration or any other Government agency under the rule set forth in Amendment 8 during the period of January 13, 1962, and the date this notice appears in the FEDERAL REGISTER is without prejudice to the parties receiving such assistance.

Dated: January 13, 1962.

JOHN E. HORNE,
Administrator.

[F.R. Doc. 62–1334; Filed, Feb. 8, 1962; 8:47 a.m.]

Title 14—AERONAUTICS AND SPACE

Chapter I—Federal Aviation Agency

[Reg. Docket No. 1066; Reg. No. SR–432A]

PART 40—SCHEDULED INTERSTATE AIR CARRIER CERTIFICATION AND OPERATION RULES

PART 41—CERTIFICATION AND OPERATION RULES FOR SCHEDULED AIR CARRIER OPERATIONS OUTSIDE THE CONTINENTAL LIMITS OF THE UNITED STATES

PART 42—IRREGULAR AIR CARRIER AND OFF-ROUTE RULES

Special Civil Air Regulation; Carriage of Persons Aboard All-Cargo Aircraft

Authorization for the carriage of persons aboard all-cargo aircraft is presently contained in Special Civil Air Regulations No. SR–419, effective January 17, 1957 (22 F.R. 423), and No. SR–432, effective May 30, 1959 (24 F.R. 4366).

SR–419 authorizes three LOGAIR contractors, listed in Appendix A thereto, to

carry military couriers, route supervisors, and LOGAIR flight crewmembers of other LOGAIR contractors in their cargo aircraft. These air carriers were granted relief from the maximum passenger weight requirements of Special Civil Air Regulation No. SR–406C, as applicable to C–46 aircraft, in addition to certain other passenger-carrying provisions of Part 42 of the Civil Air Regulations. Special Civil Air Regulation No. SR–419 also provides that other air carriers conducting LOGAIR operations may individually secure this authorization from the Administrator, and be listed accordingly in Appendix A of the regulation. Such authorization was granted in the interest of the efficiency and safety of these essential national defense operations.

SR–432 authorizes the carriage of certain persons in cargo operations when such persons perform specific duties in connection with the safety of flights, the safe carriage of animals, or the carriage of radioactive materials. It also provides for the carriage of security and honor guards in cargo aircraft when authorized by the Federal Government. These authorizations were based on the conclusion that compliance with the passenger operation rules of Parts 40, 41, and 42 by an air carrier when carrying these passengers in all-cargo airplanes placed an unreasonable burden upon the air carriers concerned, since such individuals should not, and were not intended to, fall within the normally accepted category of air carrier passengers.

This regulation incorporates the provisions of both Special Regulations in a single regulation with the following changes:

(1) Recently the Agency has received requests from other air carriers and commercial operators operating flights under LOGAIR or other types of military contracts who wish to take advantage of SR–419. However, as presently written, it would require a revision of the regulation or an exemption thereto each time an operator is given such authorization. The Administrator has determined that there are no special reasons to limit such authorization to LOGAIR operations or air carriers and that this privilege should be extended to all military contract air carriers or commercial operators.

(2) Requests have also been received from air carriers to permit carriage of company employees and their dependents on cargo flights without complying with the passenger-carrying airplane requirements when traveling on company business to and from outlying stations not served by adequate and regular passenger flights. The problem of providing these persons with transportation to and from their duty stations is particularly acute outside the United States. Carriage of these persons on cargo flights is similar to the carriage of the persons authorized by paragraphs 1 (a) and (b) of SR–432 and a provision is included authorizing their transportation on cargo flights without full compliance with the passenger-carrying or passenger-service airplane requirements of Part 40, 41, or 42.

(3) Many of the operators may also wish to conduct the cargo flights in accordance with SR–411A which authorizes airplanes certificated under the transport category requirements in effect prior to March 13, 1956, to be operated in cargo service at certain increased weights. Airplanes used in these cargo flights are subject to inspections in addition to those normally performed and have been operated incident-free for many years. Therefore, as part of this regulatory action the persons authorized herein may also be carried aboard those airplanes specified in SR–411A at the increased weights.

(4) Under SR–419, the operator is responsible for the issuance of instructions to insure that the persons carried will not interfere with the control of the aircraft. This requirement is unnecessary and is being deleted in this regulation. The pilot in command of the aircraft has the authority to approve or deny access to the flight deck of such aircraft and is better qualified to issue such instructions as are necessary under the particular circumstances of the flight to persons authorized to enter the flight deck under this regulation.

(5) SR–419 also requires that the operator furnish the Administrator, prior to the carriage of persons authorized by the regulation, with a list showing the type of aircraft, registration number, and an authorization from the Air Force for the transportation of such persons. Experience has shown that inspection of the records of the operators involved will supply the necessary information. Therefore, submission of this information in advance is no longer required under this regulation.

In view of the foregoing, this regulation combines the provisions of SR–419 and SR–432, insofar as they both relate to the carriage of passengers on cargo aircraft, and, in addition, permits the carriage of certain other persons on such cargo flights. The regulation also permits such flights to be conducted without compliance with the passenger-carrying or passenger-service airplane requirements of Part 40, 41, or 42, or, in the case of C–46 airplanes, the provisions of SR–406C. When such persons are authorized to be carried on airplanes certificated under the transport category requirements in effect prior to March 13, 1956, the airplane may be operated in accordance with the increased weight requirements of SR–411A.

With regard to the carriage of company employees and their dependents it was deemed necessary to provide special requirements, since these persons may vary in age and agility, and thus their ability to cope with unusual situations may be restricted. Therefore, it is being required that operators include in their operations manuals the procedures necessary for the safe carriage of such persons.

Since this regulatory action imposes no additional burden on any person, notice and public procedure hereon are unnecessary, and good cause exists for making it effective on less than 30 days' notice.

In consideration of the foregoing, the following Special Civil Air Regulation is hereby adopted, effective February 9, 1962:

1. The following persons, when duly authorized by the air carrier or commercial operator operating the airplane may be carried aboard an airplane engaged in the carriage of cargo only, without compliance with the passenger-carrying or passenger-service airplane requirements of Parts 40, 41, and 42, and SR–406C and SR–411A of the Civil Air Regulations:

(a) A person performing a specific duty assignment aboard an airplane in connection with the safety of the flight, or the safe carriage of animals, or radioactive materials within the meaning of and subject to the requirements of § 49.2 of the Civil Air Regulations; or while traveling to or from such duty assignments where the air carrier or commercial operator finds that other means of transportation are not practicable;

(b) A person performing duty as a security or honor guard aboard an airplane for shipments made by or under the authority of the Federal Government;

(c) Military couriers, military route supervisors, and flight crewmembers of any military cargo contract air carrier or commercial operator, when operating under a military cargo contract and specifically authorized by the appropriate military service; and

(d) Company employees of the air carrier or commercial operator and their dependents when traveling on company business to or from outlying stations not served by adequate, regular passenger flights. When such persons are carried, cargo will be loaded in such a manner as not to obstruct access to the pilot compartment, or the appropriate emergency or regular exits. In addition, for extended overwater flights, or for flights over uninhabited terrain, emergency and survival equipment adequate for the particular operation involved shall be carried. Procedures for the safe carriage of company employees and their dependents under this subparagraph shall be incorporated into the air carrier's or commercial operator's operations manual.

2. An approved seat with a safety belt shall be available for the use of each person described in paragraph 1. The location of the seat shall be such that the occupant will not be in a position to interfere with the flight crewmembers in the performance of their duties.

3. Persons described in paragraph 1 may be admitted to the flight deck of the airplane when authorized by the pilot in command.

This Special Civil Air Regulation supersedes Special Civil Air Regulation No. SR–419 and Special Civil Air Regulation No. SR–432, and shall remain in effect until superseded or rescinded.

(Secs. 313(a), 601, 604, 605; 72 Stat. 752, 775, 778; 49 U.S.C. 1354, 1421, 1424, 1425)

Issued in Washington, D.C., on February 5, 1962.

N. E. HALABY,
Administrator.

[F.R. Doc. 62–1350; Filed, Feb. 8, 1962; 8:49 a.m.]

Chapter III—Federal Aviation Agency

SUBCHAPTER E—AIR NAVIGATION REGULATIONS

[Airspace Docket No. 62–WA–8]

PART 600—DESIGNATION OF FEDERAL AIRWAYS

PART 601—DESIGNATION OF CONTROLLED AIRSPACE, REPORTING POINTS, POSITIVE CONTROL ROUTE SEGMENTS, AND POSITIVE CONTROL AREAS

Alteration of Federal Airways and Reporting Points

The purpose of these amendments to §§ 600.6404, 600.6408, and 601.7002 of the regulations of the Administrator is to alter the descriptions of Hawaiian VOR Federal airways No. 4 and No. 8, and the Sunrise and Tuna Intersections.

Hawaiian Victor 4 is designated in part to the INT of the Koko Head, Hawaii VOR 065° and the Upolu Point, Hawaii VOR 003° radials (Sunrise INT.). Hawaiian Victor 8 is designated in part to the INT of Molokai, Hawaii VOR 067° and the Upolu Point, Hawaii, VOR 012° radials (Tuna INT.). Effective 0001 e.s.t., February 8, 1962, the Upolu Point VOR will be commissioned at a new site at latitude 20°12'13" N., longitude 155°50'47" W. Therefore, effective with the commissioning of this facility at its new location, it will be necessary to alter the descriptions of Hawaiian Victor 4 and 8, and the Sunrise and Tuna Intersections by substituting radials from the Upolu Point VOR, at its new location, for radials from its present location. This alteration will involve no additional assignment of airspace.

Since these alterations are editorial in nature and impose no additional burden on any person, notice and public procedure hereon are unnecessary, and they may be made effective on less than 30 days' notice.

In consideration of the foregoing and pursuant to the authority delegated to me by the Administrator (25 F.R. 12582) §§ 600.6404, 600.6408, and 601.7002 are amended as follows:

1. In the text of § 600.6404 (14 CFR 600.6404) "Upolu Point, Hawaii, VOR 003° radials." is deleted and "Upolu Point, Hawaii, VOR 002° radials." is substituted therefor.

2. In the text of § 600.6408 (14 CFR 600.6408) "to the point of intersection of the Molokai omnirange 067° True and the Upolu Point, Hawaii, omnirange 012° True radials." is deleted and "to the INT of the Molokai VOR 067° and the Upolu Point, Hawaii, VOR 010° radials." is substituted therefor.

3. In the text of § 601.7002 (14 CFR 601.7002) the following changes are made:

a. "Sunrise INT: The INT of the Koko Head VOR 065° T and the Upolu Point VOR 003° T radials." is deleted and "Sunrise INT: The INT of the Koko Head VOR 065° and the Upolu Point VOR 002° radials." is substituted therefor.

b. "Tuna Intersection: The intersection of the Molokai VOR 067° True and the Upolu Point VOR 012° True radials." is deleted and "Tuna INT: The INT of the Molokai VOR 067° and the Upolu Point VOR 010° radials." is substituted therefor.

These amendments shall become effective 0001 e.s.t., February 8, 1962.

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

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

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

[F.R. Doc. 62–1323; Filed, Feb. 8, 1962; 8:46 a.m.]

[Reg. Docket No. 1059; Amdt. 84]

PART 610—MINIMUM EN ROUTE IFR ALTITUDES

Miscellaneous Amendments

This amendment is being adopted to insure the safety of IFR operations by establishing the minimum en route IFR altitudes for the route or portions thereof contained herein, and the altitudes which assure navigational coverage that is adequate and free of frequency interference for such routes or portions thereof.

As a situation exists which demands immediate action in the interests of safety, I find that compliance with the notice, public procedure and effective date of provisions of the Administrative Procedure Act would be impracticable.

In view of the foregoing and pursuant to the authority delegated to me by the Administrator (24 F.R. 5662), Part 610 is hereby amended as follows:

Section 610.17 *Green Federal airway 7* is amended to read in part:

From Fairtan INT, Alaska; to Fairbanks, Alaska, LFR; MEA 4,100.

Section 610.18 *Green Federal airway 8* is amended to read in part:

From Anchor Point INT, Alaska; to Kenai, Alaska, LFR; MEA 1,900.
From Kenai, Alaska, LFR; to Delta Island INT, Alaska; MEA 1,900.
From Delta Island INT, Alaska; to Anchorage, Alaska, LFR; MEA 2,000.

Section 610.20 *Green Federal airway 10* is amended to read in part:

From *Pendleton, Oreg., LFR; to Cabbage Hill INT, Oreg.; MEA 7,000. *4,400—MCA Pendleton LFR, southeastbound.

Section 610.101 *Amber Federal airway 1* is amended to read in part:

From Anchorage, Alaska, LFR; to Susitna INT, Alaska; MEA 2,000.
From East Cordova INT, Alaska; to *Egg Island INT, Alaska; MEA 2,000. *2,500—MCA Egg Island INT, westbound.
From Egg Island INT, Alaska; to Hinchinbrook, Alaska, LFR; MEA 3,100.

Section 610.102 *Amber Federal airway 2* is amended to read in part:

From Chena INT, Alaska; to Fairbanks, Alaska, LFR; MEA 2,900.

Section 610.227 *Red Federal airway 27* is amended to read in part:

From Nenabank INT, Alaska; to Nenana, Alaska, LFR; MEA 3,300.

Section 610.640 *Red Federal airway 40* is amended to read in part:

From Skilak INT, Alaska; to Anchorage, Alaska, LFR; MEA 2,000.

Section 610.303 *Red Federal airway 103* is amended to read in part:

From Anchorage, Alaska, LFR; to Delta Island INT, Alaska; MEA 2,000.
From Delta Island INT, Alaska; to Kenai, Alaska, LFR; MEA 1,900.
From Kenai, Alaska, LFR; to *Skilak INT, Alaska; MEA 1,900. *6,100—MCA Skilak INT, southeastbound.

Section 610.626 *Blue Federal airway 26* is amended to read in part:

From Beaver INT, Alaska; to Fairbanks, Alaska, LFR; MEA 2,600.

Section 610.632 *Blue Federal airway 32* is amended to read in part:

From Anchorage, Alaska, LFR; to Susitna INT, Alaska; MEA 2,000.

Section 610.1001 *Direct routes—U.S.* is amended by adding:

From Altamont INT, Calif.; to Sunol INT, Calif.; MEA 5,000.
From Sunol INT, Calif.; to San Jose, Calif., TVOR; MEA 5,000
From Denver, Colo., VOR; to Colorado Springs, Colo., VOR; MEA 10,000.
From Denver, Colo., VOR; to Vincent INT, Colo.; MEA 10,000.
From Bimini, B.W.I. VOR; to *Dolphin INT, Fla., via Control 1,150; MEA 2,000. *2,500—MRA.
From Dolphin INT, Fla., via Control 1,150; to Halibut INT, Fla.; MEA 2,500.
From Halibut INT, Fla.; to *Mullet INT, Fla., via Control 1150; MEA 6,500. *6,500—MRA.
From Mullet INT, Fla.; to *Porpoise INT, Fla., via Control 1,150; MEA 15,000. *15,000—MRA.
From Porpoise INT, Fla.; to Sturgeon INT, Fla., via Control 1,150; MEA 2,000.
From Sturgeon INT, Fla., via Control 1,150; to Barracuda INT, Fla.; MEA 2,000.
From Biscayne Bay, Fla., VOR; to Fisher INT, Fla., via Control 1,150; MEA 2,000.
From Fisher INT, Fla., via Control 1,150; to Dolphin INT, Fla.; MEA 2,500.
From Biscayne Bay, Fla., VOR; to Guppy INT, Fla., via Control 1150; MEA 2,000.
From Guppy INT, Fla., via Control 1150; to Nimrod INT, Fla.; MEA 2,500.
From Nimrod INT, Fla., via Control 1150; to Halibut INT, Fla.; MEA 5,000.
From West Palm Beach, Fla., VOR; to *Perch INT, Fla., via Control 1150; MEA 2,000. *4,000—MRA.
From Perch INT, Fla; to *Mackerel INT, Fla., via Control 1150; MEA 2,000. *5,000—MRA.
From Mackerel INT, Fla., via Control 1150; to Mullet INT, Fla.; MEA 3,500.
From West Palm Beach, Fla., VOR; to *Kingfish INT, Fla., via Control 1150; MEA 2,000. *2,500—MRA.
From Kingfish INT, Fla., via Control 1150; to Shark INT, Fla.; MEA 3,000.
From Shark INT, Fla., via Control 1150; to Porpoise INT, Fla.; MEA 7,000.
From West Palm Beach, Fla., VOR; to Bonita INT, Fla., via Control 1150; MEA 2,000.
From Bonita INT, Fla.; to *Tarpon INT, Fla., via Control 1,150; MEA 6,500. *6,500—MRA.
From Tarpon INT, Fla., via Control 1,150; to Snapper INT, Fla.; MEA 10,000.
From Snapper INT, Fla.; to *Squid INT, Fla., via Control 1,150; MEA 13,000. *13,000—MRA.
From Vero Beach Fla., VOR; to Tarpon INT, Fla., via Control 1,150; MEA 2,000.

From Tarpon INT, Fla.; to *Sturgeon INT, Fla., via Control 1,150; MEA 8,000. *8,000—MRA.

From Vero Beach, Fla., VOR; to Flounder INT, Fla., via Control 1,150; MEA 2,000.

From Flounder INT, Fla.; to *Snapper INT, Fla., via Control 1,150; MEA 3,500. *10,000—MRA.

From Snapper INT, Fla.; to *Barracuda INT, Fla., via Control 1,150; MEA 15,000. *15,000—MRA.

From West Palm Beach, Fla., VOR; to Pike INT, Fla., via Control 1,150; MEA 2,000.

From Pike INT, Fla., via Control 1,150; to Guppy INT, Fla.; MEA 2,000.

From Guppy INT, Fla., via Control 1,150; to Fisher INT, Fla.; MEA 2,000.

From Fisher INT, Fla., via Control 1,150; to Pineapple INT, Fla.; MEA 3,000.

From Bayshore INT, Fla., via Control 1,150; to Pineapple INT, Fla.; MEA 2,000.

From Melbourne, Fla., LFR, via Control 1,150; to Amberjack INT, Fla.; MEA 2,000.

From Amberjack INT, Fla.; to Barracuda INT, Fla., via Control 1,150; MEA 2,000.

From Maytown INT, Fla., via Control 1,150; to Titusville INT, Fla.; MEA 2,000.

From Titusville INT, Fla.; to Squid INT, Fla., via Control 1,150; MEA 12,000.

From Squid INT, Fla., via Control 1,150; to Barracuda INT, Fla.; MEA 15,000.

Section 610.1001 *Direct routes—U.S.* is amended to delete:

From McAllen, Tex., VOR; to Armstrong INT, Tex.; MEA *2,000. *1,500—MOCA.

From McAllen, Tex., VOR; to Laredo, Tex., VOR; MEA *3,500. *1,900—MOCA.

Section 610.1001 *Direct routes—U.S.* is amended to read in part:

From *Homer, Alaska, LFR; to Granite INT, Alaska, via Control 1,218; MEA 7,500. *5,000—MCA Homer LFR, southeastbound.

Section 610.6003 *VOR Federal airway 3* is amended to read in part:

From West Palm Beach, Fla., VOR; to *Fort Pierce INT, Fla.; MEA 1,500. *3,000—MRA.

Section 610.6004 *VOR Federal airway 4* is amended to delete:

From Allegheny INT, Pa.; to Johnstown, Pa., VOR; MEA 4,500.

Section 610.6004 *VOR Federal airway 4* is amended to read in part:

From Jamestown INT, Wash.; to Lofall INT, Wash.; northwestbound, MEA 7,000; southeastbound, MEA 5,000.

Section 610.6005 *VOR Federal airway 5* is amended to read in part:

From Kennesaw INT, Ga.; to *Dalton INT, Ga.; MEA 4,000. *5,000—MRA.

Section 610.6006 *VOR Federal airway 6* is amended to read in part:

From Omaha, Nebr., VOR; to Carson INT, Iowa; MEA 2,500.

From Carson INT, Iowa; to *Lyman INT, Iowa; MEA 2,600. *3,500—MRA.

From Lyman INT, Iowa; to Middle River INT, Iowa; MEA 2,600.

Section 610.6007 *VOR Federal airway 7* is amended to read in part:

From Evansville, Ind., VOR, via W alter.; to Patton INT, Ind., via W alter.; MEA *2,500. *2,000—MOCA.

From Blountstown INT, Fla., via W alter.; to Marianna, Fla., VOR, via W alter.; MEA *2,000. *1,200—MOCA.

From Miami, Fla., VOR; to Fort Myers, Fla., VOR; MEA *2,000. *1,300—MOCA.

From Fort Myers, Fla., VOR; to *Arcadia INT, Fla.; MEA **2,000. *2,000—MRA. **1,300—MOCA.

From Arcadia INT, Fla.; to Lakeland, Fla., VOR; MEA *2,000. *1,300—MOCA.

Section 610.6008 *VOR Federal airway 8* is amended to read in part:

From Omaha, Nebr., VOR; to Carson INT, Iowa; MEA 2,500.

From Carson INT, Iowa; to *Lyman INT, Iowa; MEA 2,600. *3,500—MRA.

From Lyman INT, Iowa; to Middle River INT, Iowa; MEA 2,600.

Section 610.6009 *VOR Federal airway 9* is amended to delete:

From Memphis, Tenn., VOR; to *Marion INT, Ark.; MEA 2,300. *2,500—MRA.

From Marion INT, Ark.; to *Gilmore INT, Ark.; MEA 2,300. *4,800—MRA.

From Gilmore INT, Ark.; to *Dell INT, Ark.; MEA **4,800. *3,000—MRA. **1,600—MOCA.

From Dell INT, Ark.; to Malden, Mo., VOR; MEA *3,000. *1,600—MOCA.

From Memphis, Tenn., VOR, via E alter.; to Ramsey INT, Tenn., via E alter.; MEA 2,300.

From Ramsey INT, Tenn., via E alter.; to *Driver INT, Ark., via E alter.; MEA **5,000. *3,000—MRA. **1,500—MOCA.

From Driver INT, Ark., via E alter.; to *Holland INT, Mo., via E alter.; MEA **3,000. *3,000—MRA. **1,700—MOCA.

From Holland INT, Mo., via E alter.; to Malden, Mo., VOR, via E alter.; MEA *3,000. *1,700—MOCA.

Section 610.6009 *VOR Federal airway 9* is amended by adding:

From Memphis, Tenn., VOR; to *Driver INT, Ark.; MEA **3,000. *3,000—MRA. **2,300—MOCA.

From Memphis, Tenn., VOR, via W alter.; to Dell INT, Ark., via W alter.; MEA **2,000. *3,000—MRA. **1,700—MOCA.

From Dell INT, Ark., via W alter.; to Blytheville, Ark., VOR, via W alter.; MEA *2,000. *1,700—MOCA.

From Blytheville, Ark., VOR; to Malden, Mo., VOR; MEA *3,000. *1,700—MOCA.

Section 610.6009 *VOR Federal airway 9* is amended to read in part:

From Victoria INT, Miss., via E alter.; to *Miller INT, Miss., Via E alter.; MEA 1,500. *2,000—MRA.

From Miller INT, Miss., via E alter.; to Memphis, Tenn., VOR, via E alter.; MEA 1,500.

From Memphis, Tenn., VOR; to Gilmore INT, Ark.; MEA *2,000. *1,700—MOCA.

From Marengo INT, Ill.; to Dacy INT, Ill.; MEA 2,300.

From Dacy INT, Ill.; to Harvard INT, Ill.; MEA 2,100.

Section 610.6011 *VOR Federal airway 11* is amended to read in part:

From Memphis, Tenn., VOR; to *Driver INT, Ark.; MEA **2,000. *3,000—MRA. **1,700—MOCA.

From Driver INT, Ark.; to Blytheville, Ark., VOR; MEA *2,000. *1,700—MOCA.

Section 610.6012 *VOR Federal airway 12* is amended to read in part:

From Mound INT, Ill.; to Bible Grove, Ill., VOR; MEA *2,300. *1,900—MOCA.

From Bible Grove, Ill., VOR; to Lewis, Ind., VOR; MEA *2,300. *1,900—MOCA.

Section 610.6013 *VOR Federal airway 13* is amended to read in part:

From Hope INT, Minn.; to Cannon City, Minn., VOR; MEA 2,400.

From Cannon City, Minn., VOR; to Farmington, Minn., VOR; MEA 2,500.

Section 610.6014 *VOR Federal airway 14* is amended to read in part:

From *Caprock INT, N. Mex., via S alter.; to **Whiteface INT, Tex., via S alter.; MEA ***7,000. *7,500—MRA. **6,000—MRA. ***5,500—MOCA.

Section 610.6015 *VOR Federal airway 15* is amended to read in part:

From College Station, Tex., VOR; to Satin INT, Tex.; MEA *2,000. *1,700—MOCA.

From Satin INT, Tex.; to Waco, Tex., VOR; MEA 2,000.

Section 610.6016 *VOR Federal airway 16* is amended to read in part:

From *Lazy X INT, Tex., via S alter.; to Abilene, Tex., VOR, via S alter.; MEA 4,000. *4,400—MRA.

From Pipe Line INT, Tex.; to Mustang INT, Tex.; MEA *6,300. *4,300—MOCA.

From Pulaski, Va., VOR; to Roanoke, Va., VOR; MEA 5,300.

From Roanoke, Va., VOR; to Gordonsville, Va., VOR; MEA 6,000.

From Roanoke, Va., VOR, via N alter.; to Montebello, Va., VOR, via N alter.; MEA 6,000.

Section 610.6019 *VOR Federal airway 19* is amended to read in part:

From Denver, Colo., VOR; to *Platte INT, Colo.; MEA 7,500. *10,500—MRA.

Section 610.6022 *VOR Federal airway 22* is amended to read in part:

From Marianna, Fla., VOR; to Blountstown INT, Fla.; MEA *2,000. *1,200—MOCA.

From Blountstown INT, Fla.; to Holland INT, Fla.; MEA *2,000. *1,400—MOCA.

From Holland INT, Fla.; to Tallahassee, Fla., VOR; MEA *2,000. *1,500—MOCA.

From Tallahassee, Fla., VOR; to Greenville INT, Fla.; MEA *2,000. *1,300—MOCA.

From Greenville INT, Fla.; to Lee INT, Fla.; MEA *2,000. *1,500—MOCA.

From Lee INT, Fla.; to Taylor, Fla., VOR; MEA *2,000. *1,400—MOCA.

From Taylor, Fla., VOR; to Moniac INT, Fla.; MEA *2,000. *1,200—MOCA.

From Moniac INT, Fla.; to Bryceville INT, Fla.; MEA *2,000. *1,500—MOCA.

From Bryceville INT, Fla.; to Jacksonville, Fla., VOR; MEA *2,000. *1,300—MOCA.

Section 610.6023 *VOR Federal airway 23* is amended to delete:

From Portland, Oreg., VOR, via W alter.; to *Silver Lake INT., Oreg., via W alter.; MEA 5,000. *6,500—MRA.

From Silver Lake INT, Oreg., via W alter.; to Mayfield INT, Wash., via W alter.; MEA 5,000.

From Mayfield INT, Wash., via W alter.; to Olympia, Wash., VOR, via W alter.; southbound, MEA 5,000; northbound, MEA 4,000.

From Olympia, Wash., VOR, via W alter.; to Seattle, Wash., VOR, via W alter.; MEA 3,000.

Section 610.635 *VOR Federal airway 35* is amended to read in part:

From *Reno INT, Ga., via E alter.; to Hartsfield INT, Ga., via E alter.; MEA **2,000. *4,500—MRA. **1,700—MOCA.

From Hartsfield INT, Ga., via E alter.; to Sale INT, Ga., via E. alter.; MEA *2,000. *1,300—MOCA.

From Sale INT, Ga., via E alter.; to Albany, Ga., VOR, via E alter.; MEA *2,000. *1,600—MOCA.

From *Copeland INT, Fla.; to Hickory INT, Fla.; MEA **2,500. *2,500—MRA. **1,100—MOCA.

From Hickory INT, Fla.; to Fort Myers, Fla., VOR; MEA *2,000. *1,400—MOCA.
From Fort Myers, Fla., VOR; to St. Petersburg, Fla., VOR; MEA *2,000. *1,500—MOCA.
From *Vega INT, Fla., via W alter.; to **Copeland INT, Fla., via W alter.; MEA ***3,300. *3,300—MRA. **2,500—MRA. ***1,100—MOCA.

Section 610.6037 *VOR Federal airway 37* is amended to read in part:

From *Marlow INT, Ga., via W alter.; to Egypt INT, Ga., via W alter.; MEA **1,700. *1,700—MRA. **1,500—MOCA.
From Egypt INT, Ga., via W alter.; to Kildare INT, Ga., via W alter.; MEA *1,700. *1,500—MOCA.

Section 610.6039 *VOR Federal airway 39* is amended by adding:

From Presque Isle, Maine, VOR; to U.S.-Canadian Border; MEA 3,500.

Section 610.6042 *VOR Federal airway 42* is amended to read in part:

From Allegheny INT, Pa.; To Johnstown, Pa., VOR; MEA 4,500.

Section 610.6044 *VOR Federal airway 44* is amended to read in part:

From Centralia, Ill., VOR; to Samsville, Ill., VOR; MEA *2,300. *2,100—MOCA.
From Samsville, Ill., VOR; to Patton INT, Ind.; MEA *2,300. *1,800—MOCA.
From Patton INT, Ind.; to Decker INT, Ill.; MEA *2,300. *1,600—MOCA.

Section 610.6046 *VOR Federal airway 46* is amended to read in part:

From Hampton, N.Y., VOR; to Nantucket, Mass., VOR; MEA 2,000.

Section 610.6050 *VOR Federal airway 50* is amended to read in part:

From Decatur, Ill., VOR; to *Arcola INT, Ill.; MEA **2,400. *3,000—MRA. **2,000—MOCA.

Section 610.6051 *VOR Federal airway 51* is amended to read in part:

From Kennesaw INT, Ga., via W alter.; to *Dalton INT, Ga., via W alter.; MEA 4,000. *5,000—MRA.

Section 610.6052 *VOR Federal airway 52* is amended to read in part:

From Boulder INT, Ill.; to *Cartter INT, Ill.; MEA **2,800. *2,300—MRA. **1,700—MOCA.

Section 610.6055 *VOR Federal airway 55* is amended to read in part:

From Dayton, Ohio, VOR, via E alter.; to *Rockford INT, Ohio, via E alter.; MEA 2,300. *3,000—MRA.
From Rockford INT, Ohio, via E alter.; to Ft. Wayne, Ind., VOR, via E alter.; MEA 2,300.

Section 610.6066 *VOR Federal airway 66* is amended to read in part:

From *Lazy X INT, Tex.; to Abilene, Tex., VOR; MEA 4,000. *4,400—MRA.

Section 610.6067 *VOR Federal airway 67* is amended to read in part:

From *Clark INT, Iowa; to **Washburn INT, Iowa; MEA 2,500. *3,200—MRA. **3,200—MRA.
From Washburn INT, Iowa; to Waterloo, Iowa, VOR; MEA 2,500.

Section 610.6068 *VOR Federal airway 68* is amended to read in part:

From King INT, Tex., via S alter.; to San Angelo, Tex., VOR, via S alter.; MEA **7,500. *4,700—MRA. **3,900—MOCA.

From Kingsville INT, Tex.; to *Salada INT, Tex.; MEA **2,000. *6,000—MCA Salada INT, southbound. **1,100—MOCA.
From Salada INT, Tex.; to Armstrong INT, Tex.; MEA *6,000. *1,100—MOCA.

Section 610.6071 *VOR Federal airway 71* is amended to read in part:

From Butler, Mo., VOR; to Kansas City, Mo., VOR; MEA 3,000.

Section 610.6076 *VOR Federal airway 76* is amended to read in part:

From San Angelo, Tex., VOR, via N alter.; to Lometa, Tex., VOR, via N alter.; MEA *3,500. *3,100—MOCA.

Section 610.6089 *VOR Federal airway 89* is amended to read in part:

From Denver, Colo., VOR; to *Platte INT, Colo.; MEA 7,500. *10,500—MRA.

Section 610.6097 *VOR Federal airway 97* is amended to read in part:

From La Belle, Fla., VOR; to *Arcadia INT, Fla.; MEA 1,300. *2,000—MRA.

Section 610.6103 *VOR Federal airway 103* is amended to read in part:

From Henry INT, Va.; to Roanoke, Va., VOR; MEA 5,600.
From Roanoke, Va., VOR; to Covington INT, Va.; MEA 5,000.

Section 610.6103 *VOR Federal airway 103* is amended to delete:

From Navarre, Ohio, VOR; to Cleveland, Ohio, VOR; MEA 2,500.

Section 610.6103 *VOR Federal airway 103* is amended by adding:

From Akron, Ohio, VOR; to U.S.-Canadian Border; MEA *3,500. *2,300—MOCA.

Section 610.6141 *VOR Federal airway 141* is amended to read in part:

From Cohassett INT, Mass.; to Boston, Mass., VOR; MEA 2,000.

Section 610.6148 *VOR Federal airway 148* is amended to read in part:

From Redwood Falls, Minn., VOR; to Biscay INT, Minn.; MEA 2,500.
From Biscay INT, Minn.; to Minneapolis, Minn., VOR; MEA 2,300.

Section 610.6157 *VOR Federal airway 157* is amended to read in part:

From *Pine INT, Fla., via W alter.; to **Bunker INT, Fla., via W alter.; MEA ***2,300. *2,300—MRA. **2,000—MRA. ***1,100—MOCA.

Section 610.6159 *VOR Federal airway 159* is amended to read in part:

From St. Lucie INT, Fla., via W alter.; to *Dixie Ranch INT, Fla., via W alter.; MEA **1,700. *2,000—MRA. **12,000—MOCA.
From West Palm Beach, Fla., VOR; to *Fort Pierce INT, Fla.; MEA 1,500. *3,000—MRA.
From Orlando, Fla., VOR, via W alter.; to Clermont INT, Fla., via W alter.; MEA *2,000. *1,700—MOCA.
From Clermont INT, Fla., via W alter.; to Center Hill INT, Fla., via W alter.; MEA *2,000. *1,200—MOCA.
From Center Hill INT, Fla., via W alter.; to Ocala, Fla., VOR via W alter.; MEA *2,000. *1,300—MOCA.
From Cotton INT, Ga., via W alter.; to Sale INT, Ga., via W alter.; MEA *2,000. *1,300—MOCA.
From Sale INT, Ga., via W alter.; to Albany, Ga., VOR via W alter.; MEA *2,000. *1,600—MOCA.
From Albany, Ga., VOR; to *Shellman INT, Ga.; MEA **2,200. *2,500—MRA. **1,700—MOCA.
From Shellman INT, Ga.; to *Sawmill INT, Ga.; MEA **2,200. *2,300—MRA. **1,700—MOCA.
From Sawmill INT, Ga.; to Eufaula, Ala., VOR; MEA *2,200. *1,700—MOCA.

Section 610.6161 *VOR Federal airway 161* is amended to read in part:

From *Marshalltown INT, Iowa; to **Reinbeck INT, Iowa; MEA 2,300. *2,700—MRA. **2,700—MRA.
From Reinbeck INT, Iowa; to Waterloo, Iowa, VOR; MEA 2,300.

Section 610.6163 *VOR Federal airway 163* is amended to read in part:

From Armstrong INT, Tex.; to *Salada INT, Tex.; MEA **6,000. *6,000—MCA Salada INT southbound. **1,100—MOCA.
From Salada INT, Tex.; to Kingsville INT, Tex.; MEA *2,000. *1,100—MOCA.

Section 610.6168 *VOR Federal airway 168* is amended to read in part:

From Scottsbluff, Nebr., VOR; to Snake INT, Nebr.; MEA 5,400.
From Snake INT, Nebr.; to O'Neill, Nebr., VOR; MEA *13,000. *5,600—MOCA.

Section 610.6179 *VOR Federal airway 179* is amended to read in part:

From Centralia, Ill., VOR; to *Cartter INT, Ill.; MEA **2,300. *2,300—MRA. **1,600—MOCA.
From Cartter INT, Ill.; to Bible Grove, Ill., VOR; MEA 2,300. *1,600—MOCA.

Section 610.6191 *VOR Federal airway 191* is amended to read in part:

From Hillsboro INT, Ill.; to Decatur, Ill., VOR; MEA *2,400. *1,900—MOCA.

Section 610.6201 *VOR Federal airway 201* is amended to read in part:

From Carp INT, Calif.; to Kingfish INT, Calif.; MEA *5,000. *2,000—MOCA.

Section 610.6213 *VOR Federal airway 213* is amended to read in part:

From Bolton INT, N.C.; to Kenansville, INT, N.C.; MEA *3,000. *1,400—MOCA.

Section 610.6225 *VOR Federal airway 225* is amended to read in part:

From Fort Myers, Fla., VOR; to La Belle, Fla., VOR; MEA *2,000. *1,300—MOCA.
From La Belle, Fla., VOR; to *Brighton INT, Tex.; MEA **2,000. *4,000—MRA. **1,200—MOCA.
From Brighton INT, Tex.; to *Dixie Ranch INT, Fla.; MEA **2,000. *2,000—MRA. **1,200—MOCA.
From Dixie Ranch INT, Fla.; to Vero Beach, Fla., VOR; MEA *2,000. *1,200—MOCA.
From Key West, Fla., VOR; to Rivet INT, Fla.; MEA *2,000. *1,100—MOCA.
From Rivet INT, Fla.; to *Cape Romano INT, Fla.; MEA **3,000. *4,500—MRA. **1,000—MOCA.
From Cape Romano INT, Fla.; to Fort Myers, Fla., VOR; MEA *2,000. *1,300—MOCA.

Section 610.6227 *VOR Federal airway 227* is amended to read in part:

From Rosewood, Ohio, VOR; to *Rockford INT, Ohio; MEA 2,300. *3,000—MRA.

Section 610.6243 *VOR Federal airway 243* is amended to read in part:

From Kennesaw INT, Ga.; to *Dalton INT, Ga.; MEA 4,000. *5,000—MRA.

Section 610.6253 *VOR Federal airway 253* is amended to delete:

From Tooele INT, Utah; to *Timpie INT, Utah; MEA **15,000. *15,000—MCA Timpie VOR, southeastbound. **13,000—MOCA.

Section 610.6258 *VOR Federal airway 258* is amended to read in part:

From Rock Camp INT, W. Va.; to Roanoke, Va., VOR; MEA 6,000.
From Roanoke, Va., VOR; to Penhook INT, Va.; MEA 5,000.

Section 610.6260 *VOR Federal airway 260* is amended to read in part:

From Rainelle, W. Va., VOR; to Roanoke, Va., VOR; MEA 6,000.
From Roanoke, Va., VOR; to Bedford INT, Va.; MEA 5,000.
From Roanoke, Va., VOR via S alter.; to Moneta INT, Va., via S alter.; MEA 5,600.

Section 610.6264 *VOR Federal airway 264* is amended by adding:

From *Prescott, Ariz., VOR; to **Cornville INT, Ariz.; MEA 10,000. *8,500—MCA Prescott VOR, eastbound. *9,000—MCA Prescott VOR, westbound. **13,000—MCA Cornville INT, eastbound.
From Cornville INT, Ariz.; to *Winslow, Ariz., VOR; MEA **13,000. *8,500—MCA Winslow VOR, westbound. **11,000—MOCA.
From Winslow, Ariz., VOR; to Crownpoint, N. Mex., VOR; MEA 10,500.
From Crownpoint, N. Mex., VOR; to *Lybrook INT, N. Mex.; MEA **12,000. *12,000—MRA. **10,000—MOCA.
From Lybrook INT, N. Mex.; to Taos, N. Mex., VOR; MEA 13,000.

Section 610.6267 *VOR Federal airway 267* is amended to read in part:

From Pahokee, Fla., VOR; to *Dixie Ranch INT, Fla.; MEA 1,200. *2,000—MRA.

Section 610.6277 *VOR Federal airway 277* is amended to read in part:

From Rosewood, Ohio, VOR; to *Rockford INT, Ohio; MEA 2,300. *3,000—MRA.

Section 610.6287 *VOR Federal airway 287* is amended by adding:

From Portland, Oreg., VOR; to Silver Lake INT, Oreg.; MEA 5,000.
From Silver Lake INT, Oreg.; to Mayfield INT, Wash.; MEA 5,000.
From Mayfield INT, Wash.; to Olympia, Wash., VOR, northwestbound, MEA 4,000; southeastbound, MEA 5,000.
From Olympia, Wash., VOR; to Purdy INT, Wash.; northwestbound, MEA 3,000; southeastbound, MEA 5,000.
From Purdy INT, Wash.; to *Bremerton INT, Wash.; MEA **5,000. *5,000—MRA. **4,000—MOCA.
From Bremerton INT, Wash.; to Lofall INT, Wash.; MEA *5,000. *4,000—MOCA.
From Lofall INT, Wash.; to Jamestown INT, Wash.; northwestbound, MEA 7,000; southeastbound, MEA 5,000.
From Jamestown INT, Wash.; to Port Angeles, Wash., VOR; eastbound, MEA 5,000; westbound, MEA 2,000.
From Port Angeles, Wash., VOR; to Neah Bay, Wash., LFR; MEA *7,000. *4,000—MOCA.

Section 610.6293 *VOR Federal airway 293* is amended to read in part:

From La Belle, Fla., VOR; to *Arcadia INT, Fla.; MEA 1,300. *2,000—MRA.

Section 610.6295 *VOR Federal airway 295* is amended to read in part:

From Pike INT, Fla.; to *Perch INT, Fla.; MEA **2,500. *4,000—MRA. **1,000—MOCA.
From Perch INT, Fla.; to *Kingfish, Fla., VOR; MEA **2,000. *2,500—MRA. **1,000—MOCA.

From Kingfish, Fla., VOR; to Bonita INT, Fla.; MEA *2,000. *1,000—MOCA.
From Orlando, Fla., VOR; to Clermont INT, Fla.; MEA *2,000. *1,700—MOCA.
From Clermont INT, Fla.; to Center Hill INT, Fla.; MEA *2,000. *1,200—MOCA.

Section 610.6415 *HAWAII VOR Federal airway 15* is amended to read in part:

From Int. 097 M rad, South Kauai VOR; and 119 M rad, Lihue VOR; to Seaweed INT, Hawaii; Southeastbound, MEA 3,000; northwestbound, MEA 4,000.
From Seaweed INT, Hawaii; to Breakers INT, Hawaii; MEA 4,000.

Section 610.6423 *VOR Federal airway 423* is added to read:

From Ithaca, N.Y., VOR; to Syracuse, N.Y., VOR; MEA 3,500.

Section 610.6429 *VOR Federal airway 429* is amended to read in part:

From Decatur, Ill., VOR; to Champaign, Ill., VOR; MEA *2,500. *2,100—MOCA.

Section 610.6436 *VOR Federal airway 436* is amended to read in part:

From Kenai, Alaska, LFR; to Anchorage, Alaska, VOR; MEA 2,000.
From Anchorage, Alaska, VOR; to Beluga INT, Alaska; MEA 2,000.

Section 610.6438 *VOR Federal airway 438* is amended to read in part:

From *Skilak INT, Alaska; to Anchorage, Alaska, VOR; MEA 2,000. *4,000—MCA Skilak INT, southbound.
From Anchorage, Alaska, VOR; to Willow Int, Alaska; MEA 2,000.

Section 610.6440 *VOR Federal airway 440* is amended to read in part:

From *Anchorage, Alaska, VOR; to **Alexander INT, Alaska; MEA 2,000. *5,400—MCA Anchorage VOR, southeastbound. **5,000—MCA Alexander INT, northwestbound.

Section 610.6446 *VOR Federal airway 446* is amended to read in part:

From Boulder INT, Ill.; to *Cartter INT, Ill.; MEA **2,800. *2,300—MRA. **1,700—MOCA.
From Cartter INT, Ill.; to Samsville, Ill., VOR; *2,200. *1,800—MOCA.

Section 610.6451 *VOR Federal airway 451* is amended to read in part:

From Int 192 M rad, Whitman, Mass., VOR; and 132 M rad, Providence, R.I., VOR; to Whitman, Mass., VOR; MEA 1,500.

Section 610.6456 *VOR Federal airway 456* is amended to read in part:

From Inlet INT, Alaska; to Anchorage, Alaska, VOR; MEA 2,000.

Section 610.6489 *VOR Federal airway 489* is amended to read:

From Paterson INT, N.J.; to *Christie INT, N.Y.; MEA 2,000. *2,700—MCA Christie INT, northbound.
From Christie INT, N.Y.; to Clermont, N.Y., VOR; MEA 2,700.
From Clermont, N.Y., VOR; to Albany, N.Y., VOR; MEA 2,600.

Section 610.6504 *VOR Federal airway 504* is amended to delete:

From Nenana, Alaska, VOR; to Fairbanks, Alaska, VOR; MEA 3,900.

Section 610.6508 *VOR Federal airway 508* is amended to read in part:

From *Skilak INT, Alaska, to Kenai, Alaska, VOR; MEA 1,900. *6,100—MCA Skilak INT, southbound.

Section 610.6839 *VOR Federal airway 839* is amended to read in part:

From Navarre, Ohio, VOR; to Kent INT, Ohio; MEA 2,500.
From Kent INT, Ohio; to Cleveland, Ohio, VOR; MEA 3,000.

Section 610.6843 *VOR Federal airway 843* is amended to read in part:

From Albany, Ga., VOR; to Sale INT, Ga.; MEA *2,000. *1,600—MOCA.
From Sale INT, Ga.; to Cotton INT, Ga.; MEA *2,000. *1,300—MOCA.
From Chattanooga, Tenn., VOR; to *Dalton INT, Ga.; MEA 3,000. *5,000—MRA.
From *Copeland INT, Fla.; to Hickory INT, Fla.; MEA **2,500. *2,500—MRA. **1,100—MOCA.
From Hickory INT, Fla.; to Fort Myers, Fla., VOR; MEA *2,000. *1,400—MOCA.
From Fort Myers, Fla., VOR; to *Arcadia INT, Fla.; MEA **2,000. *2,000—MRA. **1,300—MOCA.
From Arcadia INT, Fla.; to Lakeland, Fla., VOR; MEA *2,000. *1,300—MOCA.

Section 610.6855 *VOR Federal airway 855* is amended to read in part:

From Washington, D.C., VOR; to Glen INT, Va.; MEA 2,100.
From Glen INT, Va.; to Barnsville INT, Va., MEA 2,300.
From Barnsville INT, Va.; to Martinsburg, W. Va., VOR; MEA 3,200.

Section 610.6859 *VOR Federal airway 859* is amended to read in part:

From Decatur, Ill., VOR; to Palmer INT, Ill.; MEA *2,400. *1,900—MOCA.

Section 610.6875 *VOR Federal airway 875* is amended to read in part:

From Montebello, Va., VOR; to Roanoke, Va., VOR; MEA 6,000.
From Roanoke, Va., VOR; to Pulaski, Va., VOR; MEA 5,300.

Section 610.6881 *VOR Federal airway 881* is amended to read in part:

From *Copeland INT, Fla.; to Hickory INT, Fla.; MEA **2,500. *2,500—MRA. **1,100—MOCA.
From Hickory INT, Fla.; to Fort Myers, Fla., VOR; MEA *2,000. *1,400—MOCA.
From Fort Myers, Fla., VOR; to *Arcadia INT, Fla.; MEA **2,000. *2,000—MRA. **1,300—MOCA.
From Arcadia INT, Fla.; to Lakeland, Fla., VOR; MEA *2,000. *1,300—MOCA.
From Asheville, N.C., VOR; to *Inman INT, S.C.; MEA 6,000. *4,000—MCA Inman INT, northbound.
From Inman INT, S.C.; to Greenwood, S.C., VOR; MEA *3,000. *2,500—MOCA.
From Greenwood, S.C., VOR; to Augusta, Ga., VOR; MEA *2,300. *2,100—MOCA.

Section 610.6885 *VOR Federal airway 885* is amended to delete:

From Washington, D.C., VOR; to Glen INT, Va.; MEA 2,100..
From Glen INT, Va.; to Barnsville INT, Va.; MEA 2,300.
From Barnsville INT, Va.; to Martinsburg, W. Va., VOR; MEA 3,200.

Section 610.1517 *VOR Federal airway 1517* is amended to read in part:

From Miami, Fla., VOR; to La Belle, Fla., VOR; MEA 14,500; MAA 24,000.
From La Belle, Fla., VOR; to Lakeland, Fla., VOR; MEA 14,500; MAA 24,000.

Section 610.1521 *VOR Federal airway 1521* is amended to read in part:

From Miami, Fla., VOR; to La Belle, Fla., VOR; MEA 14,500; MAA 24,000.
From La Belle, Fla., VOR; to St. Petersburg, Fla., VOR; MEA 14,500; MAA 24,000.

Section 610.1530 *VOR Federal airway 1530* is amended to read in part:

From Farmington, N. Mex., VOR; to Taos, N. Mex., VOR; MEA 14,500; MAA 24,000.
From Taos, N. Mex., VOR; to Cimarron, N. Mex., VOR; MEA 15,200; MAA 24,000.

Section 610.1602 *VOR Federal airway 1602* is amended to read:

From Fort Myers, Fla., VOR; to La Belle, Fla., VOR; MEA 14,500; MAA 24,000.
From La Belle, Fla., VOR; to Vero Beach, Fla., VOR; MEA 14,500; MAA 24,000.

Section 610.1655 *VOR Federal airway 1655* is amended to delete:

From Jacksonville, Fla., VOR; to Savannah, Ga., VOR; MEA 15,000; MAA 23,000.

Section 610.1676 *VOR Federal airway 1676* is amended to read:

From Northbrook, Ill., VOR; to South Bend, Ind., VOR; MEA 14,500; MAA 24,000.
From South Bend, Ind., VOR; to U.S.-Canadian Border; MEA 14,500; MAA 24,000.

Section 610.1744 *VOR Federal airway 1744* is amended to read in part:

From Cherokee, Wyo., VOR; to Laramie, Wyo., VOR; MEA 14,500; MAA 24,000.

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

These rules shall become effective March 8, 1962.

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

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

[F.R. Doc. 62-1268; Filed, Feb. 8, 1962; 8:46 a.m.]

Title 21—FOOD AND DRUGS

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

SUBCHAPTER B—FOOD AND FOOD PRODUCTS

PART 121—FOOD ADDITIVES

Subpart F—Food Additives Resulting From Contact With Containers or Equipment and Food Additives Otherwise Affecting Food

TEXTILES AND TEXTILE FIBERS

The Commissioner of Food and Drugs, having evaluated the data submitted in petitions filed by Johnson and Johnson, New Brunswick, N.J., and Textile Bag Manufacturers Association, Suite 209, 518 Davis Street, Evanston, Ill., and other relevant material, has concluded that the following regulation should issue in conformance with section 409 of the Federal Food, Drug, and Cosmetic Act, with respect to food additives resulting from use of textiles and textile fibers as articles and components of articles that contact dry food. Under the prescribed conditions of safe usage, substances approved for use in the preparation of textiles and textile fibers are not expected to become components of food in any significant amounts. Therefore, pursuant to the provisions of the act (sec. 409(c)(1), 72 Stat. 1786; 21 U.S.C. 348(c)(1)), and under the authority delegated to the Commissioner by the Secretary of Health, Education, and Welfare (25 F.R. 8625) the food additive regulations (21 CFR Part 121) are amended by adding to Subpart F the following new section:

§ 121.2535 Textiles and textile fibers.

Textiles and textile fibers may safely be used as articles or components of articles intended for use in producing, manufacturing, packing, processing, preparing, treating, packaging, transporting, or holding food, subject to the provisions of this section.

(a) The textiles and textile fibers are prepared from one or more of the fibers identified in paragraph (d) of this section and from certain other adjuvant substances required in the production of the textiles or textile fibers or added to impart desired properties.

(b) The quantity of any adjuvant substance employed in the production of textiles or textile fibers does not exceed the amount reasonably required to accomplish the intended physical or technical effect or any limitation further provided.

(c) Any substance employed in the production of textiles or textiles fibers that is the subject of a regulation in this Subpart F of this part conforms with any specification in such regulation, and any substance that is not the subject of a regulation in this Subpart F conforms with the specifications, if any, prescribed by an order extending the effective date of the statute for such substance as an indirect additive to food.

(d) Substances employed in the production of or added to textiles and textile fibers may include:

(1) Substances generally recognized as safe in food.

(2) Substances subject to prior sanction or approval for use in textiles and textile fibers and used in accordance with such sanction or approval.

(3) Substances generally recognized as safe for use in cotton and cotton fabrics used in dry-food packaging.

(4) Substances that by regulation in this part may safely be used in the production of or as a component of textiles or textile fibers and subject to provisions of such regulation.

(5) Substances identified in this subparagraph, subject to such limitations as are provided:

List of Substances and Limitation
(i) Fibers:
Cotton.
Rayon.
(ii) Adjuvant substances:
4,4'-bis (4-Anilino-6-diethanolamine-α-triazin - 2 - ylamino) - 2,2' - stilbenedisulfonic acid, disodium salt. (For use as colorant only.)
4,4'-bis (4-Anilino-6-methylethanolamine-α-triazin - 2-ylamino) - 2,2'-stilbenedisulfonic acid, disodium salt. (For use as colorant only.)
Borax. (For use as preservative only.)
Formaldehyde. (For use as preservative only.)
Mineral oil. (For use as preservative only.)
Petrolatum. (For use as preservative only.)
Polyoxyethylene (20) sorbitan monolaurate. (For use as preservative only.)
Polyoxyethylene (20) sorbitan monostearate. (For use as preservative only.)
Polyvinyl acetate. (For use as preservative only.)
Polyvinyl alcohol. (For use as preservative only.)
Sodium bis(2,6-dimethylheptyl-4) sulfosuccinate. (For use as preservative only.)
Sodium dodecyl benzenesulfonate. (For use as preservative only.)
Sodium fluoride. (For use as preservative only.)
Sodium hypochlorite. (For use as preservative only.)
Sodium lauryl sulfate. (For use as preservative only.)
Sodium pentachlorophenate. (For use as preservative only.)
Styrene-butadiene copolymer. (For use as preservative only.)
Tallow. (For use as preservative only.)
Tallow, sulfonated. (For use as preservative only.)
Titanium dioxide. (For use as a preservative only.)
Triethanolamine. (For use of preservative only.)
Ultramarine blue. (For use as preservative only.)
Waxes, petroleum. (For use as preservative only.)

(e) Textile and textile fibers are used as articles or components of articles that contact dry food only.

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

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

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

Dated: February 2, 1962.

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

[F.R. Doc. 62-1337; Filed, Feb. 8, 1962; 8:47 a.m.]

Chapter II—Bureau of Narcotics, Department of the Treasury

[T.D. 66]

PART 307—MANUFACTURING OF NARCOTIC DRUGS

Addition of Norpethidine and its Salts to the Basic Classes of Narcotic Drugs

On December 21, 1961, a notice was published in the FEDERAL REGISTER (26 F.R. 12222), which stated that the Commissioner of Narcotics, pursuant to the provisions of section 6 of the Narcotics Manufacturing Act of 1960 (74 Stat. 61, 21 U.S.C. 504) and 21 CFR 307.71–307.72, proposed to add Norpethidine (ethyl 4-phenyl-4-piperidinecarboxylate) and its salts, which have heretofore been determined to be narcotic drugs as defined in 26 U.S.C. 4731, as amended, to the existing classification of "basic classes of narcotic drugs" enumerated in section 3(g) of the Narcotics Manufacturing Act of 1960 (74 Stat. 56, 21 U.S.C. 502).

After due notice and opportunity for public hearing, and after consideration of all relevant matters, the addition to the list of "basic classes of narcotic drugs" has been determined, under paragraphs (c) and (e) of 21 CFR 307.72, to be consistent with the law and the public health and safety and Norpethidine (ethyl 4-phenyl-4-piperidinecarboxylate) and its salts are hereby established as a new basic class of narcotic drugs to be added to the existing classification set forth in section 3(g) of the Narcotics Manufacturing Act of 1960.

Accordingly § 307.73 is amended by adding a new basic class of narcotic drugs to the list of basic classes of narcotic drugs, as follows:

§ 307.73 List of basic classes of narcotic drugs.

The following substances and their salts constitute the list of basic classes of narcotic drugs:

* * * * *

34. Norpethidine (ethyl 4-phenyl-4-piperidinecarboxylate).

Because the amendment of § 307.73 is merely for the purpose of listing a new basic class of narcotic drugs, it is hereby found unnecessary to issue this Treasury Decision with notice and public procedure thereon under section 4(a) of the Administrative Procedure Act, approved June 11, 1946, or subject to the effective date limitation of section 4(c) of that Act.

Effective date. This Treasury Decision shall become effective upon its filing for publication in the FEDERAL REGISTER.

(21 U.S.C. 504 (74 Stat. 61); 21 U.S.C. 514 (74 Stat. 67))

[SEAL] HENRY L. GIORDANO,
Acting Commissioner of Narcotics.

Approved: February 2, 1962.

JAMES A. REED,
Assistant Secretary of the Treasury.

[F.R. Doc. 62-1352; Filed, Feb. 8, 1962; 8:49 a.m.]

Title 38—PENSIONS, BONUSES, AND VETERANS' RELIEF

Chapter I—Veterans Administration

PART 3—ADJUDICATION

Subpart A—Pension, Compensation, and Dependency and Indemnity Compensation

MISCELLANEOUS AMENDMENTS

1. In § 3.52, paragraph (d) is amended to read as follows:

§ 3.52 Marriages deemed valid.

* * * * *

(d) No claim has been filed by a legal widow who has been found entitled to gratuitous death benefits other than accrued monthly benefits covering a period prior to the veteran's death.

(38 U.S.C. 103(a))

2. In § 3.54, paragraphs (a)(3) and (b)(1) are amended to read as follows:

§ 3.54 Marriage dates.

* * * * *

(a) *Pension.* * * *

(3) Prior to the applicable delimiting dates, as follows:

(i) Civil War—June 27, 1905.

(ii) Indian Wars—March 4, 1917.

(iii) Spanish-American War—January 1, 1938.

(iv) World War I—December 14, 1944.

(v) World War II—January 1, 1957.

(vi) Korean conflict—February 1, 1965.

(38 U.S.C. 532(d), 534(c), 536(c), 541(e))

(b) *Compensation.* * * *

(1) Before the expiration of 10 years or, effective June 8, 1960, before the expiration of 15 years after termination of the period of service in which the injury or disease which caused his death was incurred or aggravated, or

3. In § 3.57, paragraph (c) is added to read as follows:

§ 3.57 Child.

* * * * *

(c) *Adopted child.* Effective August 25, 1959, the term includes, as of the date of death of a veteran, one who was:

(1) Living in the veteran's household at the time of his death, and

(2) Legally adopted by the veteran's spouse pursuant to a final decree of adoption signed within 2 years after August 25, 1959, or the veteran's death, whichever is later, and

(3) Not receiving from an individual other than the veteran or his spouse, or from a welfare organization which furnishes services or assistance for children, recurring contributions of sufficient size to constitute the major portion of the child's support.

(38 U.S.C. 101(4))

4. Section 3.1563 is revoked.

§ 3.1563 Liberalization of marriage requirements for widow's entitlement to death compensation. [Revoked]

(72 Stat. 1114; 38 U.S.C. 210)

These regulations are effective February 9, 1962.

W. J. DRIVER,
Deputy Administrator.

[F.R. Doc. 62-1344; Filed, Feb. 8, 1962; 8:48 a.m.]

Title 43—PUBLIC LANDS: INTERIOR

Chapter I—Bureau of Land Management, Department of the Interior

SUBCHAPTER T—SALE, LEASE, OR USE, AND ACQUISITIONS

[Circular 2076]

PART 257—SALE OR LEASE OF SMALL TRACTS

Miscellaneous Amendments

On page 10285 of the FEDERAL REGISTER of November 2, 1961, there was published a notice and text of a proposed revision of Part 257 of Title 43, Code of Federal Regulations. The purpose of this revision is to (1) permit public auctions of small tracts wherever appropriate; (2) make the reversionary clause in community site dispositions unlimited in duration; (3) make specific that lands will be leased or sold at their fair market value; and (4) eliminate group agreements. In addition the amendment would spell out requirements for coordination with local governmental units and for consideration of availability of public facilities, and would set new minimum rentals.

Interested persons were given 30 days within which to submit written comments, suggestions or objections with respect to the proposed revision. Comments received were carefully studied and the proposed regulations are hereby adopted with the following change and are set forth below.

Under § 257.2(a) add the following words "or the stability of existing economic enterprises" at the end of the paragraph.

This amendment shall become effective at the beginning of the 30th calendar day following the date of this publication in the FEDERAL REGISTER.

STEWART L. UDALL,
Secretary of the Interior.

FEBRUARY 2, 1962.

1. The caption and text of § 257.2 are revised to read as follows:

§ 257.2 Criteria.

(a) It is the program in the administration of the act of June 1, 1938, as amended, to promote the beneficial utilization of the public lands subject to the terms thereof, and at the same time to safeguard the public interest in the lands. To this end small tract activity shall be coordinated with interested local governmental agencies, and small tract sites will be considered in the light of their effect upon the conservation of natural resources and upon the communities or area involved and in the light of availability of schools, utilities, and other

facilities. Lands will not be leased or sold, for example, which would lead to private ownership or control of scenic attractions, or water resources, or other areas that should be kept open to public use. Nor will isolated or scattered settlement be permitted which would impose heavy burdens upon State or local governments for roads; schools; police, health, and fire protection; and other facilities. Undesirable types of construction for settlement or business along public highways and parkways will be guarded against, and lands will not be leased or sold under the act if such action would unreasonably interfere with the use of water for grazing purposes or unduly impair the protection of watershed areas or the stability of existing economic enterprises.

(b) Under this act lands may be classified for direct sale, for lease and sale, or for lease only. Revested Oregon and California Railroad lands and reconveyed Coos Bay Wagon Road grant lands in Oregon will be classified for lease only—as will other public lands where title should remain in the United States and leasing is not contrary to the interests of the United States. Lands suitable for community site purposes will be classified for lease, lease and sale, or direct sale at appraised prices and will be subject to application only by nonprofit corporations or associations, States, municipalities, or other governmental subdivisions. Lands may be classified for lease and sale, as provided for in § 257.13, where such action is necessary for the protection of adjacent property and the community as a whole. In other cases, lands will be sold at public auction at not less than their appraised fair market value in accordance with § 257.14.

2. Paragraph (a) of § 257.9 is amended to read as follows:

§ 257.9 Advance payment.

* * * * *

(a) If the land has been classified for lease or for lease and sale, the advance payment is the rental for the entire lease period, as specified in the classification order if such period does not exceed five years. Where lands are classified for lease for periods in excess of five years, the advance payment will be as specified in the classification order. If the land has not been classified, the advance payment is $25 for nonbusiness and $100 for business site applications. Successful applicants will be required to pay any difference between advance payment and rental or purchase price before their applications will be granted.

3. Paragraph (b) of § 257.10 is amended to read as follows:

§ 257.10 Community sites; appraisal; restrictions.

* * * * *

(b) Where lands are sold at less than fair market value in accordance with paragraph (a) of this section, the patent will contain a provision for reversion of title to the United States if the lands are used for any purpose not consistent with the classification order after issuance of patent unless consent to change the use is first obtained from the authorized officer.

4. Paragraph (b) of § 257.11 is amended to read as follows:

§ 257.11 Lease provisions; terms and rentals.

* * * * *

(b) The amount of rental will be specified in the appropriate order. The rental for community sites will take into consideration the purpose for which the land will be used. Rental for other types of sites will equal the fair market rental of the lands, provided, however, the minimum rental will be $100 per year for business sites and $25 per year for other sites.

5. Paragraph (d) (1), (2), and (3) of § 257.13 are revoked and paragraph (a) is revised to read as follows:

§ 257.13 Leases with option to purchase; sale; patent.

(a) Leases for lands classified for lease and sale will contain an option to purchase clause. The option to purchase clause will afford the lessee or his duly approved successor in interest an opportunity to purchase the tract at any time within the term of the lease, provided the improvements required by the lease have been made and all other terms and conditions of the lease complied with. The net purchase price of the land will be the appraised fair market value of the unimproved land as of the date of the lease minus an amount equal to the advance rental for each full lease year, if any, subsequent to the filing of an allowable application to purchase.

6. Paragraph (a) of § 257.14 is revised to read as follows:

§ 257.14 Public auctions.

(a) Whenever lands are classified for direct sale by public auction, they will be sold at not less than their appraised fair market value at the time and place and in the manner specified by the classification order.

[F.R. Doc. 62-1331; Filed, Feb. 8, 1962; 8:46 a.m.]

Proposed Rule Making

DEPARTMENT OF AGRICULTURE

Agricultural Marketing Service

[7 CFR Part 990]

HANDLING OF CENTRAL CALIFORNIA GRAPES FOR CRUSHING

Proposed Expenses of Grape Crush Administrative Committee and Proposed Rate of Assessment

Notice is hereby given that there is under consideration a proposal regarding (a) the expenses which are reasonable and are likely to be incurred by the Grape Crush Administrative Committee during the period beginning on August 26, 1961, and ending on June 30, 1962, and (b) the rate of assessment to be fixed by the Secretary for such period. These actions are pursuant to Marketing Agreement No. 133 and Order No. 990 (originally issued as Order No. 126, 26 F.R. 7797), regulating the handling of Central California grapes for crushing, effective under the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601–674).

The committee has recommended such expenses in the amount of $189,178 and an assessment rate with respect to free tonnage grapes for crushing received by each handler, including such grapes of his own production, of 19.5 cents per ton of fresh grapes and the equivalent amount of 34.5 cents per ton of raisin residual material. The estimated assessable tonnage includes 953,863 tons of fresh grapes (including those varieties exempted from volume regulation by § 990.202) and 9,203 tons of raisin residual material.

Consideration will be given to any written data, views, or arguments pertaining to the proposal which are received by the Director, Fruit and Vegetable Division, Agricultural Marketing Service, United States Department of Agriculture, Washington 25, D.C., not later than the seventh day after the date of publication of this notice in the FEDERAL REGISTER.

The proposal is as follows:

§ 990.301 Expenses of the Grape Crush Administrative Committee and rate of assessment.

(a) *Expenses.* Expenses[1] in the amount of $189,178 are reasonable and are likely to be incurred, pursuant to § 990.71, by the Grape Crush Administrative Committee during the period beginning on August 26, 1961, and ending on June 30, 1962, of the initial crop year, for the maintenance and functioning of the committee and the Grape Crush Advisory Board, and for such other purposes as the Secretary may, pursuant to the provisions of this part, determine to be appropriate.

(b) *Rate of assessment.* The rate of assessment for the period beginning on August 26, 1961, and ending on June 30, 1962, of the initial crop year, which each handler shall, pursuant to § 990.72, pay with respect to all free tonnage (including tonnage exempted from volume regulation by § 990.202) grapes for crushing, including such grapes of his own production, received by him during such period is fixed at 19.5 cents per ton of fresh grapes and the equivalent amount of 34.5 cents per ton of raisin residual material.

Dated: February 6, 1962.

F. L. SOUTHERLAND,
Acting Director, Fruit and Vegetable Division, Agricultural Marketing Service.

[F.R. Doc. 62–1357; Filed, Feb. 8, 1962; 8:50 a.m.]

[1] Other than expenses incurred in receiving, handling, holding, or disposing of setaside.

Agricultural Stabilization and Conservation Service

[7 CFR Parts 1046, 1095]

[Docket Nos. AO–123–A24, AO–308–A2]

MILK IN LOUISVILLE-LEXINGTON, KENTUCKY, AND OHIO VALLEY MARKETING AREAS

Notice of Recommended Decision and Opportunity To File Written Exceptions on Proposed Amendments to Tentative Marketing Agreements and Orders

Correction

In F.R. Doc. 62–1170, appearing at page 1013 of the issue for Saturday, February 3, 1962, the following correction is made in § 1046.6: The names "Boyle, Breckinridge, Bullit, Clark," are inserted between the names "Bourbon" and "Daviess" in the list of counties in Kentucky.

DEPARTMENT OF COMMERCE

Patent Office

[37 CFR Part 2]

RULES OF PRACTICE IN TRADEMARK CASES

Notice of Proposed Rule Making

Notice is hereby given that the United States Patent Office proposes to amend certain rules and regulations relating to trademarks. The amendments are proposed to be issued pursuant to the authority contained in Title 15, U.S. Code, section 1123, Title 35, U.S. Code, section 6, and other authority.

All persons who desire to submit written data, views, arguments or suggestions, for consideration in connection with the proposed amendments, are invited to forward the same to the Commissioner of Patents, Washington 25, D.C., on or before April 23, 1962, on which day a hearing will be held at 10:00 a.m. in Room 3886–B of the Department of Commerce Building. All persons wishing to be heard orally are requested to notify the Commissioner of Patents of their intended appearance.

The text of the proposed amendments follows:

1. Section 2.39 is proposed to be amended to read as follows:

§ 2.39 Omission of allegation of use by foreign applicants.

(a) The allegation that the mark is in use in commerce, required by § 2.33, and the statements of the dates of applicant's first use, required by § 2.33(a)(1)(vii) and (viii), may be omitted in the case of an application, filed pursuant to section 44(e) of the act for registration of a mark duly registered in the country of origin of a foreign applicant, provided the application when filed is accompanied by a certificate of the trademark office of the foreign country showing that the mark has been registered in the country of origin of the applicant and also showing the mark, the goods for which registered and that said registration is then in full force and effect. If the certificate is not in the English language, a translation is required.

2. Section 2.96 is proposed to be amended to read as follows:

§ 2.96 Issues; burden of proof.

The issue in an interference between applications shall be the respective rights of the parties to registration as established in the proceeding. The issue in an interference between an application and a registration shall be the same, but in the event the decision is adverse to the registrant, a registration to the applicant will not be authorized so long as the interfering registration remains on the register. The party whose application or registration involved in the interference has the latest filing date (the junior party) will be regarded as having the burden of the proof.

3. Section 2.97 is proposed to be amended to read as follows:

§ 2.97 Enlargement of issues.

Any party to an interference may, within fifty days after the notice of interference is mailed, file a pleading setting forth affirmatively any matter on the basis of which, if proved, the other party would not be entitled to obtain or maintain a registration. Such pleading may request affirmative relief by way of cancellation of a registration involved, but no defense attacking the validity of such registration may be otherwise

raised in the proceeding. Such request for affirmative relief must be verified and must be accompanied by the fee required by section 14 of the act. A reply to such request for affirmative relief is required within twenty days after service thereof, but no reply need be filed to other affirmative defenses.

§ 2.106 [Amendment]

4. Paragraph (b) of § 2.106 is proposed to be amended to read as follows:

(b) An answer may contain any affirmative defense, including a request for affirmative relief by way of cancellation of a registration pleaded in the notice of opposition, but no defense attacking the validity of such registration may be otherwise raised in the proceeding. Such request for affirmative relief must be verified and must be accompanied by the fee required by section 14 of the act. A reply to such a request for affirmative relief is required within twenty days after service thereof, but no reply need be filed to other affirmative defenses.

§ 2.113 [Amendment]

5. Paragraph (b) of § 2.113 is proposed to be amended to read as follows:

(b) When the petition is correct as to form, a notice shall be prepared identifying the title and number of the proceeding and the registration involved, and designating a time, not less than thirty days from the mailing date of such notice, within which answer must be filed. A copy of this notice shall be forwarded to the petitioner in care of his attorney or agent, if he has an attorney or agent of record. The duplicate copy of the petition and exhibits shall be forwarded with a copy of such notice to the registrant.

§ 2.114 [Amendment]

6. Paragraph (b) of § 2.114 is proposed to be amended to read as follows:

(b) An answer may contain any affirmative defense, including a request for affirmative relief by way of cancellation of a registration pleaded in the petition, but no defense attacking the validity of such registration may be otherwise raised in the proceeding. Such request for affirmative relief must be verified and must be accompanied by the fee required by section 14 of the act. A reply to such a request for affirmative relief is required within twenty days after service thereof, but no reply need be filed to other affirmative defenses.

§ 2.120 [Amendment]

7. Subparagraph (1) of § 2.120(a) is proposed to be amended to read as follows:

(1) Any party to an opposition, interference, cancellation or concurrent use proceeding may, at any time not later than thirty days prior to the date upon which any testimony may first be taken as set by initial or subsequent Office action, take the deposition of any person, including a party, for the purpose of discovery. Such depositions may be taken upon oral examination in the manner prescribed by §§ 1.273, 1.274, and 1.275 of this chapter, or upon written questions in the manner prescribed by § 2.124. The responsibility for securing attendance of proposed deponents not parties to the proceeding rests with the moving party, and if he is unable to arrange for their voluntary attendance, they may only be compelled to submit to questioning by the order of a court under 35 U.S.C. 24.

8. Paragraph (b) of § 2.120 is proposed to be amended to read as follows:

(b) *Request for admission.* (1) Any party to an opposition, interference, cancellation or concurrent use proceeding may, within the time specified for taking depositions for discovery, serve upon any adverse party a written request for admission by the latter of the genuineness of any relevant document described in and attached to the request (a photocopy may be attached provided the original thereof is made available for inspection), or of the truth of any facts which are material and relevant to the issues and which are believed to be within the knowledge of both the party serving and the party served. Each matter in respect of which an admission is requested shall be considered as admitted unless, within fifteen days after service thereof, the party to whom the request is directed serves upon the party requesting the admission a sworn statement denying specifically the matter in respect of which admission is requested, or setting forth in detail the reasons why he cannot truthfully either admit or deny the same, or files objections thereto. Any reply to such objections shall be due within ten days after service thereof.

(2) No admission shall be considered as part of the record in the case unless a party files, before the close of his testimony period, a notice of reliance thereon and a copy of the admission and request therefor.

9. Paragraph (c) of § 2.120 is proposed to be amended to read as follows:

(c). *Motion to produce documents, etc., for inspection and copying.* Upon motion showing good cause therefor, filed prior to the date upon which any testimony may first be taken as set by initial or subsequent Office action, an order may be entered requiring a party to produce and permit the inspection and copying or photographing, by or on behalf of the moving party, of any designated books, documents or other tangible things, not privileged, the existence of which has been pleaded or otherwise asserted, and which constitute or contain material within the scope of inquiries permitted in depositions for discovery and which are in his possession, custody or control. The order shall specify a time for compliance therewith, and may prescribe such terms and conditions as may be just.

10. Paragraph (d) of § 2.120 is proposed to be amended to read as folows:

(d) *Refusal to make discovery.* (1) If any party fails or refuses to comply with an order to produce and permit the inspection and copying or photographing of designated things, the Trademark Trial and Appeal Board may strike out all or any part of any pleading of that party, or dismiss the action or proceeding or any part thereof, or enter a judgment as by default against that party, or take such other action as may be deemed appropriate.

(2) If a party or other deponent refuses to answer any question propounded upon oral examination, the examination shall be completed on other matters or adjourned as the proponent of the question may prefer. Thereafter, on reasonable notice to all persons affected thereby, the proponent of the question may apply to the court in the district where the deposition is taken for an order compelling an answer (35 U.S.C. 24). Failure to make such application will be considered as a waiver of the question.

(3) If a party or an officer or a managing agent of a party willfully fails to appear before the officer who is to take his deposition, after being served with a proper notice, or refuses to comply with an order to produce and permit the inspection and copying or photographing of designated things, the Trademark Trial and Appeal Board may strike out all or any part of any pleading of that party, or dismiss the action or proceeding or any part thereof, or enter a judgment as by default against that party, or take such other action as may be deemed appropriate.

§ 2.127 [Amendment]

11. Paragraph (b) of § 2.127 is proposed to be amended to read as follows:

(b) Any petition for reconsideration or modification of a decision, if it is not appealable, must be filed within ten days after the decision or, if the decision is appealable, within the time specified in § 2.129(c).

§ 2.128 [Amendment]

12. Paragraph (c) of § 2.128 is proposed to be amended to read as follows:

(c) If a party desires an oral hearing, he should so state by a separate notice filed not later than his brief, and the time for such hearing will be set in a notice sent to each party by the Office. If no request for oral hearing is made, the case will be decided on the record and briefs.

§ 2.129 [Amendment]

13. Section 2.129 is proposed to be amended by cancelling the last sentence of paragraph (a) and by adding new paragraph (c) reading as follows:

(c) Any petition for rehearing, reconsideration, or modification of a decision must be filed within thirty days from the date thereof.

14. Section 2.133 is proposed to be amended to read as follows:

§ 2.133 Amendment of application or registration during proceedings.

An application involved in a proceeding may not be amended in substance nor may a registration be amended or disclaimed in part, except with the consent of the other party or parties and the approval of the Trademark Trial and Appeal Board, or except upon motion duly filed and considered.

15. Section 2.134 is proposed to be amended to read as follows:

§ 2.134 Surrender or cancellation of registration.

If a registrant involved in a proceeding applies to cancel his registration under section 7(d) of the act without first obtaining the written consent thereto of the adverse party, judgment shall be entered against him.

16. Section 2.135 is proposed to be amended to read as follows:

§ 2.135 Abandonment of application or mark.

If, in a proceeding an applicant files a written abandonment of the application or of the mark without the consent thereto of the adverse party, judgment shall be entered against such applicant.

§ 2.142 [Amendment]

17. Paragraph (a) of § 2.142 is proposed to be amended to read as follows:

(a) Such appeal must be taken within six months from the date of final refusal or from the date of the action from which appeal is taken. Appeal is taken simply by filing a notice of appeal and payment of the appeal fee.

18. Paragraph (c) of § 2.142 is proposed to be amended to read as follows:

(c) If the appellant desires an oral hearing, he should so state by a separate notice filed not later than his brief; and due notice of the time for such hearing will be given. Oral argument on the hearing will be limited to one-half hour unless otherwise permitted. If no request for oral hearing is made, the appeal will be considered on brief.

DAVID L. LADD,
Commissioner of Patents.

Approved:

EUGENE P. FOLEY,
Acting Assistant Secretary of Commerce for Domestic Affairs.

[F.R. Doc. 62-1316; Filed, Feb. 8, 1962; 8:45 a.m.]

DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

Food and Drug Administration

[21 CFR Part 121]

FOOD ADDITIVES

Notice of Filing of Petition

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 651) has been filed by Wyandotte Chemicals Corp., 1609 Biddle Avenue, Wyandotte, Mich., proposing the amendment of § 121.2519(d)(3) of the food additive regulations by changing the item "Polyoxypropylene-ethylene oxide condensate (molecular weight 950–2,250)" to read: "Polyoxypropylene-polyoxyethylene condensate (molecular weight 950–2,750)".

Dated: February 5, 1962.

J. K. KIRK,
Assistant Commissioner of Food and Drugs.

[F.R. Doc. 62-1335; Filed, Feb. 8, 1962; 8:47 a.m.]

[21 CFR Part 121]

FOOD ADDITIVES

Notice of Filing of Petition

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 652) has been filed by Wyandotte Chemicals Corp., 1609 Biddle Avenue, Wyandotte, Mich., proposing the amendment of § 121.2520(c)(5) of the food additive regulations as follows:

1. By changing the item "Polyoxypropylene (molecular weight 1,501–1,800), plus ethylene oxide (5 mols or 140 mols)" to read: "Polyoxypropylene-polyoxyethylene condensate (molecular weight 1,900–9,000."

2. By deleting the item "Polyoxypropylene-polyoxyethylene copolymer polyethers (molecular weight 3,300)" which would be included by the proposed change described under 1.

Dated: February 5, 1962.

J. K. KIRK,
Assistant Commissioner of Food and Drugs.

[F.R. Doc. 62-1336; Filed, Feb. 8, 1962; 8:47 a.m.]

FEDERAL AVIATION AGENCY

[14 CFR Part 42]

[Reg. Docket No. 1062; Draft Release No. 62-5]

PROVING PERIOD FOR LARGE AIRCRAFT

Notice of Proposed Rule Making

Pursuant to the authority delegated to me by the Administrator (14 CFR 405.-27), notice is hereby given that there is under consideration a proposal to amend Part 42 of the Civil Air Regulations as hereinafter set forth.

Interested persons may participate in the making of the proposed rules by submitting such written data, views, or arguments as they may desire. Communications should be submitted in duplicate to the Docket Section of the Federal Aviation Agency, Room C-226, 1711 New York Avenue NW., Washington 25, D.C. All communications received on or before April 12, 1962, will be considered by the Administrator before taking action on the proposed rules. The proposal contained in this notice may be changed in the light of comments received. All comments submitted will be available in the Docket Section for examination by interested persons when the prescribed date for return of comments has expired.

For a number of years, the aircraft placed into service by air carriers operating under the provisions of Part 40, 41, or 46 of the Civil Air Regulations have had to undergo a specific proving period in accordance with the provisions of those parts prior to being used in air carrier operations. This proving period has been conducted under the surveillance of the Federal Aviation Agency, or its predecessor agencies.

The purpose of a proving period is twofold: It provides the Administrator with established criteria to assist him in determining that an air carrier can safely operate a new or different type of aircraft; and it affords the air carrier an opportunity to acquire, first hand, the experience necessary to operate new equipment safely and efficiently. Proving periods are also of great value since they help to familiarize air carrier personnel with the various peculiarities of a new or different type aircraft with regard to operations, maintenance, servicing, and handling. The extent of this proving period varies with the newness of the type aircraft being placed into service by the air carrier. For example, the regulations require that an aircraft recently type certificated and not previously proved in air carrier operations have a more extensive proving period than one which has been proved by another air carrier or one which has previously been proved and is subsequently altered in design.

The aircraft placed into service by air carrier and commercial operators conducting operations under the provisions of Part 42 have not been required to undergo any specific proving period. Under this part, it has only been required that the Administrator find the aircraft to be safe for the service offered without having to establish specific proving period requirements. This determination posed no problem in the past since the aircraft placed in service by these operators had either undergone a previous proving period when operated by a scheduled air carrier or had been proved by virtue of many years of safe and successful operation by the military services. Recently, however, newly certificated aircraft not previously proved, and previously proved aircraft which were subsequently altered in design, have been placed into service by certain air carriers operating under the provisions of Part 42. Prior to utilizing these aircraft in air carrier operations, the operators concerned have conducted fairly extensive training and familiarization programs. While these programs may, to some extent, accomplish the objective of the proving period, they may not fully comply with, or be as comprehensive as, the specific proving period requirements set forth in either Part 40, 41, or 46.

In view of the foregoing, the Federal Aviation Agency considers it appropriate to propose an amendment to Part 42 of the Civil Air Regulations to add thereto provisions similar to those in Parts 40, 41, and 46 which require all aircraft to undergo a specific proving period prior to their being used in air carrier operations. Such an amendment, if adopted, would be applicable to all large aircraft used for the first time after the effective

date of the amendment by an air carrier or commercial operator operating under the provisions of Part 42.

Accordingly, notice is hereby given that it is proposed to amend Part 42 of the Civil Air Regulations (14 CFR Part 42, as amended) by adding a new § 42.17 to read as follows:

§ 42.17 Proving tests for large aircraft.

(a) A type of aircraft not previously proved for use in air carrier operation shall have at least 100 hours of proving tests, in addition to the aircraft certification tests, accomplished under the supervision of an authorized representative of the Administrator. As part of the 100-hour total at least 50 hours shall be flown in en route operation and at least 10 hours shall be flown at night.

(b) A type of aircraft which has been previously proved for use in air carrier operation shall be tested for at least 50 hours, of which at least 25 hours shall be flown in en route operation, unless deviations are specifically authorized by the Administrator on the ground that the special circumstances of a particular case make a literal observance of the requirements of this paragraph unnecessary for safety, when the aircraft:

(1) Is materially altered in design, or

(2) Is to be used by an air carrier who has not previously proved such a type.

NOTE: A type of aircraft will be considered to be materially altered in design when the alterations include, but are not necessarily limited to: (a) Installation of powerplants other than the powerplants of a type similar to those with which the aircraft is certificated; (b) major alteration to the aircraft or its components which materially affects the flight characteristics.

(c) During proving tests only those persons required to make the test and those designated by the Administrator shall be carried. Mail, express, and other cargo may be carried when approved.

This amendment is proposed under the authority of sections 313(a), 601, 605, of the Federal Aviation Act of 1958 (72 Stat. 752, 775, 778; 49 U.S.C. 1354, 1421, 1425).

Issued in Washington, D.C., on February 5, 1962.

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

[F.R. Doc. 62-1318; Filed, Feb. 8, 1962; 8:45 a.m.]

[14 CFR Part 600]

[Airspace Docket No. 61-LA-68]

FEDERAL AIRWAYS

Proposed Alteration

Pursuant to the authority delegated to me by the Administrator (14 CFR 409.13), notice is hereby given that the Federal Aviation Agency is considering an amendment to § 600.6004 of the regulations of the Administrator, the substance of which is stated below.

Low altitude VOR Federal airway No. 4 is designated in part from Malad City, Idaho, to Rock Springs, Wyo. The Federal Aviation Agency has under consideration the designation of a south alternate to this segment of Victor 4 from the Malad City VORTAC to the Rock Springs VORTAC via the Fort Bridger, Wyo., VOR. The minimum en route altitude along the segment of Victor 4 between the Malad City VOR and the Green River Intersection (intersection of the Fort Bridger VOR 032° and the Rock Springs VORTAC 252° True radials) is 13,800 feet MSL. This provides only one usable altitude in the low altitude structure. The minimum en route altitude along the proposed south alternate airway would be 12,000 feet MSL. Accordingly, the south alternate airway would provide additional altitudes for flight between Malad City and Rock Springs.

The control areas associated with this proposed airway segment would extend from 700 feet above the surface to the base of the continental control area. Separate actions would be initiated to implement on an area basis Amendment 60-21 to Part 60 of the Civil Air Regulations.

Interested persons may submit such written data, views, or arguments as they may desire. Communications should be submitted in triplicate to the Assistant Administrator, Western Region, Attn: Chief, Air Traffic Division, Federal Aviation Agency, 5651 West Manchester Avenue, P.O. Box 90007, Airport Station, Los Angeles 45, Calif. All communications received within forty-five days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Regional Air Traffic Division Chief, or the Chief, Airspace Utilization Division, Federal Aviation Agency, Washington 25, D.C. Any data, views or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

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

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

Issued in Washington, D.C., on February 2, 1962.

CLIFFORD P. BURTON,
Acting Chief,
Airspace Utilization Division.

[F.R. Doc. 62-1319; Filed, Feb. 8, 1962; 8:45 a.m.]

[14 CFR Part 600]

[Airspace Docket No. 61-LA-79]

FEDERAL AIRWAYS

Proposed Alteration

Pursuant to the authority delegated to me by the Administrator (14 CFR 409.13), notice is hereby given that the Federal Aviation Agency is considering an amendment to § 600.1748 of the regulations of the Administrator, the substance of which is stated below.

The western terminus of intermediate altitude VOR Federal airway No. 1748 is the Las Vegas, Nev., VOR. The Federal Aviation Agency is considering extending Victor 1748 from the Las Vegas VOR to the intersection of the Las Vegas VOR 266° and the Beatty, Nev., VOR 142° True radials.

This extension of Victor 1748 will provide a more direct intermediate altitude airway for traffic operating from and over Las Vegas to terminals to the northwest.

Interested persons may submit such written data, views, or arguments as they may desire. Communications should be submitted in triplicate to the Assistant Administrator, Western Region, Attn: Chief, Air Traffic Division, Federal Aviation Agency, 5651 West Manchester Avenue, P.O. Box 90007, Airport Station, Los Angeles 45, Calif. All communications received within forty-five days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Regional Air Traffic Division Chief, or the Chief, Airspace Utilization Division, Federal Aviation Agency, Washington 25, D.C. Any data, views, or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

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

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

Issued in Washington, D.C., on February 2, 1962.

CLIFFORD P. BURTON,
Acting Chief,
Airspace Utilization Division.

[F.R. Doc. 62-1320; Filed, Feb. 8, 1962; 8:45 a.m.]

[14 CFR Parts 600, 601]

[Airspace Docket No. 61-WA-199]

FEDERAL AIRWAYS AND CONTROLLED AIRSPACE

Proposed Alteration of Federal Airways

Pursuant to the authority delegated to me by the Administrator (14 CFR 409.13), notice is hereby given that the Federal Aviation Agency is considering amendments to §§ 600.6045, 600.6010,

and 601.6045 of the regulations of the Administrator the substance of which is stated below.

Low altitude VOR Federal airway No. 45 extends in part from the intersection of the Litchfield, Mich., VORTAC 096° and the Jackson, Mich., VOR 131° True radials to the Jackson VOR. Low altitude VOR Federal airway No. 10 extends in part from the Litchfield VORTAC via the intersection of the Litchfield VORTAC 096° and the Carleton, Mich., VORTAC 247° True radials to the Carleton VORTAC. The Federal Aviation Agency has under consideration the following proposed airspace actions:

1. Revoke the above-mentioned segment of Victor 45, and designate this airway and its associated control areas from the Jackson VOR via the intersection of the Jackson VORTAC 137° and the Waterville VORTAC 329° True radials to the Waterville, Ohio, VORTAC. This would facilitate the use of the Detroit, Mich., terminal area air traffic control procedures and provide a route between Toledo, Ohio, and Jackson, Mich. The control areas associated with this proposed airway segment would extend from 700 feet above the surface to the base of the continental control area. Separate action would be initiated to implement on an area basis Amendment 60–21 to Part 60 of the Civil Air Regulations. The Jackson, Mich., control area extension (§ 601.1187) is defined in part as bounded on the west by VOR Federal airway No. 45. No change is proposed in this description since the alteration of Victor 45 as proposed herein would not materially increase the size of the presently designated Jackson control area extension.

2. Redesignate Victor 10 from the Litchfield VORTAC to the Carleton VORTAC via the intersection of the Litchfield VORTAC 107° and the Carleton VORTAC 247° True radials. This would facilitate the use of the Detroit, Mich., terminal area air traffic control procedures and provide an alternate route from the Litchfield VOR to the Waterville VOR via Victor 10 and Victor 45. The control areas associated with this airway segment are so designated that they would automatically conform to the altered airway. The vertical extent of these control areas would remain designated pending review of the adjacent airspace. Separate actions will be initiated to implement on an area basis Amendment 60–21 to Part 60 of the Civil Air Regulations.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Assistant Administrator, Central Region, Attn: Chief, Air Traffic Division, Federal Aviation Agency, 4825 Troost Avenue, Kansas City 10, Mo. All communications received within forty-five days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Regional Air Traffic Division Chief, or the Chief, Airspace Utilization Division, Federal Aviation Agency, Washington 25, D.C. Any data, views or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

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

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

Issued in Washington, D.C., on February 2, 1962.

CLIFFORD P. BURTON,
Acting Chief,
Airspace Utilization Division.

[F.R. Doc. 62–1321; Filed, Feb. 8, 1962; 8:45 a.m.]

[14 CFR Parts 600, 601]

[Airspace Docket No. 61–KC–49]

FEDERAL AIRWAYS AND CONTROLLED AIRSPACE

Proposed Designation of Transition Areas, Proposed Revocation of Control Area Extensions; Proposed Alteration of Control Zones, Federal Airways, and Associated Control Areas

Pursuant to the authority delegated to me by the Administrator (14 CFR 409.13), notice is hereby given that the Federal Aviation Agency (FAA) is considering amendments to Parts 600 and 601 of the regulations of the Administrator, the substance of which is stated below.

The following controlled airspace is presently designated in the St. Louis, Mo., terminal area:

1. The St. Louis control area extension (§ 601.1119) is designated within a 25-mile radius of Lambert Field, St. Louis, excluding the portion that coincides with the Belleville, Ill., control area extension (§ 601.1021).

2. The Belleville control area extension is designated within a 40-mile radius of Scott Air Force Base.

3. The St. Louis control zone (§ 601.2070) is designated within a 5-mile radius of Lambert-St. Louis Municipal Airport, within 2 miles either side of the east course of the St. Louis radio range extending from the radio range to 10 miles east, within 2 miles either side of the front course of the St. Louis ILS localizer extending from the localizer to 5 miles east of the outer compass locator, within 2 miles either side of the back course of the ILS localizer extending from the locator to 10 miles southwest of the Lake nondirectional radio beacon, and within 2 miles either side of the 323° and 143° True radials of the St. Louis VORTAC extending from the airport to 10 miles northwest of the VORTAC.

4. The Belleville control zone § 601.2095) is designated within a 5-mile radius of Scott Air Force Base, Belleville, and within 2 miles either side of the 317° True bearing from the Belleville radio beacon extending from the 5-mile radius zone to the radio beacon.

In addition, effective January 11, 1962 (Airspace Docket No. 61–KC–42, 26 F.R. 12501), the Hardin, Ill., transition area was designated as that airspace extending upward from 2,500 feet mean sea level, bounded on the east by longitude 90°32'00" W., on the south and southwest by VOR Federal airway No. 210 north alternate and on the north and northwest by the arc of a 33-mile radius circle centered on Lambert Field.

The control areas associated with the airways which traverse these airspace designations are presently designated to extend upward from 700 feet above the surface to the base of the continental control area.

To implement the provisions of Amendment 60–21 to the Civil Air Regulations, Part 60, Air Traffic Rules (26 F.R. 570), in the St. Louis terminal area, the Federal Aviation Agency has under consideration the following airspace actions:

1. Revoke the St. Louis control area extension and the Hardin transition area and designate in lieu thereof the St. Louis transition area to extend upward from 1,200 feet above the surface within a 25-mile radius of Lambert-St. Louis Municipal Airport (latitude 38°44'50" N., longitude 90°21'52" W.), and within the area extending from the 25-mile radius area to 33 miles northwest of the St. Louis VORTAC bounded on the east by VOR Federal airway No. 9 west alternate and on the west by VOR Federal airway No. 4 north alternate.

2. Revoke the Belleville control area extension and designate in lieu thereof the Belleville transition area to extend upward from 1,200 feet above the surface within a 40-mile radius of Scott Air Force Base (latitude 38°32'32" N., longitude 89°51'30" W.), bounded on the west by VOR Federal airway No. 9, and on the northwest by the proposed St. Louis transition area and VOR Federal airway No. 191.

3. The airways and their associated control areas that traverse these proposed transition areas would be redesignated to extend upward from a floor coincident with that of the transition areas.

4. Alter the St. Louis control zone by redesignating it within an 8-mile radius of Lambert-St. Louis Municipal Airport (latitude 38°44'50" N., longitude 90°21'52" W.), within 2 miles either side of the ILS localizer front course extending from the 8-mile radius zone to 8 miles northeast of the outer marker, and within 2 miles south and 3 miles north of the ILS localizer back course extending from the 8-mile radius zone to 12 miles southwest of the Lake radio beacon. The 8-mile radius is being proposed

in lieu of a smaller radius with extensions because the standard departure routings in use at this location would require an excessive number of extensions. The extensions northeast of the outer marker and southwest of the Lake radio beacon are necessary to contain the flight paths of arriving aircraft executing existing prescribed instrument approach procedures. The 3-mile width proposed for the extension to the north of the ILS localizer backcourse is necessary to contain the flight path of arriving aircraft making straight-in approaches from the Maryland Heights VORTAC, and also to include the Creve Coeur and Lobmaster Airports and their surrounding traffic patterns.

5. The Belleville, Ill., control zone would be altered to include the airspace within an 8-mile radius of Scott Air Force Base, Belleville, Ill. (latitude 38°-32'32" N., longitude 89°51'30" W.). This increase in size of the Belleville control zone would provide controlled airspace for aircraft arriving and departing Scott Air Force Base when descending from or climbing to a point within the proposed Belleville transition area.

Required revisions of instrument approach and departure procedures and minimum instrument flight rules altitudes attendant to the implementation of Amendment 60–21 would be effective concurrently with the controlled airspace designations proposed herein. Specific details of the changes in procedures that would be required may be examined by contacting the Chief, Airspace Utilization Branch, Air Traffic Division, Central Region Federal Aviation Agency, 4825 Troost Avenue, Kansas City 10, Mo.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Assistant Administrator, Central Region, Attn: Chief, Air Traffic Division, Federal Aviation Agency, 4825 Troost Avenue, Kansas City 10, Mo. All communications received within sixty days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Regional Air Traffic Division Chief, or the Chief, Airspace Utilization Division, Federal Aviation Agency, Washington 25, D.C. Any data, views or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

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

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

Issued in Washington, D.C., on February 2, 1962.

CLIFFORD P. BURTON,
Acting Chief,
Airspace Utilization Division.

[F.R. Doc. 62–1322; Filed, Feb. 8, 1962; 8:46 a.m.]

Notices

DEPARTMENT OF THE TREASURY

Coast Guard

[CGFR 61–64]

EQUIPMENT, INSTALLATIONS, OR MATERIALS

Approval Notice

1. Various items of lifesaving, fire-fighting, and miscellaneous equipment, installations, and materials used on merchant vessels subject to Coast Guard inspection or on certain motorboats and other pleasure craft are required by law and various regulations in 46 CFR Chapter I to be of types approved by the Commandant, United States Coast Guard. The procedures governing the granting of approvals, and cancellation, termination or withdrawal of approvals are set forth in 46 CFR 2.75–1 to 2.75–50, inclusive. For certain types of equipment, installations, and materials, specific specifications have been prescribed by the Commandant and are published in 46 CFR Parts 160 to 164, inclusive (Subchapter Q—Specifications), and detailed procedures for obtaining approvals are also described therein.

2. The Commandant's approval of a specific item is intended to provide a control over its quality. Therefore, such approval applies only to the item constructed or installed in accordance with the applicable requirements and the details described in the specific approval. If a specific item when manufactured does not comply with the details in the approval, then such item is not considered to have the Commandant's approval, and the certificate of approval issued to the manufacturer does not apply to such modified item. For example, if an item is manufactured with changes in design or material not previously approved, the approval does not apply to such modified item.

3. After a manufacturer has submitted satisfactory evidence that a particular item complies with the applicable laws and regulations, a Certificate of Approval (Form CGHQ–10030) will be issued to the manufacturer certifying that the item specified complies with the applicable laws and regulations and approval is given, which will be in effect for a period of 5 years from the date given unless sooner canceled or suspended by proper authority.

4. The purpose of this document is to notify all concerned that certain approvals were granted during the period from November 15, 1961, to December 7, 1961. These actions were taken in accordance with procedures set forth in 46 CFR 2.75–1 to 2.75–50, inclusive.

5. The delegations of authority for the Coast Guard's actions with respect to approvals may be found in Treasury Department Orders 120, dated July 31, 1950 (15 F.R. 6521), 167–14, dated November 26, 1954 (19 F.R. 8026), 167–15, dated January 3, 1955 (20 F.R. 840), 167–20, dated June 18, 1956 (21 F.R. 4894), CGFR 56–28, dated July 24, 1956 (21 F.R. 5659), or 167–38, dated October 26, 1959 (24 F.R. 8857), and the statutory authority may be found in R.S. 4405, as amended, 4462, as amended, 4488, as amended, 4491, as amended, secs. 1, 2, 49 Stat. 1544, as amended, sec. 17, 54 Stat. 166, as amended, sec. 3, 54 Stat. 346, as amended, sec. 3, 70 Stat. 152 (46 U.S.C. 375, 416, 481, 489, 367, 526p, 1333, 390b), sec. 4(e), 67 Stat. 462 (43 U.S.C. 1333 (e)), or sec. 3(c), 68 Stat. 675 (50 U.S.C. 198), and implementing regulations in 46 CFR Chapter I or 33 CFR Chapter I.

6. In Part I of this document are listed the approvals granted which shall be in effect for a period of 5 years from the dates granted, unless sooner canceled or suspended by proper authority.

PART I—APPROVALS OF EQUIPMENT, INSTALLATIONS, OR MATERIALS

BUOYANT APPARATUS

Approval No. 160.010/22/0, 6.25′ x 3.92′ x 0.67′ buoyant apparatus, 20-person capacity expanded unicellular polystyrene foam core with fibrous glass reinforced polyester resin shell, dwg. No. M–99–11, dated September 29, 1955, revised July 17, 1956, core and shell fabricated by Lawrence Wittman and Co., 40 Brooklyn Avenue, Massapequa, N.Y., manufactured by Marine Safety Equipment Corp., Point Pleasant Beach, N.J., effective December 4, 1961. (It is an extension of Approval No. 160.010/22/0 dated December 4, 1956.)

LIFE FLOATS

Approval No. 160.027/27/0, 9.0′ x 5.08′ (13″ dia. body section), rectangular hollow aluminum life float, 25-person capacity, dwg. No. 3348–2, dated June 28, 1951, manufactured by Welin Davit and Boat Division of Continental Copper and Steel Industries, Inc., Perth Amboy, N.J., effective December 7, 1961. (It is an extension of Approval No. 160.027/27/0 dated December 7, 1956 and published in the FEDERAL REGISTER January 30, 1957.)

DAVITS

Approval No. 160.032/128/0, mechanical davit, straight boom sheath screw, size A–7–0–S, approved for maximum working load of 8,000 pounds per set (4,000 pounds per arm), using 2-part falls, identified by general arrangement dwg. No. 619.S dated January 3, 1951, manufactured by C. C. Galbraith and Son, Inc., 99 Park Place, New York 7, N.Y., effective December 7, 1961. (It is an extension of Approval No. 160.032/128/0 dated December 7, 1956, published in the FEDERAL REGISTER January 30, 1957.)

LIFEBOATS

Approval No. 160.035/89/2, 16.0′ x 5.71′ x 2.3′ steel, oar-propelled lifeboat, 12-person capacity, identified by general arrangement and construction dwg. No. 49R–1612, dated August 27, 1950, and revised March 2, 1956; if mechanical disengaging apparatus is fitted, it shall be of an approved type and the installation in this particular lifeboat shall be approved by the Commandant; manufactured by Lane Lifeboat and Davit Corp., 8920 26th Avenue, Brooklyn 14, N.Y., effective December 4, 1961. (It is an extension of Approval No. 160.035/89/2 dated December 4, 1956.)

Approval No. 160.035/199/1, 26.0′ x 9.0′ x 3.83′ steel, hand-propelled lifeboat, 53-person capacity, identified by construction and arrangement dwg. No. 3183 dated April 9, 1956, revised May 2, 1956, manufactured by Welin Davit and Boat Division of Continental Copper and Steel Industries, Inc., Perth Amboy, N.J., effective December 4, 1961. (It is an extension of Approval No. 160.035/199/1 dated December 4, 1956.)

Approval No. 160.035/241/1, 36.5′ x 12.5′ x 5.33′ aluminum, hand-propelled lifeboat, 150-person capacity, identified by construction and arrangement dwg. No. 36–7C dated March 20, 1950, and revised June 20, 1956, manufactured by Marine Safety Equipment Corp., Point Pleasant Beach, N.J., effective December 4, 1961. (It is an extension of Approval No. 160.035/241/1 dated December 4, 1956.)

Approval No. 160.035/345/0, 26.0′ x 8.3′ x 3.6′ steel, hand-propelled lifeboat, 46-person capacity, identified by construction and arrangement dwg. No. 60011 dated May 16, 1955, and revised May 15, 1956, manufactured by Welin Davit and Boat Division of Continental Copper and Steel Industries, Inc., Perth Amboy, N.J., effective December 4, 1961. (It is an extension of Approval No. 160.035/345/0 dated December 4, 1956.)

Approval No. 160.035/350/0, 18.0′ x 6.0′ x 2.5′ steel, oar-propelled lifeboat, 18-person capacity, identified by construction and arrangement dwg. No. 18–5, dated February 29, 1956, and revised July 19, 1956; if mechanical disengaging apparatus is fitted, it shall be of an approved type and the installation in this particular lifeboat shall be approved by the Commandant; manufactured by Marine Safety Equipment Corp., Point Pleasant Beach, N.J., effective December 4, 1961. (It is an extension of Approval No. 160.035/350/0 dated December 4, 1956.)

Approval No. 160.035/416/0, 30.0′ x 10.0′ x 4.33′ fibrous glass reinforced plastic, hand-propelled lifeboat, 78-person capacity, identified by general arrangement dwg. No. 80289, Rev. E dated October 20, 1961, manufactured by Welin Davit and Boat Division of Continental Copper and Steel Industries, Inc., Perth Amboy, N.J., effective November 15, 1961.

Approval No. 160.035/422/0, 24.0′ x 8.33′ x 3.58′ steel, hand-propelled lifeboat, 43-person capacity, identified by construction and arrangement dwg. No. G–2443–H, revised November 1, 1961, manufactured by C. C. Galbraith and

Son, Inc., 99 Park Place, New York 7, N.Y., effective December 1, 1961.

BUOYANT VESTS, KAPOK OR FIBROUS GLASS, ADULT AND CHILD

NOTE: Approved for use on motorboats of Classes A, 1, or 2 not carrying passengers for hire.

Approval No. 160.047/339/0, Type I, Model AK–1, adult kapok buoyant vest, U.S.C.G. Specification Subpart 160.047, manufactured by Ben-Sun Products Co., 70 South Railroad Street, New London, Ohio, effective November 15, 1961. (It supersedes Approval No. 160.047/339/0 dated June 21, 1960, to show change of name and address of manufacturer.)

Approval No. 160.047/340/0, Type I, Model CKM–1, child kapok buoyant vest, U.S.C.G. Specification Subpart 160.047, manufactured by Ben-Sun Products Co., 70 South Railroad Street, New London, Ohio, effective November 15, 1961. (It supersedes Approval No. 160.047/340/0 dated June 21, 1960, to show change of name and address of manufacturer.)

Approval No. 160.047/341/0, Type I, Model CKS–1, child kapok buoyant vest, U.S.C.G. Specification Subpart 160.047, manufactured by Ben-Sun Products Co., 70 South Railroad Street, New London, Ohio, effective November 15, 1961. (It supersedes Approval No. 160.047/341/0 dated June 21, 1960, to show change of name and address of manufacturer.)

BUOYANT CUSHIONS, KAPOK OR FIBROUS GLASS

NOTE: Approved for use on motorboats of Classes A, 1, or 2 not carrying passengers for hire.

Approval No. 160.048/76/1, group approval for rectangular and trapezoidal kapok buoyant cushions, U.S.C.G. Specification Subpart 160.048, sizes and weights of kapok filling to be as per Table 160.048–4(c)(1)(i), manufactured by Ben-Sun Products Co., 70 South Railroad Street, New London, Ohio, effective November 15, 1961. (It supersedes Approval No. 160.048/76/1 dated August 16, 1960, to show change of name and address of manufacturer.)

Approval No. 160.048/77/0, special approval for 15" x 15" x 2" rectangular kapok buoyant cushion, 20-oz. kapok, U.S.C.G. Specification Subpart 160.048, manufactured by W. L. Dumas Manufacturing Co., 14 A Street, Northwest, Miami, Okla., effective December 4, 1961. (It is an extension of Approval No. 160.048/77/0 dated December 4, 1956.)

LIGHTS (WATER): ELECTRIC, FLOATING, AUTOMATIC (WITH BRACKET FOR MOUNTING)

Approval No. 161.001/5/2, Lights (water); electric, floating, automatic (with bracket for mounting), dwg, E–951, Alt. 1, rev. D, dated November 21, 1961, manufactured by Galbraith-Pilot Marine Corp., 600 4th Avenue, Brooklyn 15, N.Y., effective December 1, 1961. (It supersedes Approval No. 161.001/5/1, dated November 1, 1957.)

TELEPHONE SYSTEMS, SOUND POWERED

Approval No. 161.055/42/0, sound powered telephone station, selective ringing, common talking, bulkhead mounting, splashproof, with internal hand generator bell, dwg. B–169, Alt. 1, Type 8D, 8 stations maximum and Type 17D, 17 stations maximum, for use in locations not exposed to the weather and where a load ringing bell is not necessary, manufactured by Sig-Trans, Inc., Haverhill Road, Amesbury, Mass., effective December 4, 1961. (It is an extension of Approval No. 161.005/42/0 dated December 4, 1956.)

Approval No. 161.005/44/0, sound powered telephone station, selective ringing, common talking, bulkhead mounting, watertight, with attached 6" or 8" hand generator bell, dwg. B–171, Alt. 1, Type 8W, 8 stations maximum and Type 17W, 17 stations maximum, manufactured by Sig-Trans, Inc., Haverhill Road, Amesbury, Mass., effective December 4, 1961. (It is an extension of Approval No. 161.005/44/0 dated December 4, 1956.)

Approval No. 161.005/45/0, sound powered telephone station, selective ringing, common talking, pedestal mounting, watertight, with attached 6" or 8" hand generator bell, dwg. B–172, Alt. 1, Type 8WP, 8 stations maximum and Type 17WP, 17 stations maximum, manufactured by Sig-Trans, Inc., Haverhill Road, Amesbury, Mass., effective December 4, 1961. (It is an extension of Approval No. 161.005/45/0 dated December 4, 1956.)

SAFETY VALVES (POWER BOILERS)

Approval No. 162.001/224/0, Style HN–MS–35–6, carbon steel body pop safety valve, exposed spring, maximum pressure 900 p.s.i., maximum temperature 650° F., dwg. No. HV–34–MS, issued September 21, 1961; approved for sizes 1½", 2", 2½", 3", and 4"; manufactured by Crosby-Ashton, Wrentham, Mass., effective December 1, 1961.

Approval No. 162.001/225/0, Style HN–MS–36–6, carbon steel body pop safety valve, exposed spring, maximum pressure 850 p.s.i., maximum temperature 750° F., dwg. No. HV–34–MS, issued September 21, 1961; approved for sizes 1½", 2", 2½", 3", and 4"; manufactured by Crosby-Ashton, Wrentham, Mass., effective December 1, 1961.

SAFETY VALVES (STEAM HEATING BOILERS)

Approval No. 162.012/2/1, No. 2568 safety valve, cast iron body and brass base, for low pressure steam heating boilers, dwg. No. K–955–A, dated January 21, 1956, approved in the sizes shown below for a maximum pressure of 15 p.s.i.:

Size (inches)	Capacity (pounds/hour)	Size (inches)	Capacity (pounds/hour)
¾	360	2	2,140
1	580	2½	3,485
1¼	870	3	4,865
1½	1,125		

manufactured by Crane Co., 836 South Michigan Avenue, Chicago 5, Ill., effective December 4, 1961. (It is an extension of Approval No. 162.012/2/1 dated December 4, 1956.)

FLAME ARRESTERS, BACKFIRE (FOR CARBURETORS)

Approval No. 162.015/8/3, Model No. C175–11 backfire flame arrester for carburetors, dwg. No. C175–11, revision B, dated May 18, 1954, manufactured by Zenith Carburetor Division, Bendix Aviation Corp., 696 Hart Avenue, Detroit 14, Mich., effective December 4, 1961. (It is an extension of Approval No. 162.015/8/3 dated December 4, 1956.)

Approval No. 162.015/9/3, Model No. C175–11A backfire flame arrester for carburetors, dwg. No. C175–11A, revision B, dated May 18, 1954, manufactured by Zenith Carburetor Division, Bendix Aviation Corp., 696 Hart Avenue, Detroit 14, Mich., effective December 4, 1961. (It is an extension of Approval No. 162.015/9/3 dated December 4, 1956.)

Approval No. 162.015/10/2, Model No. B175–19A backfire flame arrester for carburetors, dwg. No. B175–19A, revision A, dated May 21, 1954, manufactured by Zenith Carburetor Division, Bendix Aviation Corp., 696 Hart Avenue, Detroit 14, Mich., effective December 4, 1961. (It is an extension of Approval No. 162.015/10/2 dated December 4, 1956.)

Approval No. 162.015/11/2, Model B175–18 backfire flame arrester for carburetors, dwg. No. B175–18, revision A, dated May 21, 1954, manufactured by Zenith Carburetor Division, Bendix Aviation Corp., 696 Hart Avenue, Detroit 14, Mich., effective December 4, 1961. (It is an extension of Approval No. 162.015/11/2 dated December 4, 1956.)

Approval No. 162.015/12/2, Model No. B175–17 backfire flame arrester for carburetors, dwg. No. B175–17, revision B, dated May 21, 1954, manufactured by Zenith Carburetor Division, Bendix Aviation Corp., 696 Hart Avenue, Detroit 14, Mich., effective December 4, 1961. (It is an extension of Approval No. 162.015/11/2 dated December 4, 1956.)

Approval No. 162.015/13/2, Model No. B175–14, backfire flame arrester for carburetors, dwg. No. B175–14, revision B, dated May 21, 1954, manufactured by Zenith Carburetor Division, Bendix Aviation Corp., 696 Hart Avenue, Detroit 14, Mich., effective December 4, 1961. (It is an extension of Approval No. 162.015/13/2 dated December 4, 1956.)

Approval No. 162.015/14/2, Model No. B175–12 backfire flame arrester for carburetors, dwg. No. B175–12, revision A, dated May 27, 1954, manufactured by Zenith Carburetor Division, Bendix Aviation Corp., 696 Hart Avenue, Detroit 14, Mich., effective December 4, 1961. (It is an extension of Approval No. 162.015/14/2 dated December 4, 1956.)

Approval No. 162.015/15/2, Model No. B175–12A backfire flame arrester for carburetors, dwg. No. B175–12A, revision A, dated May 21, 1954, manufactured by Zenith Carburetor Division, Bendix Aviation Corp., 696 Hart Avenue, Detroit 14, Mich., effective December 4, 1961. (It is an extension of Approval No. 162.015/15/2 dated December 4, 1956.)

Approval No. 162.015/16/2, Model No. B175–13B backfire flame arrester for carburetors, dwg. No. B175–13B, revision A, dated May 21, 1954, manufactured by Zenith Carburetor Division, Bendix

Aviation Corp., 696 Hart Avenue, Detroit 14, Mich., effective December 4, 1961. (It is an extension of Approval No. 162.015/16/2 dated December 4, 1956.)

Approval No. 162.015/17/2, Model No. B175–13 backfire flame arrester for carburetors, dwg. No. B175–13, revision A, dated May 21, 1954, manufactured by Zenith Carburetor Division, Bendix Aviation Corp., 696 Hart Avenue, Detroit 14, Mich., effective December 4, 1961. (It is an extension of Approval No. 162.015/17/2 dated December 4, 1956.)

Approval No. 162.015/18/2, Model No. B175–13A backfire flame arrester for carburetors, dwg. No. B175–13A, revision A, dated May 21, 1954, manufactured by Zenith Carburetor Division, Bendix Aviation Corp., 696 Hart Avenue, Detroit 14, Mich., effective December 4, 1961. (It is an extension of Approval No. 162.015/18/2 dated December 4, 1956.)

Approval No. 162.015/20/1, Model No. B175–1 backfire flame arrester for carburetors, dwg. No. B175–1, dated May 10, 1946, manufactured by Zenith Carburetor Division, Bendix Aviation Corp., 696 Hart Avenue, Detroit 14, Mich., effective December 4, 1961. (It is an extension of Approval No. 162.015/20/1 dated December 4, 1956.)

Approval No. 162.015/21/1, Model No. B175–3 backfire flame arrester for carburetors, dwg. No. B175–3, revision A, dated May 21, 1954, manufactured by Zenith Carburetor Division, Bendix Aviation Corp., 696 Hart Avenue, Detroit 14, Mich., effective December 4, 1961. (It is an extension of 162.015/21/1 dated December 4, 1956.)

Approval No. 162.015/25/1, Model No. B175–20 backfire flame arrester for carburetors, dwg. No. B175–20, revision A, dated May 21, 1954, manufactured by Zenith Carburetor Division, Bendix Aviation Corp., 696 Hart Avenue, Detroit 14, Mich., effective December 4, 1961. (It is an extension of Approval No. 162.015/25/1 dated December 4, 1956.)

Approval No. 162.015/26/1, Model No. B175–21 backfire flame arrester for carburetors, dwg. B175–21, revision A, dated May 21, 1954, manufactured by Zenith Carburetor Division, Bendix Aviation Corp., 696 Hart Avenue, Detroit 14, Mich., effective December 4, 1961. (It is an extension of Approval No. 162.015/26/1 dated December 4, 1956.)

Approval No. 162.015/27/1, Model No. B175–19 backfire flame arrester for carburetors, dwg. No. B175–19, revision A, dated May 21, 1954, manufactured by Zenith Carburetor Division, Bendix Aviation Corp., 696 Hart Avenue, Detroit 14, Mich., effective December 4, 1961. (It is an extension of Approval No. 162.015/27/1 dated December 4, 1956.)

FLAME ARRESTERS FOR TANK VESSELS

Approval No. 162.016/6/2, Figure No. ST–4300 flame arrester, cast iron or aluminum body, and aluminum, copper, or stainless steel tube bank, dwg. No. ST–10616, dated August 28, 1956, approved for 3", 4", 6", and 8" sizes, for use with inflammable or combustible liquids of Grade A or lower, manufactured by Shand and Jurs Co., Carlton and Eighth Streets, Berkeley 10, Calif., effective December 4, 1961. (It is an extension of Approval No. 162.016/6/2 dated December 4, 1956.)

GAUGING DEVICES, LIQUID, LEVEL, LIQUEFIED COMPRESSED GAS

Approval No. 162.019/7/0, Models Nos. 60D and 60D/SS liquefied compressed gas slip tube liquid level gauge, dwg. No. 176, dated August 10, 1955, revision 4, dated September 9, 1958, manufactured by Metal Goods Manufacturing Co., 106–110 South Park Avenue, Bartlesville, Okla., effective December 4, 1961. (It is an extension of Approval No. 162.019/7/0 dated December 4, 1956.)

DECK COVERINGS

Approval No. 164.006/40/0, "Hill Brothers C G Base Coat" and "C G Red Top", magnesite type deck covering identical to that described in National Bureau of Standards Test Report No. TG10210–1787:FP3069 dated August 30, 1951, approved for use with other insulating material to meet Class A–60 requirements in a 1½" thickness, manufactured by Hill Brothers Chemical Co., 2159 Bay Street, Los Angeles 21, Calif., effective December 7, 1961. (It is an extension of Approval No. 164.006/40/0 dated December 7, 1956, published in the FEDERAL REGISTER January 30, 1957.)

INCOMBUSTIBLE MATERIALS

Approval No. 164.009/38/0, "Super-Fine 050B", glass fiber insulation type incombustible material in one-half pound per cubic foot density, identical to that referred to in National Bureau of Standards Test Report No. TG10210–1977:FP3368 dated July 26, 1956, manufactured by Johns-Manville Sales Corp., 22 East 40th Street, New York 16, N.Y., effective December 4, 1961. (It is an extension of Approval No. 164.009/38/0 dated December 4, 1956.)

Approval No. 164.009/40/0, "Cellamite" asbestos paper type incombustible material identical to that described in Commandant, U.S. Coast Guard letter dated July 10, 1956, file JJ/164.009/40, manufactured by Johns-Manville Sales Corp., 22 East 40th Street, New York 16, N.Y., effective December 4, 1961. (It is an extension of Approval No. 164.009/40/0 dated December 4, 1956.)

Dated: January 31, 1962.

[SEAL] A. C. RICHMOND,
Admiral, U.S. Coast Guard,
Commandant.

[F.R. Doc. 62–1351; Filed, Feb. 8, 1962; 8:49 a.m.]

Office of the Secretary

[Dept. Circular, Public Debt Series No. 2–62]

3½ PERCENT TREASURY CERTIFICATES OF INDEBTEDNESS OF SERIES A–1963

Offering of Certificates

FEBRUARY 5, 1962.

I. *Offering of certificates.* 1. The Secretary of the Treasury, pursuant to the authority of the Second Liberty Bond Act, as amended, invites subscriptions, at par, from the people of the United States for certificates of indebtedness of the United States, designated 3½ percent Treasury Certificates of Indebtedness of Series A–1963, in exchange for any of the following notes:

3⅝ percent Treasury Notes of Series A–1962, maturing February 15, 1962.
4 percent Treasury Notes of Series D–1962, maturing February 15, 1962.
3¼ percent Treasury Notes of Series F–1962, maturing February 15, 1962.
1½ percent Treasury Notes of Series EA–1962, maturing April 1, 1962.

Interest will be adjusted in the case of the 1½ percent Treasury Notes of Series EA–1962 as set forth in Section IV hereof. The amount of the offering under this circular will be limited to the amount of eligible notes tendered in exchange and accepted. The books will be open only on February 5 through February 7, 1962, for the receipt of subscriptions for this issue.

2. In addition to the offering under this circular, holders of the eligible notes are offered the privilege of exchanging all or any part of such notes for 4 percent Treasury Notes of Series A–1966, which offering is set forth in Department Circular, Public Debt Series—No. 3–62, issued simultaneously with this circular.

II. *Description of certificates.* 1. The certificates will be dated February 15, 1962, and will bear interest from that date at the rate of 3½ percent per annum, payable semiannually on August 15, 1962, and February 15, 1963. They will mature February 15, 1963, and will not be subject to call for redemption prior to maturity.

2. The income derived from the certificates is subject to all taxes imposed under the Internal Revenue Code of 1954. The certificates are subject to estate, inheritance, gift or other excise taxes, whether Federal or State, but are exempt from all taxation now or hereafter imposed on the principal or interest thereof by any State, or any of the possessions of the United States, or by any local taxing authority.

3. The certificates will be acceptable to secure deposits of public moneys. They will not be acceptable in payment of taxes.

4. Bearer certificates with interest coupons attached will be issued in denominations of $1,000, $5,000, $10,000, $100,000, $1,000,000, $100,000,000, and $500,000,000. The certificates will not be issued in registered form.

5. The certificates will be subject to the general regulations of the Treasury Department, now or hereafter prescribed, governing United States certificates.

III. *Subscription and allotment.* 1. Subscriptions will be received at the Federal Reserve Banks and Branches and at the Office of the Treasurer of the United States, Washington 25, D.C. Banking institutions generally may submit subscriptions for account of customers, but only the Federal Reserve Banks and the Treasury Department are authorized to act as official agencies.

2. The Secretary of the Treasury reserves the right to reject or reduce any subscription, and to allot less than the amount of certificates applied for; and

any action he may take in these respects shall be final. Subject to these reservations, all subscriptions will be allotted in full. Allotment notices will be sent out promptly upon allotment.

IV. *Payment.* 1. Payment for the face amount of certificates allotted hereunder must be made on or before February 15, 1962, or on later allotment, and may be made only in notes of the four series enumerated in Section I hereof, which will be accepted at par, and should accompany the subscription. Coupons dated February 15, 1962, should be detached and cashed when due by holders of the maturing notes of Series A–1962, Series D–1962, and Series F–1962 in coupon form. In the case of registered notes of Series F–1962, the final interest due on February 15, 1962, will be paid by check drawn in accordance with the assignments on the notes surrendered, or by credit in any account maintained by a banking institution with the Federal Reserve Bank of its District. Coupons dated April 1, 1962, must be attached to the 1½ percent Treasury Notes of Series EA–1962 when surrendered and accrued interest from October 1, 1961, to March 1, 1962 ($6.22253 per $1,000), will be credited, accrued interest from February 15, 1962, to March 1, 1962 ($1.35359 per $1,000), on the certificates to be issued will be charged, and the difference ($4.86894 per $1,000) will be paid to subscribers following acceptance of the notes.

V. *Assignment of registered notes.* 1. Treasury Notes of Series F–1962 in registered form tendered in payment for certificates offered hereunder should be assigned by the registered payee or assignees thereof to "The Secretary of the Treasury for exchange for 3½ percent Treasury Certificates of Indebtedness of Series A–1963 to be delivered to ------", in accordance with the general regulations of the Treasury Department governing assignments for transfer or exchange, and thereafter should be surrendered with the subscription to a Federal Reserve Bank or Branch or to the Office of the Treasurer of the United States, Washington 25, D.C. The notes must be delivered at the expense and risk of the holder.

VI. *General provisions.* 1. As fiscal agents of the United States, Federal Reserve Banks are authorized and requested to receive subscriptions, to make allotments on the basis and up to the amounts indicated by the Secretary of the Treasury to the Federal Reserve Banks of the respective Districts, to issue allotment notices, to receive payment for certificates allotted, to make delivery of certificates on full-paid subscriptions allotted, and they may issue interim receipts pending delivery of the definitive certificates.

2. The Secretary of the Treasury may at any time, or from time to time, prescribe supplemental or amendatory rules and regulations governing the offering, which will be communicated promptly to the Federal Reserve Banks.

[SEAL] DOUGLAS DILLON,
Secretary of the Treasury.

[F.R. Doc. 62–1353; Filed, Feb. 8, 1962; 8:49 a.m.]

[Dept. Circular, Public Debt Series No. 3–62]

4 PERCENT TREASURY NOTES OF SERIES A–1966

Offering of Notes

FEBRUARY 5, 1962.

I. *Offering of notes.* 1. The Secretary of the Treasury, pursuant to the authority of the Second Liberty Bond Act, as amended, invites subscriptions, at par, from the people of the United States for notes of the United States, designated 4 percent Treasury Notes of Series A–1966, in exchange for any of the following notes:

- 3⅝ percent Treasury Notes of Series A–1962, maturing February 15, 1962.
- 4 percent Treasury Notes of Series D–1962, maturing February 15, 1962.
- 3¼ percent Treasury Notes of Series F–1962, maturing February 15, 1962.
- 1½ percent Treasury Notes of Series EA–1962, maturing April 1, 1962.

Interest will be adjusted in the case of the 1½ percent Treasury Notes of Series EA–1962 as set forth in Section IV hereof. The amount of the offering under this circular will be limited to the amount of eligible notes tendered in exchange and accepted. The books will be open only on February 5 through February 7, 1962, for the receipt of subscriptions for this issue.

2. In addition to the offering under this circular, holders of the eligible notes are offered the privilege of exchanging all or any part of such notes for 3½ percent Treasury Certificates of Indebtedness of Series A–1963, which offering is set forth in Department Circular, Public Debt Series No. 2–62, issued simultaneously with this circular.

II. *Description of notes.* 1. The notes will be dated February 15, 1962, and will bear interest from that date at the rate of 4 percent per annum, payable semiannually on August 15, 1962, and thereafter on February 15 and August 15 in each year until the principal amount becomes payable. They will mature August 15, 1966, and will not be subject to call for redemption prior to maturity.

2. The income derived from the notes is subject to all taxes imposed under the Internal Revenue Code of 1954. The notes are subject to estate, inheritance, gift or other excise taxes, whether Federal or State, but are exempt from all taxation now or hereafter imposed on the principal or interest thereof by any State, or any of the possessions of the United States, or by any local taxing authority.

3. The notes will be acceptable to secure deposits of public moneys. They will not be acceptable in payment of taxes.

4. Bearer notes with interest coupons attached, and notes registered as to principal and interest, will be issued in denominations of $1,000, $5,000, $10,000, $100,000, $1,000,000, $100,000,000, and $500,000,000. Provision will be made for the interchange of notes of different denominations and of coupon and registered notes, and for the transfer of registered notes, under rules and regulations prescribed by the Secretary of the Treasury.

5. The notes will be subject to the general regulations of the Treasury Department, now or hereafter prescribed, governing United States notes.

III. *Subscription and allotment.* 1. Subscriptions will be received at the Federal Reserve Banks and Branches and at the Office of the Treasurer of the United States, Washington 25, D.C. Banking institutions generally may submit subscriptions for account of customers, but only the Federal Reserve Banks and the Treasury Department are authorized to act as official agencies.

2. The Secretary of the Treasury reserves the right to reject or reduce any subscription, and to allot less than the amount of notes applied for; and any action he may take in these respects shall be final. Subject to these reservations, all subscriptions will be allotted in full. Allotment notices will be sent out promptly upon allotment.

IV. *Payment.* 1. Payment for the face amount of notes allotted hereunder must be made on or before February 15, 1962, or on later allotment, and may be made only in notes of the four series enumerated in Section I hereof, which will be accepted at par, and should accompany the subscription. Coupons dated February 15, 1962, should be detached and cashed when due by holders of the maturing notes of Series A–1962, Series D–1962, and Series F–1962 in coupon form. In the case of registered notes of Series F–1962, the final interest due on February 15, 1962, will be paid by check drawn in accordance with the assignments on the notes surrendered, or by credit in any account maintained by a banking institution with the Federal Reserve Bank of its District. Coupons dated April 1, 1962, must be attached to the 1½ percent Treasury Notes of Series EA–1962 when surrendered and accrued interest from October 1, 1961, to March 1, 1962 ($6.22253 per $1,000), will be credited, accrued interest from February 15, 1962, to March 1, 1962 ($1.54696 per $1,000), on the new notes to be issued will be charged, and the difference ($4.67557 per $1,000) will be paid to subscribers following acceptance of the notes of Series EA–1962.

V. *Assignment of registered notes.* 1. Treasury Notes of Series F–1962 in registered form tendered in payment for notes offered hereunder should be assigned by the registered payees or assignees thereof, in accordance with the general regulations of the Treasury Department governing assignments for transfer or exchange, in one of the forms hereafter set forth, and thereafter should be surrendered with the subscription to a Federal Reserve Bank or Branch or to the Office of the Treasurer of the United States, Washington 25, D.C. The notes must be delivered at the expense and risk of the holder. If the new notes are desired registered in the same name as the notes surrendered, the assignment should be to "The Secretary of the Treasury for exchange for 4 percent Treasury Notes of Series A–1966"; if the new notes are desired registered in another name, the assignment should be to "The Secretary of the

Treasury for exchange for 4 percent Treasury Notes of Series A–1966 in the name of _____"; if new notes in coupon form are desired, the assignment should be to "The Secretary of the Treasury for exchange for 4 percent Treasury Notes of Series A–1966 in coupon form to be delivered to _____".

VI. *General provisions.* 1. As fiscal agents of the United States, Federal Reserve Banks are authorized and requested to receive subscriptions, to make allotments on the basis an up to the amounts indicated by the Secretary of the Treasury to the Federal Reserve Banks of the respective Districts, to issue allotment notices, to receive payment for notes allotted, to make delivery of notes on full-paid subscriptions allotted, and they may issue interim receipts pending delivery of the definitive notes.

2. The Secretary of the Treasury may at any time, or from time to time, prescribe supplemental or amendatory rules and regulations governing the offering, which will be communicated promptly to the Federal Reserve Banks.

[SEAL] DOUGLAS DILLON,
Secretary of the Treasury.

[F.R. Doc. 62–1354; Filed, Feb. 8, 1962; 8:49 a.m.]

DEPARTMENT OF THE INTERIOR

Bureau of Land Management

CALIFORNIA

Notice of Proposed Withdrawal and Reservation of Lands

The Forest Service, United States Department of Agriculture, has filed an application, Serial No. Los Angeles 0134244, for the withdrawal of certain lands from location and entry, under the General Mining Laws, subject, however, to existing withdrawals and to valid existing rights.

These lands have previously been withdrawn for the Sequoia National Forest Reserve by Presidential Proclamation dated November 5, 1891, and as such have been open to entry under the mining laws. The applicant desired the exclusion of mining activity from all National Forest land between the Kern River Channel and 200 feet east of the center line of the Kernville-Johnsondale Highway, as such lands are needed by the Forest Service as Roadside Zones.

For a period of 30 days from the date of publication of this notice, all persons who wish to submit comments, suggestions, or objections in connection with the proposed withdrawal may present their views in writing to the undersigned officer of the Bureau of Land Management, Department of the Interior, 1414 8th Street, Box 723, Riverside, California.

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

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

The lands involved in the application are all National Forest land between the Kern River Channel and 200 feet east of the center line of the Kernville-Johnsondale Highway through the following legal subdivisions:

MOUNT DIABLO MERIDIAN

T. 23 S., R. 33 E.,
Sec. 30, Lots 2, 3, 4, E½SW¼;
Sec. 31, Lot 1, E½NW¼, W½NE¼, SE¼NE¼, W½SE¼, SE¼SE¼.
T. 24 S., R. 33 E.,
Sec. 5, SW¼NW¼, NE¼SW¼, W½SW¼, SE¼SW¼;
Sec. 6, Lots 1 and 2, S½NE¼, N½SE¼;
Sec. 8, W½;
Sec. 17, NW¼, N½SW¼, SW¼SW¼;
Sec. 18, SE¼SE¼;
Sec. 19, NE¼, SE¼NW¼, E½SW¼, W½SE¼;
Sec. 20, NW¼NW¼;
Sec. 29, SW¼SW¼;
Sec. 30, NE¼, N½SE¼, SE¼SE¼;
Sec. 31, E½NE¼, NE¼SE¼;
Sec. 32, W½W½, SE¼SW¼.
T. 25 S., R. 33 E.,
Sec. 4, Lot 3, SE¼NW¼, N½SW¼, W½SE¼, SE¼SE¼;
Sec. 9, NE¼NE¼;
Sec. 10, W½NW¼, SE¼NW¼, N½SW¼, NW¼SE¼.

The lands are located within Sequoia National Forest Reserve in the southeastern portion of Tulare County, Calif.

OLIVER W. JOHNSON,
Acting Manager.

FEBRUARY 2, 1962.

[F.R. Doc. 62–1338; Filed, Feb. 8, 1962; 8:48 a.m.]

DEPARTMENT OF DEFENSE

Office of the Secretary

COMMANDER IN CHIEF, UNITED STATES STRIKE COMMAND

Authority To Convene General Courts-Martial

The Deputy Secretary of Defense approved the following delegation of authority on January 19, 1962:

By virtue of the authority delegated to me by the President in Executive Order 10428 of January 17, 1953, and pursuant to the Uniform Code of Military Justice, Article 22(a)(7), I empower the Commander in Chief, United States Strike Command, to convene general courts-martial, and, further, pursuant to the Uniform Code of Military Justice, Article 17(a), and the Manual for Courts-Martial, United States, 1951, paragraph 13, I empower such officer to refer for trial by courts-martial the cases of members of any of the armed forces who are assigned to or on duty with the Headquarters, United States Strike Command. In accordance with the Manual for Courts-Martial, United States, 1951, paragraph 5a(2) and appendix 4, this Directive will be cited in orders appointing courts-martial under this authority.

MAURICE W. ROCHE,
Administrative Secretary,
Office of the Secretary of Defense.

[F.R. Doc. 62–1332; Filed, Feb. 8, 1962; 8:47 a.m.]

DEPARTMENT OF COMMERCE

Office of the Secretary

[Dept. Order 90 (Rev.), Amdt. 1]

NATIONAL BUREAU OF STANDARDS

Organization and Functions

The material appearing at 26 F.R. 7976–7977 of August 25, 1961, is amended as follows:

Department Order No. 90 (Revised) of June 29, 1961, section 2.023 is amended to read as follows:

3. Divisions of Boulder Laboratories:

Administrative.
Cryogenic Engineering.
Radio Standards Laboratory:
  Radio Physics.
  Circuit Standards.
Central Radio Propagation Laboratory:
  Ionosphere Research and Propagation.
  Radio Propagation Engineering.
  Radio Systems.
  Upper Atmosphere and Space Physics.

Effective date: January 26, 1962.

CARLTON HAYWARD,
Acting Deputy Assistant Secretary for Administration.

[F.R. Doc. 62–1317; Filed, Feb. 8, 1962; 8:45 a.m.]

FRANK R. BAILEY

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 as reported in the FEDERAL REGISTER during the past six months.

A. Deletions: No change.
B. Additions: No change.

This statement is made as of February 1, 1962.

FRANK R. BAILEY.

FEBRUARY 1, 1962.

[F.R. Doc. 62–1346; Filed, Feb. 8, 1962; 8:49 a.m.]

JAMES A. BRANDT

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 as reported in the FEDERAL REGISTER during the past six months.

A. Deletions: Pickle Crow Mines, Limited, Transitron Electronics Corp.
B. Additions: None.

This statement is made as of January 27, 1962.

JAMES A. BRANDT.

JANUARY 27, 1962.

[F.R. Doc. 62–1347; Filed, Feb. 8, 1962; 8:49 a.m.]

RICHARD N. HOERNER, JR.

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 as reported in the FEDERAL REGISTER during the past six months.

A. Deletions: No change.
B. Additions: Aereon Corporation.

This statement is made as of January 24, 1962.

RICHARD N. HOERNER, Jr.

JANUARY 31, 1962.

[F.R. Doc. 62-1348; Filed, Feb. 8, 1962; 8:49 a.m.]

ATOMIC ENERGY COMMISSION

[Docket No. 50-193]

RHODE ISLAND AND PROVIDENCE PLANTATIONS ATOMIC ENERGY COMMISSION

Notice of Application for Construction Permit and Utilization Facility License

Please take notice that Rhode Island and Providence Plantations Atomic Energy Commission, 108 East Hall, University of Rhode Island, Kingston, Rhode Island, under section 104c of the Atomic Energy Act of 1954, as amended, has submitted an application for a license to construct and operate a three megawatt (thermal) pool-type nuclear research reactor at Fort Kearney in Narragansett, Rhode Island.

A copy of the application is available for public inspection in the AEC Public Document Room, 1717 H Street NW., Washington, D.C.

Dated at Germantown, Md., this 1st day of February 1962.

For the Atomic Energy Commission.

ROBERT H. BRYAN,
Chief, Research and Power Reactor Safety Branch, Division of Licensing and Regulation.

[F.R. Doc. 62-1313; Filed, Feb. 8, 1962; 8:45 a.m.]

[Docket No. 50-54]

UNION CARBIDE CORP.

Notice of Issuance of Facility License Amendment

Please take notice that the Atomic Energy Commission has issued Amendment No. 3, set forth below, to Facility License No. R-81. The license authorizes Union Carbide Corporation to operate its pool-type nuclear reactor located in Sterling Forest, New York. The amendment adds a condition to the license providing certain limitations on the excess reactivity which may be loaded into the reactor.

The Commission has found that operation of the reactor in accordance with the license, as amended, will not present undue hazard to the health and safety of the public and will not be inimical to the common defense and security.

The Commission has further found that prior public notice of proposed issuance of this amendment is not necessary in the public interest since operation of the reactor in accordance with the license, as amended, would not present any substantial change in the hazards to the health and safety of the public from those previously considered and evaluated in connection with the previously approved operations.

In accordance with § 2.102(a) of the Commission's rules of practice (10 CFR Part 2) the Commission will direct the holding of a formal hearing on the matter of issuance of the license amendment upon receipt of a request therefor from the licensee or a petition to intervene pursuant to § 2.705 of the rules of practice within 30 days after the issuance of the license amendment. Petitions for leave to intervene and requests for a formal hearing shall be filed in accordance with the provisions of § 2.700 of the Commission's rules of practice (10 CFR Part 2).

The licensee's letter dated December 1, 1961 reporting certain reactivity values measured during reactor startup may be inspected at the Commission's Public Document Room, 1717 H Street NW., Washington 25, D.C.

Dated at Germantown, Md., this 1st day of February 1962.

For the Atomic Energy Commission.

ROBERT H. BRYAN,
Chief, Research and Power Reactor Safety Branch, Division of Licensing and Regulation.

[License No. R-81; Amdt. 3]

License No. R-81 which authorizes Union Carbide Corporation to operate its pool-type nuclear reactor located in Sterling Forest, New York, is hereby amended by adding the following condition thereto:

The reactor shall always be loaded in such a manner that it would be subcritical by a reactivity of at least 0.5 percent delta k/k if the maximum worth rod were in its withdrawn position and all other rods inserted; provided, however, that in no case shall the reactor be loaded with an excess reactivity of greater than 10.2 percent delta k/k.

This amendment is effective as of the date of issuance.

Date of issuance: February 1, 1962.

For the Atomic Energy Commission.

ROBERT H. BRYAN,
Chief, Research and Power Reactor Safety Branch, Division of Licensing and Regulation.

[F.R. Doc. 62-1314; Filed, Feb. 8, 1962; 8:45 a.m.]

[Docket No. 50-43]

U.S. NAVAL POSTGRADUATE SCHOOL

Notice of Issuance of Facility License Amendment

Please take notice that no request for a formal hearing having been filed following filing of the notice of proposed action with the Office of the Federal Register on June 21, 1961, the Atomic Energy Commission has issued Amendment No. 1 to Facility License No. R-11 authorizing U.S. Naval Postgraduate School to operate its reactor Model AGN-201, Serial No. 100, continuously at power levels up to 20 watts (thermal) and intermittently at power levels up to 1000 watts (thermal) at the new location in Building 224 on the School's campus in Monterey, California. The notice of proposed issuance was published in the FEDERAL REGISTER on June 22, 1961, 26 F.R. 5586.

Dated at Germantown, Md., this 31st day of January 1962.

For the Atomic Energy Commission.

ROBERT H. BRYAN,
Chief, Research and Power Reactor Safety Branch, Division of Licensing and Regulation.

[F.R. Doc. 62-1315; Filed, Feb. 8, 1962; 8:45 a.m.]

CIVIL AERONAUTICS BOARD

[Docket No. 13376; Order E-17987]

NORTHWEST AIRLINES, INC.

Alaskan Fare Increases

Adopted by the Civil Aeronautics Board at its office in Washington, D.C., on the 6th day of February 1962.

By tariff filing effective February 10, 1962, Northwest Airlines, Inc. proposes to increase its local tourist class fares between Seattle and Anchorage by three percent, and to increase other local and joint tourist class fares between points in the 48 States, on the one hand, and points within Alaska, on the other, not to exceed three percent. No change has been proposed in Northwest's first-class jet and propeller fares between points within the 48 States, on the one hand, and points within Alaska, on the other, except for joint fares between Seattle and Galena.

Northwest has submitted no data in support of its tariff proposal to indicate a need of increased revenue from its services to Alaska, nor does the Board have available current data of its operating results from which we can find a need for an increase in revenues for this carrier in this market.

Northwest operates jet aircraft between Seattle and Anchorage providing both first-class and tourist service and also provides tourist service to Alaska with piston powered equipment in an all tourist configuration. The present

tourist fares to Alaska approxmiate 77–78 percent of the first-class fares. Northwest's proposal to increase its tourist fares by three percent with no such increase in the first-class fares will reduce the fare differential between these services by a significant amount. The Board, in its Order of Investigation and Suspension In the Matter of Passenger Fares Proposed by United Air Lines, Inc.[1] stated that it was not convinced that the existing fare differential in domestic service between first-class and coach fares is greater than the difference between the seat-mile costs of the respective services or that coach services are inherently less profitable than first-class. In that order we noted that the effectuation of a general revenue increase by raising coach fares might tend to inhibit the growth of traffic and magnify the difficulty in improving load factors. The existing fare relationships between first-class and coach in Northwest's service to Alaska approximates the relationships existing in domestic service over similar lengths of haul. The carrier has advanced no reasons in support of a decrease in the fare differential between first-class and tourist service in the Alaskan market.

Under these circumstances, the Board has concluded that the tariff proposal of Northwest should be investigated. In view of the fact that we have no data before us upon which to conclude that increased revenues are needed in service to Alaska for this carrier, and upon consideration of the disruption of the relationship between first-class and tourist fares, we have concluded to suspend the proposal pending investigation.

Accordingly, pursuant to the Federal Aviation Act of 1958, particularly sections 204(a) and 1002 thereof,

It is ordered, That:

1. An investigation is instituted to determine whether the tourist class fares and provisions on 2d Revised Page 9, 2d Revised Page 10, 2d and 3d Revised Pages 11, 2d and 3d Revised Pages 12 and 3d Revised Page 13 of C.A.B. No. 331 of Northwest Airlines, Inc., are, or will be, unjust or unreasonable, unjustly discriminatory, unduly preferential, unduly prejudicial, or otherwise unlawful, and if found to be unlawful, to determine and prescribe the lawful fares and provisions.

2. Pending hearing and decision by the Board, the tourist class fares and provisions on 2d Revised Page 9, 2d Revised Page 10, 2d and 3d Revised Pages 11, 2d and 3d Revised Pages 12, and 3d Revised Page 13 of C.A.B. No. 331 of Northwest Airlines, Inc., so far as applicable to interstate air transportation, are suspended and their use deferred to and including May 10, 1962, unless otherwise ordered by the Board and that no changes be made therein during the period of suspension except by order or special permission by the Board.

3. The proceeding ordered herein be assigned for hearing before an examiner of the Board at a time and place hereafter to be designated.

4. Copies of this order be filed with the aforesaid tariff and be served upon Northwest Airlines, Inc., Alaska Airlines, Inc., Cordova Airlines, Inc., New York Airways, Inc., Northern Consolidated Airlines, Inc., Pacific Northern Airlines, Inc., Trans World Airlines, Inc., United Air Lines, Inc., West Coast Airlines, Inc., and Western Air Lines, Inc., which are made parties to this proceeding.

This order will be published in the FEDERAL REGISTER.

By the Civil Aeronautics Board.

[SEAL] HAROLD R. SANDERSON,
Secretary.

[F.R. Doc. 62–1355; Filed, Feb. 8, 1962; 8:50 a.m.]

[1] Order E–17885, dated December 28, 1961, Docket 13313.

[Docket No. 11017]

HANS TISCHER ET AL.; COMMON CONTROL AND INTERLOCKING RELATIONSHIPS

Notice of Prehearing Conference

In the matter of the application for approval of interlocking relationship by Hans O. Tischer, Joseph Adasko & United Forwarders Service Inc. re United Travelers.

Notice is hereby given that a prehearing conference in the above-entitled proceeding is assigned to be held on February 14, 1962, at 10 a.m., e.s.t., in Room 1029, Universal Building, Connecticut and Florida Avenues NW., Washington, D.C., before Examiner James S. Keith.

Dated at Washington, D.C., February 5, 1962.

[SEAL] FRANCIS W. BROWN,
Chief Examiner.

[F.R. Doc. 62–1356; Filed, Feb. 8, 1962; 8:50 a.m.]

FEDERAL MARITIME COMMISSION

CALCUTTA/U.S.A. CONFERENCE ET AL.

Notice of Agreements Filed for Approval

Notice is hereby given that the following described agreements have been filed with the Commission for approval pursuant to section 15 of the Shipping Act, 1916 (39 Stat. 733, 75 Stat. 763; 46 U.S.C. 813):

Agreement 8700, between the member lines of the Calcutta/U.S.A. Conference (Agreement 6500, as amended), operating from Calcutta to U.S. Atlantic ports (Portland to Hampton Roads inclusive); the member lines of the Calcutta/U.S.A. South Atlantic and Gulf Freight Conference (Agreement 8560) operating from Calcutta to U.S. South Atlantic ports (south of Hampton Roads but not inclusive) and U.S. Gulf ports, by direct call or transhipment; and the member lines of the East Coast of India (Calcutta and Tuticorin excluded) and East Pakistan/U.S.A. Atlantic and Gulf Freight Conference (Agreement 8570), operating from the East Coast of India south of Calcutta and north of Tuticorin (both ports excluded) and East Pakistan to the U.S. Atlantic and Gulf ports, by direct call or transhipment; provides for the establishment of the Calcutta, East Coast of India and East Pakistan/U.S.A. Joint Conference Agreement, under which the member lines of the three said conferences may confer, discuss and agree, from time to time, on matters of rates, charges, classifications and related tariff matters to be charged or observed by the member lines of the said conferences in the trades covered, respectively, but with reservation of the right of independent action by the member lines of each conference to alter any rate, charge, classification or related tariff matter thus previously agreed upon, by first giving the member lines of the other two conferences not less than forty-eight (48) hours' advance notice thereof. This agreement also provides that any other carrier becoming a member of any of the aforesaid conferences shall thereupon automatically become a party to this agreement, as a member of the conference in which it has acquired membership. The termination of any carrier's membership in any of the aforesaid conferences shall automatically terminate such carrier's participation in this agreement as a member of the conference of which it has ceased to be a member.

Agreement 6500–18, between the member lines of the Calcutta/U.S.A. Conference;

Agreement 8560–1, between the member lines of the Calcutta/U.S.A. South Atlantic and Gulf Freight Conference; and

Agreement 8570–1, between the member lines of the East Coast of India (Calcutta and Tuticorin excluded) and East Pakistan/U.S.A. Atlantic and Gulf Freight Conference;

are similar modification agreements which amend the basic agreement of the respective conferences, described above, to provide that new members of such conferences will automatically become parties to, and members withdrawing from such conferences will automatically cease to be parties to, any agreement(s) entered into between the member lines of the respective conferences (jointly) and any other carrier or other person subject to the Shipping Act, 1916, as amended, and approved pursuant to section 15 of said Act.

Interested parties may inspect these agreements and obtain copies thereof at the Bureau of Foreign Regulation, Federal Maritime Commission, Washington, D.C., and may submit within 20 days after publication of this notice in the FEDERAL REGISTER, written statements with reference to any of these agreements and their position as to approval, disapproval, or modification, together with request for hearing should such hearing be desired.

Dated: February 6, 1962.

By order of the Federal Maritime Commission.

THOMAS LISI,
Secretary.

[F.R. Doc. 62–1340; Filed, Feb. 8, 1962; 8:48 a.m.]

FEDERAL COMMUNICATIONS COMMISSION

[Docket No. 14394 etc., FCC 62M–161]

FLOWER CITY TELEVISION CORP. ET AL.

Order Scheduling Prehearing Conference

In re applications of Flower City Television Corporation, Rochester, New York, Docket No. 14394, File No. BPCT–2929; et al., Docket Nos. 14395, 14459, 14460, 14461, 14462, 14463, 14464, 14465, 14466, 14467, 14468; for construction permits for new Television Broadcast Stations (Channel 13).

The Hearing Examiner having under consideration matters considered at the prehearing conference held herein on February 2, 1962;

It is ordered, This 2d day of February 1962, that the hearing herein is scheduled for June 4, 1962, at 10:00 a.m., and a further prehearing conference is scheduled for February 12, 1962, at 10:00 a.m.

Released: February 5, 1962.

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

[F.R. Doc. 62–1359; Filed, Feb. 8, 1962; 8:50 a.m.]

[Docket No. 14350; FCC 62M–160]

MIA ENTERPRISES, INC. (KWBE)

Order Continuing Hearing Conference

In re application of MIA Enterprises, Inc. (KWBE), Beatrice, Nebraska, Docket No. 14350, File No. BP–13878; for construction permit.

The Hearing Examiner having under consideration the matter of the prehearing conference now scheduled in this proceeding for February 12, 1962;

It appearing that applicant, on January 31, 1962, filed a petition for leave to amend its application and removal of the amended application from the hearing docket and its return to the processing line, and that the time for filing replies thereto will not expire until February 9, 1962; and

It further appearing that if the petition is granted hearing will not be necessary;

It is ordered, This 2d day of February 1962, that the prehearing conference in this proceeding, now scheduled for 9:00 a.m., February 12, 1962, is continued indefinitely.

Released: February 5, 1962.

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

[F.R. Doc. 62–1360; Filed, Feb. 8, 1962; 8:50 a.m.]

[Docket No. 14365; FCC 62M–165]

NEIGHBORLY BROADCASTING CO., INC.

Order Continuing Hearing

In the matter of revocation of license of The Neighborly Broadcasting Co., Inc., Docket No. 14365; for FM Broadcast Station WLOV, Cranston, Rhode Island.

It is ordered, This 5th day of February 1962, that the hearing scheduled for February 13, 1962, is continued indefinitely.

Released: February 6, 1962.

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

[F.R. Doc. 62–1361; Filed, Feb. 8, 1962; 8:50 a.m.]

FEDERAL POWER COMMISSION

[Docket Nos. CP61–184, CI61–1006]

CITIES SERVICE GAS CO. AND ROUNDS & PORTER LUMBER CO., INC.

Notice of Applications and Date of Hearing

FEBRUARY 2, 1962.

Take notice that on January 5, 1961, Cities Service Gas Co. (Cities Service) filed in Docket No. CP61–184 an application and on January 23, 1961, and April 18, 1961, a supplement and amendment thereto, respectively, pursuant to section 7 of the Natural Gas Act, for a certificate of public convenience and necessity authorizing Cities Service to construct and operate certain facilities for the transportation of natural gas in interstate commerce, as hereinafter described, subject to the jurisdiction of the Commission.

Cities Service proposes to construct and operate the following facilities:

(1) A 7100-horsepower compressor station in the proposed gasoline plant of Rounds & Porter Lumber Co., Inc. (Rounds & Porter), together with appurtenant meter and regulating equipment located in the Southwest Quarter of Section 2, Township 19 South, Range 3 East, Marion County, Kans., which compressor station is proposed to be used both on the intake and discharge sides of the plant.

(2) 10.5 miles of 8-inch pipeline from the outlet of Rounds & Porter's gasolene plant in the Southwest Quarter (SW¼) of Section 2, Township 19 South, Range 3 East, thence southeasterly to a connection with Cities Service's 26-inch main line in the Northwest Quarter (NW¼) of Section 25, Township 20 South, Range 3 East, all in Marion County, Kans.

Cities Service alleges that these facilities will be used to compress natural gas which will be purchased from said gasolene plant and to transport said gas from the outlet of said plant into Cities Service's Hugoton 26-inch main pipeline system.

These facilities will be used to transport a flow of approximately 24,600 Mcf of natural gas per day at 14.73 psia, which will be delivered to Cities Service by Rounds & Porter.

The estimated cost of the proposed facilities is $2,100,000, which will be paid for out of treasury cash.

The estimated natural gas reserves which are now dedicated to Cities Service behind Rounds & Porter's gasolene plant are 111,381,000 Mcf, which is composed of 92,592,000 Mcf previously dedicated to Cities Service, together with 18,789,000 Mcf, which has been dedicated to Cities Service by Rounds & Porter's letter of April 12, 1961.

Take further notice that on January 6, 1961, Rounds & Porter Lumber Co., Inc., a Kansas corporation having its principal place of business at 430 North Waco Street, Wichita, Kans., filed in Docket No. CI61–1006, an application, pursuant to section 7 of the Natural Gas Act, for a certificate of public convenience and necessity authorizing the sale and delivery to Cities Service of natural gas which it has gathered from numerous leases in the East Antelope, Antelope, Klenda and Hillsboro Fields, Marion County, Kans., pursuant to the terms of a gas sales contract dated December 19, 1960, between Rounds & Porter and Cities Service. It is alleged that said gas will be transported in interstate commerce. Rounds & Porter will gather gas from said leases and will remove the liquids therefrom before delivery to Cities Service. It proposes to construct the necessary facilities to remove the liquids and will operate the compressor facilities proposed to be constructed by Cities Service. Said gas sales contract provides for an initial price of 15 cents per Mcf at 14.65 psia, with a price adjustment of 1 cent per Mcf each succeeding five year period thereafter during the life of the contract, which is for a term of twenty years and thereafter until terminated by either party on thirty days' written notice to the other. The estimated initial volume of gas to be delivered is 24,600 Mcf per day at 14.73 psia.

Rounds & Porter will secure gas from approximately 120 leases under percentage type contracts whereby the interest holders in said leases will receive approximately 60 percent of the proceeds of the sale of residue gas and Rounds & Porter approximately 40 percent. Said interest holders will also receive 25 percent of the proceeds from the sale of processed liquids.

The applications in the above-numbered dockets together with the exhibits are on file with the Commission and open for public inspection.

These related applications should be heard on a consolidated record and to that end:

Take further notice that, pursuant to the authority contained in and subject to the jurisdiction conferred upon the Federal Power Commission by sections 7 and 15 of the Natural Gas Act, and the Commission's rules of practice and procedure, a hearing will be held on April 2,

1962, at 10:00 a.m., e.s.t., in a Hearing Room of the Federal Power Commission, 441 G Street NW., Washington, D.C., concerning the matters involved in and the issues presented by such applications.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington 25, D.C., in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) on or before March 20, 1962.

GORDON M. GRANT,
Acting Secretary.

[F.R. Doc. 62-1324; Filed, Feb. 8, 1962; 8:46 a.m.]

[Docket No. E-6577]

DEPARTMENT OF THE INTERIOR, BUREAU OF RECLAMATION; FALCON PROJECT

Notice of Request for Approval of Rates and Charges

FEBRUARY 2, 1962.

Notice is hereby given that the Secretary of the Interior, on behalf of the Bureau of Reclamation, has filed with the Federal Power Commission for confirmation and approval, pursuant to the provisions of the Act of Congress dated June 18, 1954 (68 Stat. 255), rates and charges for wholesale power service from the United States share of power from the Falcon project to customers with their own generating facilities for a five-year period beginning January 1, 1963, all as set forth in the following proposed rate schedule:

SCHEDULE OF RATES FOR WHOLESALE POWER SERVICE TO CUSTOMERS HAVING THEIR OWN GENERATING FACILITIES

Effective: January 1, 1963.

Available: At the 138-kv Switchyard of Falcon Powerplant.

Applicable: To wholesale power customers who normally maintain generating facilities or other sources of energy sufficient to supply their requirements when Falcon Powerplant energy is not available, and who contract to accept all energy which can be delivered, without exceeding the peaking energy and off-peak energy contract rates of delivery, at hours and periods stated herein under "Definitions": *Provided,* That deliveries exceeding the contract rates of delivery may otherwise be mutually agreed upon in writing by representatives of the United States and the customer. The customer normally will be expected to contract for peaking energy at a contract rate of delivery equal to or exceeding his contract rate of delivery for off-peak energy, Provided; that peaking energy is available therefor within the limits hereinafter defined.

Character and conditions of service: Alternating current, sixty cycles, three-phase, delivered and metered at the 138-kv bus of the Falcon Powerplant. The service hereunder shall be considered in two categories; (1) peaking energy, and (2) off-peak energy, as defined herein under "Definitions", and each category of service will be made available in accordance with the provisions herein and at the contract rates of delivery set forth in the contract.

Monthly rate:

Demand charge: None.

Energy charge—Peaking Energy: 5.5 Mills per kilowatt-hour.

Off-Peak Energy: 1.5 mills per kilowatt-hour.

Definitions—Peaking energy: That energy delivered between the hours of 8:00 a.m., and 10:00 p.m., of any day, except Saturdays and Sundays.

Off-Peak Energy: That energy delivered at any other time.

Customers pro rata share of Falcon Powerplant energy: Is the customer's pro rata share of peaking energy and/or off-peak energy generated at the United States Falcon Powerplant, and shall be in the ratio that the customer's contract rate of delivery therefor bears to the total of all customer contract rates of delivery for such energy. For purposes thereof, the total of all customer contract rates of delivery for peaking energy or for off-peak energy shall not exceed 31,500 kilowatts for each category of energy.

Minimum bill: None.

Adjustments—For character and conditions of service: None.

For power factor: None. The customer will normally be required to maintain a power factor at the point of delivery between 90 percent lagging and 90 percent leading.

Scheduling of energy deliveries: Availability of energy will be declared by the United States both as to quantity and time available as far in advance as is practicable.

The proposed new Rate Schedule set forth above is on file with the Commission for public inspection. Any person desiring to make comments or suggestions for Commission consideration with respect to the proposed Rate Schedule should submit the same in writing on or before February 20, 1962, to the Federal Power Commission, Washington 25, D.C.

GORDON M. GRANT,
Acting Secretary.

[F.R. Doc. 62-1329; Filed, Feb. 8, 1962; 8:46 a.m.]

[Docket No. CP62-130]

MICHIGAN WISCONSIN PIPE LINE CO.

Notice of Postponement of Hearing

FEBRUARY 2, 1962.

Notice is hereby given that the hearing now scheduled to be held in Washington, D.C., on March 8, 1962, at 9:30 a.m., e.s.t., in the above-entitled matter is hereby postponed to a date to be hereafter fixed.

GORDON M. GRANT,
Acting Secretary.

[F.R. Doc. 62-1325; Filed, Feb. 8, 1962; 8:46 a.m.]

[Docket No. CP62-38 etc.]

NORTH CENTRAL GAS CO. ET AL.

Notice of Applications and Date of Hearing

FEBRUARY 2, 1962.

North Central Gas Company, Docket No. CP62-38; Kansas-Nebraska Natural Gas Company, Inc., Docket No. CP62-39; Tower Oil and Gas Company of Texas, Docket No. CI62-193.

Take notice that on August 17, 1961, as supplemented on October 25, 1961, North Central Gas Company (North Central), Casper, Wyoming, filed in Docket No. CP62-38 an application pursuant to section 7(c) of the Natural Gas Act for a certificate of public convenience and necessity authorizing the construction and operation of a meter station on its 12-inch pipeline near Orin, Platte County, Wyoming, in order to enable North Central to receive natural gas from Tower Oil and Gas Company of Texas (Tower), and authorizing the exchange of natural gas with Kansas-Nebraska Natural Gas Company (Kansas-Nebraska) at an existing point of interconnection[1] near the Huntsman Field, Cheyenne County, Nebraska.

Take further notice that on August 17, 1961, Kansas-Nebraska, Hastings, Nebraska, filed in Docket No. CP62-39 an application pursuant to section 7(c) of the Natural Gas Act for a certificate of public convenience and necessity authorizing the aforementioned exchange of natural gas near the Huntsman Field, Cheyenne County, Nebraska.

The proposals of North Central and Kansas-Nebraska are more fully set forth in their respective applications on file with the Commission and open to public inspection.

North Central and Kansas-Nebraska have entered into a contract, dated June 20, 1961, with Tower under which each would purchase from Tower in the ratio of 50 percent of available gas produced by Tower in the Shawnee area, Converse County, Wyoming. Since Kansas-Nebraska has no transmission facilities in the Shawnee area, and in order to eliminate the necessity of Kansas-Nebraska constructing duplicate facilities, North Central proposes to receive and transport all gas purchased by both companies from Tower with equivalent volumes due Kansas-Nebraska being delivered to it by North Central from the latter's Huntsman reserves in Nebraska. The subject exchange will be made pursuant to an agreement, dated June 20, 1961, between North Central and Kansas-Nebraska.

The subject sale of gas will be made at a rate of 12 cents per Mcf at 15.025 psia.

On August 15, 1961, Tower, 520 Fidelity Union Life Building, Dallas, Texas, filed in Docket No. CI62-193 an application pursuant to section 7(c) of the Natural Gas Act for a certificate of public convenience and necessity authorizing the above described sale of natural gas to North Central and Kansas-Nebraska, all as more fully described in the application on file with the Commission and open to public inspection.

The applications in these proceedings indicate that the proposed sale and the proposed exchange of natural gas may be an interim arrangement and that in the event Tower has under control in the Shawnee area prior to April 1, 1964, reserves of 146 billion cubic feet of gas and

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[1] Said facilities were modified under temporary authorization granted to Kansas-Nebraska on November 30, 1959, in Docket No. G-17850.

sufficient capacity to deliver a maximum of 30,000 Mcf per day, then the gas sales contract between the three Applicants and the exchange agreement between North Central and Kansas-Nebraska will terminate. In the event the foregoing contracts are terminated, the applications indicate further that Intermountain Gas Company (Intermountain) has agreed to construct and operate a pipeline from the Shawnee area to Mitchell, Nebraska, and sell gas purchased from Tower to Kansas-Nebraska and North Central; North Central would deliver Kansas-Nebraska's share of this gas at a point near Scottsbluff, Nebraska. However, none of the Applicants in these proceedings are seeking authorization, herein, with respect to the alternate arrangements or proposals. Such information has been included in order to demonstrate the possibilities of the development of the Shawnee area.

The estimated cost of North Central's proposed facilities in Docket No. CP62–38 is $2,112, which cost will be financed out of current working funds.

These related matters should be heard on a consolidated record and disposed of as promptly as possible under the applicable rules and regulations and to that end:

Take further notice that, pursuant to the authority contained in and subject to the jurisdiction conferred upon the Federal Power Commission by sections 7 and 15 of the Natural Gas Act, and the Commission's rules of practice and procedure, a hearing will be held on March 8, 1962, at 9:30 a.m., e.s.t., in a Hearing Room of the Federal Power Commission, 441 G Street NW., Washington, D.C., concerning the matters involved in and the issues presented by such applications: *Provided, however,* That the Commission may, after a non-contested hearing, dispose of the proceedings pursuant to the provisions of § 1.30(c) (1) or (2) of the Commission's rules of practice and procedure. Under the procedure herein provided for, unless otherwise advised, it will be unnecessary for Applicants to appear or be represented at the hearing.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington 25, D.C., in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) on or before February 26, 1962. Failure of any party to appear at and participate in the hearing shall be construed as waiver of and concurrence in omission herein of the intermediate decision procedure in cases where a request therefor is made.

GORDON M. GRANT,
Acting Secretary.

[F.R. Doc. 62–1326; Filed, Feb. 8, 1962; 8:46 a.m.]

[Docket Nos. CP62–2, CP62–3]

OHIO FUEL GAS CO. AND TEXAS EASTERN TRANSMISSION CORP.

Notice of Applications and Date of Hearing

FEBRUARY 2, 1962.

Take notice that The Ohio Fuel Gas Company (Ohio Fuel), an Ohio Corporation having its principal place of business at 99 North Front Street, Columbus, Ohio, filed on July 6, 1961, an application in Docket No. CP62–2, and on August 3, 1961, a supplement thereto, pursuant to section 7 of the Natural Gas Act, for a certificate of public convenience and necessity authorizing the establishment of an additional point of delivery and sale to The Dayton Power and Light Company (Dayton) in Madison Township, Fayette County, Ohio, to deliver natural gas to Dayton for resale in Dayton's prospective new market area of New Holland and Waterloo, Ohio, and vicinity. Said additional point of delivery and sale is identical with the point of delivery to Ohio Fuel proposed by Texas Eastern Transmission Corporation (Texas Eastern) in its companion application in Docket No. CP62–3 hereinafter described.

Additional facilities required will include a tap on Texas Eastern's main line facilities, together with necessary measuring and regulating equipment and other appurtenances required for practical operation. The cost is estimated at $26,300. Construction of required facilities will be undertaken by Texas Eastern and Ohio Fuel will reimburse Texas Eastern for the cost of the measuring and regulating facilities and assume ownership thereof.

Ohio Fuel estimates, from information received from Dayton, that the combined total natural gas requirements of New Holland and Waterloo are as follows:

Year	Mcf at 14.73 psia	
	Peak day	Annual
1	325	34,649
2	509	56,221
3	666	77,123

Take further notice that Texas Eastern Transmission Corporation, a Delaware corporation with its principal office in Shreveport, Louisiana, filed on July 6, 1961, an application in Docket No. CP62–3, pursuant to section 7 of the Natural Gas Act, for a certificate of public convenience and necessity authorizing it to construct and operate a metering and regulating station together with the appurtenant facilities at a point on its main transmission line in Fayette County, Ohio, approximately 5 miles west of Texas Eastern's Compressor Station No. 17. The establishment of this additional delivery point, Texas Eastern states, is for the purpose of making deliveries of natural gas to The Dayton Power and Light Company for the account of Ohio Fuel in order to permit Dayton to provide service to New Holland and Waterloo, Ohio.

These related matters should be heard on a consolidated record and disposed of as promptly as possible under applicable rules and regulations and to that end:

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

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington 25, D.C., in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) on or before February 23, 1962. Failure of any party to appear at and participate in the hearing shall be construed as waiver of and concurrence in omission herein of the intermediate decision procedure in cases where a request therefor is made.

GORDON M. GRANT,
Acting Secretary.

[F.R. Doc. 62–1327; Filed, Feb. 8, 1962; 8:46 a.m.]

[Docket No. G–18442 etc.]

SENECA GAS COMPANY OF WEST VIRGINIA, INC., ET AL.

Notice of Applications and Date of Hearing

FEBRUARY 2, 1962.

Seneca Gas Company of West Virginia, Inc., Atlantic Seaboard Corp., and Seneca Gas Company of West Virginia, Inc., Complainant; and Navgas, Inc., Defendant; Docket Nos. G–18442, CP62–67, and CP62–115.

Notice of the application of Seneca Gas Company of West Virginia, Inc. (Seneca) in Docket No. G–18442 was issued by the Secretary of the Commission on December 2, 1959, and published in the FEDERAL REGISTER on December 8, 1959 (24 F.R. 9918) setting said matter for hearing on January 11, 1960. On January 7, 1960, said hearing was continued, subject to further notice by the Secretary.

Take notice that Atlantic Seaboard Corporation (Seaboard), a Delaware corporation having its principal place of business at 1700 McCorkle Avenue SE., Charleston, West Virginia, filed on September 15, 1961, an application, pursuant to section 7(c) of the Natural Gas Act, for a certificate of public convenience and necessity authorizing the construction and operation of measuring and regulating facilities and the delivery and sale of natural gas to Navgas, Inc., a new wholesale customer, to permit Navgas, Inc., to render service to the Naval Radio Research Station near the Village of Sugar Grove, Pendleton County, West Virginia.

Seaboard alleges that Navgas, Inc. has requested an interconnection between its proposed 6⅝" gas transmission line and Seaboard's 26" and 26" loop transmission pipelines at a point in Hardy County, West Virginia, 19.6 miles east of Seaboard's compressor station. Seaboard alleges that it is informed that

Navgas, Inc. plans to construct a 6⅝" natural gas transmission line from said point of interconnection with Seaboard's facilities southerly 24.2 miles to the Naval Radio Research Station.

Navgas, Inc.'s estimated peak day and annual requirements are as follows:

12-month period ending—	Peak day demand, Mcf	Annual requirements, Mcf
June 30, 1963	1,400	197,000
June 30, 1964	1,700	440,250
June 30, 1965	2,000	549,000

The estimated cost of Seaboard's proposed facilities is $19,600, which will be financed from funds on hand.

Take further notice that Seneca Gas Company of West Virginia, Inc., filed on November 3, 1961, in Docket No. CP62–115, a complaint and request for order to show cause against Navgas, Inc. Seneca alleges that it has been authorized by the Public Service Commission of West Virginia to construct and operate natural gas transmission and distribution facilities in Hardy and Pendleton Counties, West Virginia. Seneca alleges that it has pending before this Commission an application under section 7(a) for an order directing Seaboard to establish physical connection of its transportation facilities with the facilities proposed to be constructed by Seneca and to sell and deliver natural gas to Seneca. All of the facts referred to in said complaint relating to Seneca's application are more particularly set out in the Notice of Application in Docket No. G–18442 issued December 2, 1959.

Seneca alleges that Navgas, Inc. on March 22, 1961, also filed with this Commission in Docket No. CP61–251 an application under section 7(a) of the Act seeking an order directing Seaboard to establish physical connection of its facilities with the proposed facilities of Navgas, Inc., and to sell and deliver natural gas to it for the limited purpose of providing the Navy with all of its natural gas requirements at its Sugar Grove installation, which application is still pending.

Seneca asserts, among other things, that Navgas, Inc. is not exempt from the provisions of the Natural Gas Act by section 1(c) thereof because Navgas Inc.'s proposed rates and service are not regulated by the Public Service Commission of West Virginia. Seneca states that Navgas, Inc., is in the process of constructing facilities for the purposes of engaging in the transportation and sale of natural gas to the Navy, and, in so proceeding, Navgas, Inc. has violated the Natural Gas Act in that it has neither made application with, nor been granted a certificate of public convenience and necessity by this Commission, authorizing said construction.

The applications and complaint in the above numbered dockets are on file with the Commission and open for public inspection.

These related matters should be heard on a consolidated record and disposed of as promptly as possible under the applicable rules and regulations and to that end:

Take further notice that, pursuant to the authority contained in and subject to the jurisdiction conferred upon the Federal Power Commission by sections 7 and 15 of the Natural Gas Act, and the Commission's rules of practice and procedure, a hearing will be held on April 9, 1962, at 10:00 a.m., e.s.t., in a Hearing Room of the Federal Power Commission, 441 G Street NW., Washington, D.C., concerning the matters involved in and the issues presented by the applications in Dockets Nos. G–18442 and CP62–67 and also by the complaint and answer in Docket No. CP62–115.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington 25, D.C., in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) on or before March 20, 1962.

GORDON M. GRANT,
Acting Secretary.

[F.R. Doc. 62–1328; Filed, Feb. 8, 1962; 8:46 a.m.]

[Docket No. RI62–178 etc.]

SUNRAY MID-CONTINENT OIL CO. ET AL.

Order Providing for Hearings on and Suspension of Proposed Changes in Rates; Correction

FEBRUARY 2, 1962.

Sunray Mid-Continent Oil Company, et al, Docket No. RI62–178 etc.; and Continental Oil Company, et al., Docket No. RI62–192.

In the Order Providing For Hearings on and Suspension of Proposed Changes In Rates, issued November 22, 1961, and published in the FEDERAL REGISTER on November 30, 1961 (F.R. Doc. 11307; 26 F.R. 11310):

In the chart, under the Column headed "Rate Sched. No." change "6" to read "194" for Docket No. RI62–192.

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 62–1341; Filed, Feb. 8, 1962; 8:48 a.m.]

SECURITIES AND EXCHANGE COMMISSION

[File No. 70–4010]

WEST PENN POWER CO.

Notice of Filing Regarding Issuance and Sale of First Mortgage Bonds

FEBRUARY 1, 1962.

Notice is hereby given that West Penn Power Company ("West Penn"), Greensburg, Pa., an exempt holding company and also a public-utility subsidiary company of Allegheny Power System, Inc., a registered holding company, has filed with this Commission an application, pursuant to the Public Utility Holding Company Act of 1935 ("Act"), regarding a proposal to issue and sell First Mortgage Bonds; and has designated therein section 6(b) of the Act and Rule 50 promulgated thereunder as applicable to the proposed transactions.

All interested persons are referred to the application on file at the office of this Commission for a statement of the transactions proposed, which are summarized as follows:

West Penn proposes to issue and sell, pursuant to the competitive bidding requirements of Rule 50 promulgated under the Act, $30,000,000 principal amount of First Mortgage Bonds, Series S, __ percent, due March 1, 1992. The interest rate (which shall be a multiple of ⅛ of 1 percent) and the price, exclusive of accrued interest, to be paid to the company for the bonds (which shall be not less than the principal amount nor more than 102¾ percent thereof) will be determined by the competitive bidding. The bonds will be issued under the Mortgage and Deed of Trust dated March 1, 1916, between the company and The Chase Manhattan Bank, as Trustee, as heretofore supplemented and as to be further supplemented by a supplemental indenture, dated March 1, 1962.

The net proceeds from the sale of the bonds will be used to pay $5,500,000 of outstanding short-term bank notes, issued under the exemption afforded by the first sentence of section 6(b) of the Act, to obtain funds for construction expenditures. The remainder of such proceeds will be used to finance, in part, the construction requirements of the company during 1962 and 1963, estimated at $54,500,000.

The fees and expenses to be incurred in connection with the proposed transactions are estimated at an aggregate of $84,000, consisting of Federal issue stamp taxes of $33,000, legal fees of $12,500, Trustee's fees and expenses $12,250, printing expenses $15,000, accountant's fees $4,500, registration fee $3,083, blue sky fees and expenses $1,000, and miscellaneous expenses of $2,667. The fee of independent counsel for the underwriters, to be paid by the purchaser of the bonds, is estimated at $8,000.

The application states that registration by the Pennsylvania Public Utility Commission of a securities certificate with respect to the bonds is required for their issue and sale, that such a securities certificate has been filed with that Commission, and that a copy of the securities certificate and the order of that Commission will be made a part of the record by amendment.

Notice is further given that any interested person may, not later than February 20, 1962, request in writing that a hearing be held in respect of such matters, stating the nature of his interest, the reasons for the request, and the issues of fact or law, if any, raised by the application which he desires to controvert; or he may request that he be notified should the Commission order a hearing thereon. Any such request should be addressed: Secretary, Securities and Exchange Commission, Washington 25, D.C. 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 applicant, and proof of service (by affidavit, or, in case of an attorney-at-law, by certificate) filed or dispatched contemporaneously with the request. At any time after said date the application, as filed or as it may be amended, may be granted, as provided by Rule 23 of the general rules and regulations promulgated under the Act; or the Commission may grant exemption from its rules as provided in Rules 20(a) and 100 thereof, or take such other action as it deems appropriate.

By the Commission.

[SEAL] ORVAL L. DUBOIS, *Secretary.*

[F.R. Doc. 62-1333; Filed, Feb. 8, 1962; 8:47 a.m.]

INTERSTATE COMMERCE COMMISSION

FOURTH SECTION APPLICATIONS FOR RELIEF

FEBRUARY 6, 1962.

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

LONG-AND-SHORT HAUL

FSA No. 37541: *Substituted service—C&EI, et al., for Motor Carrier Service.* Filed by the Eastern Central Motor Carriers Association, Inc., Agent (No. 212), for interested carriers. Rates on property loaded in highway trailers and transported on railroad flat cars, between points in central, middlewest, and southwestern territories, on the one hand, and points in middle Atlantic and New England territories, on the other.

Ground for relief: Motor-truck competition.

Tariff: Supplement 6 to Eastern Central Motor Carriers Association tariff MF-I.C.C. A-200.

FSA No. 37542: *Cast iron soil pipe from Holt, Ala.* Filed by O. W. South, Jr., Agent (No. A4152), for interested rail carriers. Rates on cast iron soil pipe and related articles, in carloads, from Holt, Ala., to Newark, N.J., Glendale (New York) and New York, N.Y.

Grounds for relief: Private truck competition.

Tariff: Supplement 56 to Southern Freight Association tariff I.C.C. S-6.

FSA No. 37543: *Motor fuel anti-knock compounds from Baton Rouge, La.* Filed by O. W. South, Jr., Agent (No. A4151), for interested rail carriers. Rates on motor fuel anti-knock compound, in tank-car loads, from Baton Rouge and North Baton Rouge, La., to East St. Louis, Hartford, Wood River and Roxana, Ill.

Grounds for relief: Barge competition.

FSA No. 37544: *Substituted service—Southern territory.* Filed by Southern Motor Carriers Rate Conference, Agent (No. 72), for interested carriers. Rates on property loaded in highway trailers and transported on railroad flat cars, between points in southern territory, on the one hand, and points in southern, eastern, New England, middlewestern and southwestern territories, on the other.

Grounds for relief: Motor-truck competition.

Tariff: Southern Motor Carriers Rate Conference tariff MF-I.C.C. 1187 and I.C.C. 36.

By the Commission.

[SEAL] HAROLD D. MCCOY, *Secretary.*

[F.R. Doc. 62-1342; Filed, Feb. 8, 1962; 8:48 a.m.]

INDIVIDUAL COMMISSIONERS

Assignment of Duties

FEBRUARY 2, 1962.

The Interstate Commerce Commission has amended its Organization Minutes, being assignment of work, business and functions pursuant to section 17 of the Interstate Commerce Act, as amended, issue of March 7, 1961, revised to May 1, 1961 (26 F.R. 4773, 5167, 8434 and 10991), as follows:

Under the heading *Assignment of Duties to Individual Commissioners,* paragraph (b) of Item 6.5, assignments to the Chairman of Division Three, has been amended to read as follows:

(b) Matters relating to closing of transactions in accordance with such terms and conditions as may have been prescribed by the Commission or Division 3 under the provisions of Part V of the Act, including the execution on behalf of the Commission of contracts and other instruments incident to the closing of such transactions; and matters relating to the administration of loans and other financing guaranteed under Part V of the Act, including the giving of consents by the Commission under guaranty agreements and the construction of provisions contained in such agreements and other agreements entered into in connection with such loans or other financing. The Commissioner may certify to Division 3 any matter which in his judgment should be passed on by that division, or the Commission.

[SEAL] HAROLD D. MCCOY, *Secretary.*

[F.R. Doc. 62-1343; Filed, Feb. 8, 1962; 8:48 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.