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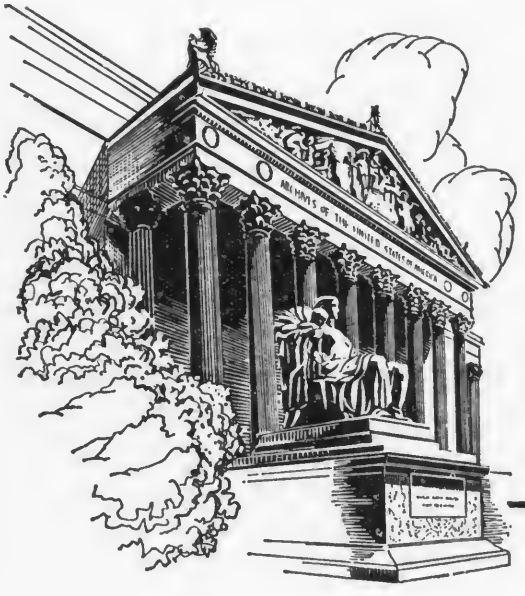

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FEDERAL REGISTER

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List of CFR Parts Affected

(Codification Guide)

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

A cumulative guide is published separately at the end of each month. The guide lists the parts and sections affected by documents published since January 1, 1965, and specifies how they are affected.

Rules and Regulations

Title 5—ADMINISTRATIVE PERSONNEL

Chapter I—Civil Service Commission

PART 213—EXCEPTED SERVICE

PART 302—EMPLOYMENT IN THE EXCEPTED SERVICE

PART 410—EMPLOYEE DEVELOPMENT

Miscellaneous Amendments

1. Schedule B is amended to show the exception of student trainee positions in certain cooperative work-study programs. Effective upon publication in the FEDERAL REGISTER, § 213.3202 and paragraph (a) thereunder are added as set out below.

§ 213.3202 Entire executive civil service.

(a) Student Trainee positions established in connection with an organized preprofessional undergraduate work-study program involving alternating periods of planned work experience (including at least 6 months in the agency) and related study at an accredited college or university in either (1) a cooperative curriculum in which the work experience is a prerequisite to the award of a degree, or (2) a curriculum where formal arrangements are made with the college or university for selecting and retaining program participants, and for scheduling and coordinating work experience and academic study. Appointments under this paragraph may be made only to Student Trainee positions which are preparatory to professional work which the Commission determines to be in a shortage occupation for this purpose. The Commission's determinations in this respect and other requirements relating to appointments under this paragraph will be published in the Federal Personnel Manual. Except for the requirement of competitive selection from a register, appointments under this paragraph are subject to all the requirements and conditions governing career-conditional appointment, including investigation by the Commission to establish the appointee's qualifications and suitability. Appointees may not continue to serve in Student Trainee positions more than 90 days after they complete or are separated from the work-study program.

(R.S. 1753, sec. 2, 22 Stat. 403, as amended; 5 U.S.C. 631, 633; E.O. 10577, 19 F.R. 7521, 3 CFR, 1954–1958 Comp., p. 218)

2. Section 302.101 is amended to show that Student Trainee positions in certain cooperative work-study programs are excepted from the appointment procedures specified in Part 302. Effective upon publication in the FEDERAL REGISTER, subparagraphs (6) and (7) of paragraph (d) of § 302.101 are amended and subparagraph (8) is added to paragraph (d) as set out below.

§ 302.101 Definitions; positions covered by regulations.

* * * * *

(d) *Positions exempt from appointment procedures.* In view of the circumstances and conditions surrounding employment in the following classes of positions, an agency is not required to apply the appointment procedures of this part to them, but each agency shall follow the principles of veteran preference as far as administratively feasible and, on request of a qualified and available preference eligible, shall furnish him with the reasons for his nonselection:

* * * * *

(6) Positions included in Schedule A (see Subpart C of Part 213 of this chapter) and similar types of positions when the Commission agrees with the agency that the positions should be included hereunder;

(7) Positions included in Schedule C (see Subpart C of Part 213 of this chapter); and

(8) Student Trainee positions when filled under Schedule B (see Subpart C of Part 213 of this chapter).

(Sec. 11, 58 Stat. 390; 5 U.S.C. 860)

3. Section 410.506 is amended to show that department heads may waive the limitation contained in section 12(a)(3) of the Government Employees Training Act, as amended, for employees who are serving under appointments authorized by § 213.3202(a) of Schedule B. Effective upon publication in the FEDERAL REGISTER, subparagraph (1) of paragraph (c) of § 410.506 is amended as set out below.

§ 410.506 Waiver of limitations on training of employees through non-Government facilities.

* * * * *

(c) To the extent he considers justified, the head of each department may waive the limitation contained in section 12(a)(3) of the act for each employee serving in a work-study program when all of the following conditions are met:

(1) The employee is serving under career or career-conditional appointment, or under appointment authorized by § 213.3202(a) of Schedule B of this chapter;

* * * * *

(Sec. 6, 72 Stat. 329; 5 U.S.C. 2305; E.O. 10800, 24 F.R. 447, 3 CFR 1959 Supp.)

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

[F.R. Doc. 65–2556; Filed, Mar. 11, 1965; 8:48 a.m.]

Title 14—AERONAUTICS AND SPACE

Chapter I—Federal Aviation Agency

[Docket No. 6360, Amdt. 39–45]

PART 39—AIRWORTHINESS DIRECTIVES

Mooney Models M20C, M20D and M20E Aircraft

A proposal to amend Part 39 of the Federal Aviation Regulations to include an airworthiness directive requiring replacement of the fuel pumps with redesigned fuel pumps on Mooney Models M20C, M20D and M20E aircraft was published in 29 F.R. 16430.

Interested persons have been afforded an opportunity to participate in the making of the amendment. A comment was made that the failures of the Dukes electric fuel pumps on Mooney aircraft were attributed to the installation of the pump, rather than the pump itself. The Agency agrees that the Mooney installation may have contributed to the failure of the Dukes fuel pump, therefore, the AD requires replacement of the fuel pump mounting bracket. However, the Agency is aware that the vanes of certain Dukes fuel pumps are made of a brittle and fragile material, and for this reason, the AD requires that these fuel pumps also be replaced.

In consideration of the foregoing, and pursuant to the authority delegated to me by the Administrator (25 F.R. 6489), § 39.13 of Part 39 (14 CFR Part 39), is hereby amended by adding the following new airworthiness directive:

MOONEY. Applies to Model M20E, Serial Numbers 101 through 353; Model M20C, Serial Numbers 2623 through 2737, 2739 through 2741; and Model M20D, Serial Numbers 201 through 251.

Compliance required as indicated unless already accomplished.

As a result of service experience, it is necessary to replace Dukes fuel pumps now in service with a redesigned Dukes fuel pump as follows:

(a) For Model M20E aircraft equipped with Dukes fuel pump:

(1) Within 25 hours' time in service after the effective date of this AD, replace Dukes fuel pump, P/N 4140–00–19, Serial Numbers 101, 102, 103, and 150 through 312, with Dukes fuel pump, P/N 4140–00–19A, in accordance with Mooney Service Letter 20–121.

(2) Within 100 hours' time in service after the effective date of this AD, replace Dukes fuel pump, P/N 4140–00–19, Serial Numbers 313 through 613, with Dukes fuel pump, P/N 4140–00–19A, in accordance with Mooney Service Letter 20–121.

(b) For Models M20C and M20D aircraft equipped with Dukes fuel pump:

(1) Within 25 hours' time in service after the effective date of this AD, replace Dukes fuel pump, P/N 4140–00–21, Serial Numbers 100, 102, 103, and 150 through 244, with Dukes

fuel pump, P/N 4140–00–21A, in accordance with Mooney Service Letter 20–121.

(2) Within 100 hours' time in service after the effective date of this AD, replace Dukes fuel pump, P/N 4140–00–21, Serial Numbers 245 through 409, with Dukes fuel pump, P/N 4140–00–21A, in accordance with Mooney Service Letter 20–121.

(c) For Model M20E, Serial Numbers 101 through 263, Model M20C, Serial Numbers 2623 through 2690, and Model M20D, Serial Numbers 201 through 226, concurrent with the fuel pump replacement in paragraphs (a) and (b), remove Mooney electric fuel pump mounting bracket P/N 610032, and install redesigned pump bracket, P/N 610048, in accordance with Mooney Service Letter 20–120.

This amendment shall become effective April 12, 1965.

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

Issued in Washington, D.C., on March 5, 1965.

C. W. WALKER,
Acting Director,
Flight Standards Service.

[F.R. Doc. 65–2520; Filed, Mar. 11, 1965; 8:45 a.m.]

[Docket No. 6511, Amdt. 39–46]

PART 39—AIRWORTHINESS DIRECTIVES

Piper Model PA–28 Aircraft

There have been failures of the fuel gauge sender unit terminal connecting wire on Piper Model PA–28 aircraft with evidence of arcing at the break in the wire. Since this condition is likely to exist or develop in other aircraft of the same type design, an airworthiness directive is being issued to require modification of the fuel gauge sender unit.

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

In consideration of the foregoing, and pursuant to the authority delegated to me by the Administrator (25 F.R. 6489), § 39.13 of Part 39 (14 CFR Part 39), is hereby amended by adding the following new airworthiness directive:

PIPER. Applies to Model PA–28–140 aircraft Serial Numbers 20551 through 20672; Models PA–28–150, PA–28–160, PA–28–180 aircraft Serial Numbers 1761 through 2183; and Model PA–28–235 aircraft Serial Numbers 10003 through 10600.

Compliance required as indicated.

To prevent further failures of the fuel quantity gauge sender unit terminal connecting wire that could cause electrical arcing in the unit, accomplish the following:

(a) Within the next 10 hours' time in service after the effective date of this AD, unless already accomplished, install a placard on the instrument panel adjacent to the fuel gauges that reads: "Do not operate aircraft with non-functioning or erratic fuel gauges". The placard may be removed when all fuel quantity gauge sender units have been modified in accordance with paragraph (b) or (c).

(b) Before each flight after the placard has been installed, inspect to determine whether the aircraft has non-functioning or erratic fuel gauges. Modify the fuel quantity gauge sender unit, Piper P/N 550613, for any non-functioning or erratic gauge in accordance with Piper Service Bulletin No. 223 or later FAA-approved revision, or an equivalent approved by the Chief, Engineering and Manufacturing Branch, FAA Southern Region, before further flight, except that the aircraft may be flown in accordance with the provisions of FAR 21.197 to a base where the modification can be made. During this flight the electrical lead to the sender unit to be modified shall be disconnected. The inspections required by this paragraph may be discontinued for the gauge of any sender unit modified in accordance with this paragraph.

(c) Within the next 100 hours' time in service after the effective date of this AD, unless already accomplished, modify all fuel quantity gauge sender units, Piper P/N 550613, in accordance with Piper Service Bulletin No. 223 or later FAA-approved revision, or an equivalent approved by the Chief, Engineering and Manufacturing Branch, FAA Southern Region.

(Piper Service Bulletin No. 223, covers this subject.)

This amendment shall become effective March 12, 1965.

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

Issued in Washington, D.C., on March 4, 1965.

C. W. WALKER,
Acting Director,
Flight Standards Service.

[F.R. Doc. 65–2521; Filed, Mar. 11, 1965; 8:45 a.m.]

[Airspace Docket No. 64–CE–81]

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

Alteration of Control Zones, Designation of Transition Areas and Revocation of Control Area Extensions

On December 19, 1964, a notice of proposed rule making was published in the FEDERAL REGISTER (29 F.R. 18093) stating that the Federal Aviation Agency proposed to alter controlled airspace in the Chicago, Ill., terminal area.

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

Subsequent to the issuance of the notice of proposed rule making, action was initiated to establish new instrument approach procedures for the Whiteside County Airport, Sterling, Ill. The airspace which will be required is presently within a part of the Moline, Ill., control area extension. Therefore the action, taken herein to amend the Sterling, Ill., transition area as it was designated in the notice of proposed rule making, is to identify the controlled airspace necessary to protect the new instrument approach procedures.

The designation of the proposed Chicago transition area as it appeared in the notice of proposed rule making contained one typographical error and the inadvertent omission of one latitude and longitude. The corrections do not increase the controlled airspace in the area by reason of the fact that the proposed transition area is entirely within presently designated controlled airspace.

The notice of proposed rule making included the revocation of the Lafayette, Ind., control area extension. This revocation was accomplished by action taken in Airspace Docket No. 63–CE–71. Therefore, reference to this revocation is being deleted from the present rule.

Since these amendments do not involve a substantial increase in controlled airspace beyond that included in the notice of proposed rule making and since they do not impose any additional burden on any person, notice and public procedure thereon are unnecessary and the amendments may become effective with the publication of the final rule.

In consideration of the foregoing, Part 71 of the Federal Aviation Regulations is amended effective 0001 e.s.t., May 27, 1965, as hereinafter set forth.

1. In § 71.171 (29 F.R. 17581) the Chicago, Ill. (Midway Airport), control zone is amended to read:

CHICAGO, ILL. (MIDWAY AIRPORT)

Within a 5-mile radius of Chicago Midway Airport (latitude 41°47'04" N., longitude 87°45'12" W.); and within 2 miles each side of the Chicago Midway ILS localizer SE course extending from the 5-mile radius zone to 8 miles SE of the Kedzie RBN; and within 2 miles each side of the Chicago Midway ILS localizer NW course extending from the 5-mile radius zone to the OM.

2. In § 71.171 (29 F.R. 17581) the Chicago, Ill. (O'Hare International Airport) control zone is amended to read:

CHICAGO, ILL. (O'HARE INTERNATIONAL AIRPORT)

Within a 5-mile radius of Chicago O'Hare International Airport (latitude 41°59'10" N., longitude 87°54'28" W.); within 2 miles each side of the Chicago O'Hare Runway 14R and 14L ILS localizer NW courses, extending from the 5-mile radius zone to 7 miles NW of the airport, and within 2 miles each side of the Chicago O'Hare Runway 32R and 32L ILS localizer SE courses, extending from the 5-mile radius zone to 7 miles SE of the airport excluding the portion NE of a line between the INT's of the 5-mile radius zone and the 5-mile radius zone of Glenview, Ill., control zone.

3. In § 71.171 (29 F.R. 17581) the Chicago, Ill. (Meigs Airport), control zone is amended to read:

CHICAGO, ILL. (MEIGS AIRPORT)

Within a 3-mile radius of Meigs Airport (latitude 41°51'30" N., longitude 87°36'30" W.) from 0600 to 2200 hours, local time, daily.

4. In § 71.171 (29 F.R. 17581) the Glenview, Ill., control zone is amended to read:

GLENVIEW, ILL.

Within a 5-mile radius of NAS Glenview (latitude 42°05'21" N., longitude 87°49'07" W.); and within 2 miles each side of the Northbrook, Ill., VORTAC 128° and 159° radials extending from the Glenview 5-mile and the Chicago-O'Hare, Ill., 5-mile radius zones to 1 mile SE and SW of the VORTAC; and within 2 miles either side of the Northbrook VORTAC 071° radial extending from 1 mile E of the VORTAC to 6 miles E of the VORTAC; and within 2 miles each side of the 002° bearing from the Glenview RBN extending from the 5-mile radius zone to 12 miles N of the RBN.

5. In § 71.171 (29 F.R. 17581) the Joliet, Ill., control zone is amended to read:

JOLIET, ILL.

Within a 5-mile radius of Joliet Municipal Airport (latitude 41°31'05" N., longitude 88°-10'30" W.) and within 2 miles each side of the Joliet VORTAC 104° radial, extending from the 5-mile radius zone to the Joliet VORTAC.

6. In § 71.181 (29 F.R. 17643) the following transition areas are added:

CHICAGO, ILL.

That airspace extending upward from 700 feet above the surface within the area bounded by a line beginning at latitude 41°-31'00" N., longitude 87°47'00" W.; to latitude 41°29'00" N., longitude 87°34'00" W.; to latitude 41°29'00" N., longitude 87°19'00" W.; to latitude 41°55'00" N., longitude 87°-19'00" W.; to latitude 42°30'00" N., longitude 87°35'00" W.; to latitude 42°38'00" N., longitude 87°52'00" W.; to latitude 42°30'00" N., longitude 87°59'00" W.; to latitude 42°-25'00" N., longitude 88°10'00" W.; to latitude 42°15'00" N., longitude 88°10'00" W.; to latitude 42°15'00" N., longitude 88°-25'00" W.; to latitude 41°55'00" N., longitude 88°25'00" W.; to latitude 41°53'00" N., longitude 88°31'00" W.; to latitude 41°50'00" N., longitude 88°31'00" W.; thence counterclockwise via the arc of a 5-mile radius circle centered on the Aurora Municipal Airport (latitude 41°46'14" N., longitude 88°28'16" W.) to latitude 41°48'00" N., longitude 88°-22'50" W. to latitude 41°50'00" N., longitude 88°12'00" W. to point of beginning and that airspace extending upward from 1,200 feet above the surface within the area bounded by a line beginning at latitude 41°55'00" N., longitude 89°50'00" W. to latitude 41°55'00" N., longitude 88°30'00" W. to latitude 42°-30'00" N., longitude 88°30'00" W. to latitude 42°30'00" N., longitude 87°00'00" W. to latitude 41°20'00" N., longitude 87°00'00" W. to latitude 41°20'00" N., longitude 85°50'00" W. to latitude 41°00'00" N., longitude 85°-50'00" W. to latitude 41°00'00" N., longitude 86°33'00" W. to latitude 40°45'00" N., longitude 86°33'00" W. to latitude 40°45'00" N., longitude 88°40'00" W. to latitude 41°10'00" N., longitude 88°40'00" W. to latitude 41°-10'00" N., longitude 89°50'00" W. thence north to point of beginning.

MORRIS, ILL.

That airspace extending upward from 700 feet above the surface within a 4-mile radius of the Morris Municipal Airport (latitude 41°25'46" N., longitude 88°25'12" W.) and within 2 miles each side of the Joliet, Ill., VORTAC 213° radial extending from the 5-mile radius area to the VORTAC.

KANKAKEE, ILL.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Greater Kankakee Airport (latitude 41°04'17" N., longitude 87°50'56" W.), and within 2 miles each side of the Peotone, Ill., VORTAC 192° radial extending from the 5-mile radius area to the VORTAC; and within 2 miles each side of the 042° and 222° bearings from the Greater Kankakee Airport extending from the 5-mile radius area to 8 miles NE and SW of the airport.

STERLING, ILL.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Whiteside County Airport (latitude 41°-44'20" N., longitude 89°40'40" W.); and within 2 miles each side of the Polo, Ill., VORTAC 029° radial extending from the 5-mile radius area to the VORTAC; and within 2 miles each side of the Polo VORTAC 206° radial extending from the 5-mile radius area to 31 miles SW of the VORTAC; and within 2 miles each side of the 231° bearing from the Whiteside County Airport extending from the 5-mile radius area to 8 miles SW of the airport excluding the airspace within the Dixon, Ill., transition area.

DIXON, ILL.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Charles R. Walgreen Field, Dixon, Ill. (latitude 41°50'03" N., longitude 89°26'37" W.), and within 2 miles each side of the Polo, Ill., VORTAC 155° radial extending from the 5-mile radius area to the VORTAC.

7. In § 71.165 (29 F.R. 17557) the following control area extensions are revoked:

Bradford, Ill.	Milwaukee, Wis.
Chicago, Ill.	Moline, Ill.
Danville, Ill.	Peotone, Ill.
Fort Wayne, Ind.	Pontiac, Ill.

8. In § 71.165 (29 F.R. 15946 and 29 F.R. 17557) the following control area extension is revoked:

Peru, Ind.

(Sec. 307(a), Federal Aviation Act of 1958; 49 U.S.C. 1348)

Issued in Kansas City, Mo., on February 19, 1965.

EDWARD C. MARSH,
Director, Central Region.

[F.R. Doc. 65-2522; Filed, Mar. 11, 1965; 8:45 a.m.]

[Airspace Docket No. 64-CE-93]

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

Designation of Control Zone and Alteration of Transition Area

On December 22, 1964, a notice of proposed rule making was published in the FEDERAL REGISTER (29 F.R. 13080) stating that the Federal Aviation Agency proposed to alter controlled airspace in the Bloomington, Ill., terminal area.

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

In consideration of the foregoing, Part 71 of the Federal Aviation Regulations is amended, effective 0001 e.s.t., April 29, 1965, as hereinafter set forth.

1. In § 71.171 (29 F.R. 17581), the following is added:

BLOOMINGTON, ILL.

Within a 5-mile radius of Bloomington Municipal Airport (latitude 40°28'50" N., longitude 88°55'45" W.); and within 2 miles each side of the Bloomington VOR 043° radial, extending from the 5-mile radius zone to a point 8 miles NE of the VOR. The control zone shall be effective during the times established by a Notice to Airmen and published continuously in the Airman's Information Manual.

2. In § 71.181 (29 F.R. 17643), the Bloomington, Ill., transition area is amended to read:

BLOOMINGTON, ILL.

That airspace extending upward from 700' above the surface within a 5-mile radius of Bloomington Municipal Airport (latitude 40°28'50" N., longitude 88°55'45" W.); and within 2 miles each side of the Bloomington VOR 043° radial, extending from the 5-mile radius circle to 8 miles NE of the VOR.

(Sec. 307(a), Federal Aviation Act of 1958; 49 U.S.C. 1348)

Issued in Kansas City, Mo., on February 25, 1965.

HENRY L. NEWMAN,
Acting Director, Central Region.

[F.R. Doc. 65-2523; Filed, Mar. 11, 1965; 8:45 a.m.]

[Airspace Docket No. 64-CE-105]

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

Alteration of Control Zones and of Transition Area and Revocation of Control Area Extension

On January 8, 1965, a notice of proposed rule making was published in the FEDERAL REGISTER (30 F.R. 229) stating that the Federal Aviation Agency proposed to alter the controlled airspace in the Minneapolis, Minn., terminal area.

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

In consideration of the foregoing, Part 71 of the Federal Aviation Regulations is amended, effective 0001 e.s.t., April 29, 1965, as hereinafter set forth.

1. Section 71.165 (29 F.R. 17557) is amended as follows: The Minneapolis, Minn., control area extension is revoked.

2. In § 71.171 (29 F.R. 17581), the Minneapolis, Minn., control zone is amended to read:

MINNEAPOLIS, MINN.

Within a 5-mile radius of Minneapolis-St. Paul International Airport (latitude 44°53'-08" N., longitude 93°13'11" W.); within 2 miles each side of the Minneapolis MPS–ILS front and back courses from the 5-mile radius zone to the MS–LOM and to 16 miles NW of the MS–LOM; and within 2 miles each side of the front and back courses of the Minneapolis APL–ILS, extending from the 5-mile radius zone to the AP–LOM and to 12 miles NE of the AP–LOM.

3. In § 71.171 (29 F.R. 17581), the St. Paul, Minn., control zone is amended to read:

ST. PAUL, MINN.

Within a 5-mile radius of St. Paul Downtown Airport (Holman Field) (latitude 44°-56'06" N., longitude 93°03'39" W.), and within 2 miles each side of the St. Paul VOR 115° radial, extending from the 5-mile radius zone to the VOR, excluding the portion which overlies the Minneapolis, Minn., control zone and excluding the area within a 1-mile radius of Fleming Field (latitude 44°51'29" N., longitude 93°01'59" W.), from 0600 to 2200 hours, local time, daily.

4. In § 71.181 (29 F.R. 17643), the Minneapolis, Minn., transition area is amended to read:

MINNEAPOLIS, MINN.

That airspace extending upward from 700 feet above the surface within a 23-mile radius of Minneapolis–St. Paul International Airport (latitude 44°53'08" N., longitude 93°-13'11" W.), and within 5 miles N and 8 miles S of the Flying Cloud, Minn. VOR 292° radial, extending from the 23-mile radius area to 12 miles W of the VOR; and that airspace extending upward from 1,200 feet above the surface within a 36-mile radius of Minneapolis–St. Paul International Airport, within 9 miles N and 6 miles S of the Minneapolis,

Minn., VOR 100° radial extending from the 36-mile radius area to 57 miles E of the VOR, and within 9 miles SW and 6 miles NE of the Farmington, Minn., VOR 297° radial, extending from the 36-mile radius area to 48 miles NW of the VOR; and that airspace extending upward from 5,000 feet MSL E of Minneapolis, Minn., bounded on the SE by V–26, on the SW by V–2N, and on the N by V–78; and that airspace W of Farmington, Minn., bounded on the S by V–26, on the NW by V–148 and on the NE by V–171; and that airspace W of Minneapolis, Minn., bounded on the N by V–78, on the S by V–148 and on the SW by V–171.

(Sec. 307(a), Federal Aviation Act of 1958; 49 U.S.C. 1348)

Issued in Kansas City, Mo., on February 26, 1965.

EDWARD C. MARSH,
Director, Central Region.

[F.R. Doc. 65–2524; Filed, Mar. 11, 1965; 8:45 a.m.]

[Airspace Docket No. 64–WE–9]

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

Alteration of Control Zone and Transition Area

On January 6, 1965, a notice of proposed rule making was published in the FEDERAL REGISTER (30 F.R. 94) stating that the Federal Aviation Agency proposed the alteration of controlled airspace in the Fresno, Calif., terminal area.

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

In consideration of the foregoing, Part 71 of the Federal Aviation Regulations is amended, effective 0001 e.s.t., June 24, 1965, as hereinafter set forth:

1. In § 71.171 (29 F.R. 17601), the Fresno, Calif. (Chandler Municipal Airport), control zone is amended to read:

FRESNO, CALIF. (CHANDLER MUNICIPAL AIRPORT)

Within a 5-mile radius of Chandler Municipal Airport (latitude 36°43'55" N., longitude 119°49'05" W.); within 2 miles each side of the 232° bearing from the Fresno RBN extending from the 5-mile radius zone to 8 miles SW of the RBN and within 2 miles each side of the Fresno VORTAC 185° radial, extending from the 5-mile radius zone to 1.5 miles S of the VORTAC, excluding the portion within the Fresno (Fresno Air Terminal) control zone. This control zone will be effective from 0700 to 2300 hours, local time daily.

2. In § 71.181 (29 F.R. 17664), the Fresno, Calif., transition area is amended to read:

FRESNO, CALIF.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Chandler Municipal Airport (latitude 36°-43'55" N., longitude 119°49'05" W.); within 2 miles each side of the 232° bearing from the Fresno RBN, extending from the 5-mile radius area to 8 miles SW of the RBN; within 2 miles each side of the Fresno VORTAC 185° radial, extending from the 5-mile radius area to the VORTAC, excluding the portion within the arc of a 5-mile radius circle centered on the Fresno Air Terminal, and the portion NE of a line 2 miles SW of and parallel to the Fresno VORTAC 143° radial, extending from the arc of a 5-mile radius circle centered on Fresno Air Terminal to the VORTAC; within 2 miles W and 4 miles E of the Fresno VORTAC 158° radial, extending from the arc of a 5-mile radius circle centered on the Fresno Air Terminal to 16 miles SE of the VORTAC, and within 2 miles each side of the Fresno ILS localizer SE course, extending from the arc of a 5-mile radius circle centered on the Fresno Air Terminal to 13 miles SE of the OM; that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 36°00'00" N., longitude 119°30'00" W., to latitude 36°00'-00" N., longitude 118°45'00" W., to latitude 36°56'00" N., longitude 119°20'00" W., to latitude 37°04'30" N., longitude 118°59'00" W., to latitude 37°29'00" N., longitude 119°15'00" W., to latitude 37°02'00" N., longitude 120°-18'00" W., to latitude 36°37'00" N., longitude 119°56'00" W., thence E along latitude 36°-37'00" N., to the W boundary of V–23; thence along the W boundary of V–23 to longitude 119°30'00" W.; thence S along longitude 119°30'00" W. to the point of beginning.

(Sec. 307(a), Federal Aviation Act of 1958, as amended; 72 Stat. 749; 49 U.S.C. 1348)

Issued in Los Angeles, Calif., on March 2, 1965.

NED K. ZARTMAN,
Acting Deputy Director, Western Region.

[F.R. Doc. 65–2525; Filed, Mar. 11, 1965; 8:45 a.m.]

[Airspace Docket No. 63–WE–97]

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

Alteration of Control Zone and Transition Area

On January 6, 1965, a notice of proposed rule making was published in the FEDERAL REGISTER (30 F.R. 95) stating that the Federal Aviation Agency proposed to alter the controlled airspace in the Crows Landing, Calif., terminal area.

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

In consideration of the foregoing, Part 71 of the Federal Aviation Regulations is amended, effective 0001 e.s.t., June 24, 1965, as hereinafter set forth.

1. In § 71.171 (29 F.R. 17593), the Crows Landing, Calif., control zone is amended to read:

CROWS LANDING, CALIF.

Within a 5-mile radius of ALF Crows Landing (latitude 37°24'35" N., longitude 121°06'40" W.), excluding the portion within a 1-mile radius of Patterson Field, Patterson, Calif. (latitude 37°28'05" N., longitude 121°10'06" W.). This control zone will be effective from 0800 to 0100 hours, local time, Monday through Friday. The portion within R–2528 would be used only after obtaining prior approval from appropriate authority.

2. In § 71.181 (29 F.R. 17657), the Crows Landing, Calif., transition area is amended to read:

CROWS LANDING, CALIF.

That airspace extending upward from 700 feet above the surface within 2 miles each side of the Crows Landing TACAN 359° radial, extending from the arc of a 5-mile radius circle centered on ALF Crows Landing (latitude 37°24'35" N., longitude 121°06'40" W.) to 7 miles N of the TACAN; that airspace extending upward from 1,200 feet above the surface bounded on the N by latitude 37°38'-00" N., on the E by V–109, on the SW by V–107 and on the W by longitude 121°31'00" W. The portions within R–2528 and R–2525 would be used only after obtaining prior approval from appropriate authority.

(Sec. 307(a), Federal Aviation Act of 1958, as amended; 72 Stat. 749; 49 U.S.C. 1348)

Issued in Los Angeles, Calif., on March 2, 1965.

NED K. ZARTMAN,
Acting Deputy Director, Western Region.

[F.R. Doc. 65–2526; Filed, Mar. 11, 1965; 8:45 a.m.]

[Airspace Docket No. 63–WE–127]

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

Alteration of Control Zone, Revocation of Control Area Extension and Designation of Transition Area

On December 24, 1964, a notice of proposed rule making was published in the FEDERAL REGISTER (29 F.R. 18383). It stated that the Federal Aviation Agency proposed alteration of the controlled airspace in the Mountain Home, Idaho, terminal area.

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

In consideration of the foregoing, Part 71 (New) of the Federal Aviation Regulations is amended, effective 0001 e.s.t., May 27, 1965, as hereinafter set forth.

1. In § 71.171 (29 F.R. 17581), the Mountain Home, Idaho, control zone is amended to read:

MOUNTAIN HOME, IDAHO

Within a 5-mile radius of Mountain Home AFB (latitude 43°02'35" N., longitude 115°-52'05" W.); within 2 miles each side of the extended centerline of Runway 12, extending from the 5-mile radius zone to 7.5 miles SE of the SE end of Runway 12; within 2 miles each side of the extended centerline of Runway 30, extending from the 5-mile radius zone to 7.5 miles NW of the NW end of Runway 30; within 2 miles each side of the Mountain Home TACAN 129° radial, extending from the 5-mile radius zone to 7 miles SE of the TACAN, and within 2 miles each side of the Mountain Home TACAN 321° radial, extending from the 5-mile radius zone to 7 miles NW of the TACAN.

2. In § 71.165 (29 F.R. 17557), the Mountain Home, Idaho, control area extension is revoked.

3. In § 71.181 (29 F.R. 17643), the Mountain Home, Idaho, transition area is added as follows:

MOUNTAIN HOME, IDAHO

That airspace extending upward from 700 feet above the surface within 10 miles NE and 9 miles SW of the Mountain Home AFB TACAN 135° and 315° radials, extending from 18 miles SE to 18 miles NW of the TACAN; that airspace extending upward from 1,200 feet above the surface bounded on the NE by the SW boundary of V–4, on the SE, S and SW by the arc of a 35-mile radius circle centered on Mountain Home AFB (latitude

43°02'35" N., longitude 115°52'05" W.), on the W by the Boise, Idaho, VORTAC 204° radial and on the NW by the arc of a 25-mile radius circle centered on the Boise VORTAC; that airspace SE of Mountain Home, extending upward from 6,500 feet MSL, extending from the 35-mile radius area bounded on the NE by V-253, on the S by latitude 42°24'00" N., and on the W by longitude 115°39'00" W., excluding the portion within the Twin Falls, Idaho, transition area; that airspace S of Mountain Home, extending upward from 7,500 feet MSL, extending from the 35-mile radius area bounded on the E by longitude 115°39'00" W., on the S by the arc of a 46-mile radius circle centered on Mountain Home AFB, and on the NW by a line 5 miles NW of and parallel to the Mountain Home AFB VOR 208° radial; and that airspace S of Mountain Home, extending upward from 10,500 feet MSL within 5 miles each side of the Mountain Home VOR 178° and 208° radials, extending from the 46-mile radius circle to 61 miles S and SW of the VOR.

(Sec. 307(a), Federal Aviation Act of 1958, as amended; 49 U.S.C. 1348)

Issued in Los Angeles, Calif., on March 2, 1965.

NED K. ZARTMAN,
Acting Deputy Director, Western Region.

[F.R. Doc. 65-2527; Filed, Mar. 11, 1965; 8:46 a.m.]

[Airspace Docket No. 64-SO-68]

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

Designation of Transition Area

On December 29, 1964, a notice of proposed rule making was published in the FEDERAL REGISTER (29 F.R. 18510) stating that the Federal Aviation Agency proposed to designate a transition area at Vero Beach, Fla.

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

In consideration of the foregoing, Part 71 of the Federal Aviation Regulations is amended, effective 0001 e.s.t., May 27, 1965, as hereinafter set forth.

In § 71.181 (29 F.R. 17643) the following transition area is added:

VERO BEACH, FLA.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Vero Beach, Fla., Municipal Airport (latitude 27°39'15" N., longitude 80°24'55" W.) and within 2 miles each side of the Vero Beach VORTAC 291° radial extending from the 6-mile radius area to 8 miles W of the VORTAC; that airspace extending upward from 1,200 feet above the surface within a 20-mile radius of the Vero Beach VORTAC, including the area SW of Vero Beach bounded on the E by V-51, on the SW by V-492N, on the NW by V-225, and including the airspace W of Vero Beach bounded on the SE by V-225, on the W by V-267, on the NE by V-295; excluding the airspace within a 25-mile radius of Patrick AFB, Cocoa, Fla. (latitude 28°14'15" N., longitude 80°36'35" W.) and the airspace outside of the continental limits of the United States.

(Sec. 307(a), Federal Aviation Act of 1958; 49 U.S.C. 1348(a))

Issued in East Point, Ga., on March 2, 1965.

PAUL H. BOATMAN,
Acting Director, Southern Region.

[F.R. Doc. 65-2528; Filed, Mar. 11, 1965; 8:46 a.m.]

Chapter II—Civil Aeronautics Board

SUBCHAPTER A—ECONOMIC REGULATIONS

[Reg. ER-431]

PART 295—TRANSATLANTIC SUPPLEMENTAL AIR TRANSPORTATION

Terms of Service

Adopted by the Civil Aeronautics Board at its office in Washington, D.C., on the 9th day of March 1965.

By notice of proposed rule making issued December 31, 1964, EDR-77, Docket 15773, and published at 30 F.R. 92, the Board advised of its intention to amend Part 295 of the Economic Regulations with respect to the furnishing of substitute air transportation and incidental expenses in connection with the originating legs of flights in transatlantic supplemental air transportation. The amendment wil require supplemental air carriers to provide substitute air transportation where cancellations or delays occur on the originating legs of transatlantic charter flights in the same manner as they are now required to do on the return legs of such flights. Also, with respect to the originating legs of such flights, the supplemental air carriers are expected to provide incidental expenses (meals and lodging or payment therefor) to delayed charter passengers whose homes are not located within a reasonable distance from the point of charter origination.

Interested persons were afforded an opportunity to participate in the making of this rule, but no comments were received. Therefore, the Board will now make final the rule as proposed.

Accordingly, in consideration of the foregoing, the Board hereby amends Part 295 of its Economic Regulations (14 CFR Part 295) effective April 11, 1965 as set forth below:

1. Amend § 295.14(c)(1)(i) by deleting the words "bound from a point outside the continent where the charter originated to the point where it terminates" after the initial phrase therein "On all charter flights" so that the subdivision reads as follows:

(i) On all charter flights, unless the air carrier causes an aircraft to finally enplane each passenger and commence the takeoff procedures at the airport of departure before the forty-eighth hour following the time scheduled for the departure of such flight, it shall provide substitute transportation in accordance with the provisions of this subparagraph.

2. Amend § 295.14(c)(2) by adding after the heading *"Incidental expenses"* in said subparagraph the footnote designation "1a" and a footnote reading as follows:

[1a] Although the requirements with respect to providing incidental expenses are made expressly applicable only to the return leg of a charter flight, the air carriers are expected, in the case of delay in departure of the originating leg of a flight, to furnish such incidental expenses to charter passengers whose homes are not located within a reasonable distance from the point of origination of the charter.

(Sec. 204(a), Federal Aviation Act of 1958; 72 Stat. 743; 49 U.S.C. 1324. Interpret or apply secs. 401(d)(3), 401(n), 76 Stat. 143, 144; 49 U.S.C. 1371)

By the Civil Aeronautics Board.

[SEAL] HAROLD R. SANDERSON,
Secretary.

[F.R. Doc. 65-2540; Filed, Mar. 11, 1965; 8:47 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 D—Food Additives Permitted in Food for Human Consumption

POLYETHYLENE GLYCOL 6000

The Commissioner of Food and Drugs, having evaluated the data in a petition (FAP 5A1633) filed by Monsanto Co., 800 North Lindbergh Boulevard, St. Louis, Mo., 63166, and other relevant material, has concluded that § 121.1057(c) should be amended to prescribe the use of polyethylene glycol 6000 as an adjuvant in nonnutritive sweeteners consisting of saccharin salts and cyclamate salts. Therefore, pursuant to the provisions of the Federal Food, Drug, and Cosmetic 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 (21 CFR 2.90), § 121.1057(c) is amended by adding thereto a new subparagraph (3) as follows:

§ 121.1057 Polyethylene glycol 6000.

* * * * * *

(c) * * *

(3) As an adju[illegible] to improve flavor and as a bodying agent, with those nonnutritive sweeteners identified in § 121.101(d)(4).

Any person who will be adversely affected by the foregoing order may at any time within 30 days 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, D.C., 20201, written objections thereto, preferably in quintuplicate. 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.

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: March 8, 1965.

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

[F.R. Doc. 65-2551; Filed, Mar. 11, 1965; 8:47 a.m.]

PART 121—FOOD ADDITIVES

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

Subpart G—Radiation and Radiation Sources Intended for Use In the Production, Processing, and Handling of Food

VEGETABLE PARCHMENT SUBJECT TO RADIATION USED IN PROCESSING FOOD

The Commissioner of Food and Drugs, having evaluated the data submitted in a petition (FAP 5M1622) filed by the Department of the Army, Quartermaster Research and Engineering Center, Natick, Mass., and other relevant material, has concluded that the food additive regulations should be amended to provide for the conditions under which vegetable parchment may be safely subjected to radiation used in the processing of food in contact with vegetable parchment. Therefore, pursuant to the provisions of the Federal Food, Drug, and Cosmetic 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 (21 CFR 2.90), Part 121 is amended in the following respects:

1. Section 121.2543 is amended by adding thereto a new paragraph (c) as follows:

§ 121.2543 Packaging materials for use in radiation preservation of prepackaged foods.

* * * * *

(c) The following packaging materials may be subjected to a dose of radiation, not to exceed 6 megarads incidental to the use of gamma or X-radiation in the radiation processing of prepackaged foods:

(1) Vegetable parchments, consisting of a cellulose material made from waterleaf paper (unsized) treated with concentrated sulfuric acid, neutralized, and thoroughly washed with distilled water.

(2) [Reserved]

2. Section 121.3002(b) is amended by inserting in the "Limitations" column in the table a new parenthetical phrase "(with or without a vegetable parchment inner wrap)", immediately after the word "packing." As amended, the "Limitations" column for this item reads as follows:

§ 121.3002 Gamma radiation for the processing and treatment of food.

* * * * *

(b) * * *

Irradiated food	Limitations	Use
Canned bacon...	Irradiated in cans coated with polymeric and resinous coatings meeting the specifications in § 121.2514, after packing (with or without a vegetable parchment inner wrap) under vacuum or in an inert atmosphere; absorbed dose: 4.5 to 5.6 megarads.	Radiation preservation.

* * * * *

3. Section 121.3005(b) is amended by inserting in the "Limitation" column in the table a new parenthetical phrase, "(with or without a vegetable parchment inner wrap)", immediately after the word "packing." As amended, the "Limitation" column reads as follows:

§ 121.3005 X-radiation for the processing of food.

* * * * *

(b) * * *

Irradiated food	Limitation	Use
Canned bacon...	Irradiated in cans coated with polymeric and resinous coatings meeting the specifications in §121.2514, after packing (with or without a vegetable parchment inner wrap) under vacuum or in an inert atmosphere; absorbed dose: 4.5 to 5.6 megarads.	Radiation preservation.

* * * * *

Any person who will be adversely affected by the foregoing order may at any time within 30 days 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, D.C., 20201, written objections thereto, preferably in quintuplicate. 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.

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: March 8, 1965.

JOHN L. HARVEY,
Deputy Commissioner of Food and Drugs.

[F.R. Doc. 65-2550; Filed, Mar. 11, 1965; 8:47 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

ADJUSTMENTS BASED ON CHANGE IN INCOME, NET WORTH OR STATUS

Sections 3.660 and 3.661 are revised to read as follows:

§ 3.660 Dependency, income and estate.

(a) *Reduction or discontinuance*—(1) *General.* A veteran, widow or child who is receiving pension, or a parent who is receiving compensation or dependency and indemnity compensation must notify the Veterans Administration of any material change or expected change in his income or other circumstances which would affect his entitlement to receive, or the rate of, the benefit being paid. Such notice must be furnished when he acquires knowledge that he will begin to receive additional income at a rate which if continued will cause his income to exceed the income limitation or increment applicable to the rate of the benefit being paid or when his marital or dependency status changes. In pension claims subject to § 3.252(b) and in compensation claims subject to § 3.250(a)(2), notice must be furnished of any material increase in corpus of the estate or net worth.

(2) *Contingency.* The payee's award will be reduced or discontinued effective the last day of the month in which the rate of income increased or the marital or dependency status changed, or dependency ceased, or the increase in corpus of estate or net worth occurred.

(3) *Anticipated increase.* When information has been furnished by the payee that he anticipates receiving income which will require reduction or discontinuance of pension, compensation or dependency and indemnity compensation, the award will be reduced or discontinued effective the last day of the month in which the payee anticipates he will begin to receive such income, subject to adjustment if the increase occurs in a different month (38 U.S.C. 3012(b)(4)).

(4) *Overpayments.* Overpayments created by retroactive discontinuance of benefits will be subject to recovery if not waived. Where dependency and indemnity compensation was being paid to two parents living together, an overpayment will be established on the award to each parent.

(b) *Award or increase; income.* Where pension or dependency and indemnity compensation was not paid for a particular year because the claim was disallowed, an award was deferred under § 3.260(b), payments were discontinued or made at a lower rate based on anticipated or actual income, benefits otherwise payable may be authorized commencing the first of a calendar year as provided in this paragraph (38 U.S.C. 3010(h)). In all other cases, benefits may not be authorized for any period

prior to the date of receipt of a new claim.

(1) *Anticipated income.* Where payments were not made or were made at a lower rate because of anticipated income, pension or dependency and indemnity compensation may be awarded or increased in accordance with the facts found but not earlier than January 1 of that year if satisfactory evidence is received within the same or the next calendar year.

(2) *Actual income.* Where the claimant's actual income exceeded the statutory limitation, or was within a higher income increment, pension or dependency and indemnity compensation may be awarded or increased effective January 1 of the next calendar year if satisfactory evidence is received within that calendar year.

(c) *Increase; change in status.* Where there is a change in the payee's marital status or status of the payee's dependents which would permit payment at a higher rate, the increased rate will be effective from the date of receipt of notice constituting an informal claim reporting the change in status. The rate payable for each period will be determined, as provided in § 3.260(f), on the basis of income for the full calendar year. (See § 3.651 as to increases due to termination of payments to another payee.)

(d) *Corpus of estate; net worth.* Where a claim has been finally disallowed or terminated because of the corpus of estate and net worth provisions of § 3.263, and entitlement is established on the basis of a reduction in estate or net worth, or a change in circumstances such as health, acquisition of a dependent, or increased rate of depletion of the estate, benefits or increased benefits will not be paid for any period prior to the date of receipt of a new claim.

§ 3.661 Income and net worth questionnaires.

(a) *Determination and entitlement.* (1) Where the questionnaire shows a change in income, net worth, marital status, status of dependents or change in circumstances affecting the application of the net worth provisions, the award will be adjusted in accordance with § 3.660(a)(2).

(2) Where there is doubt as to the extent of anticipated income payment of pension or dependency and indemnity compensation will be authorized at the lowest appropriate rate or will be withheld, as provided in § 3.260(b).

(b) *Failure to return questionnaire.* Discontinuance of pension or dependency and indemnity compensation will be effective the first of the year for which the income or net worth was to be reported or the effective date of the award, whichever is the later date.

(1) *Adjustment of overpayment.* If evidence of entitlement is thereafter received, adjustment in the retroactive discontinuance of benefits will be made for all periods of entitlement from the date of discontinuance of payments.

(2) *Resumption of benefits.* Payment may be made, if otherwise in order, from the date of last payment if evidence of entitlement is received within 1 year from the date the claimant is notified of the termination of payments; otherwise benefits may not be paid for any period prior to date of receipt of the new claim.

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

These VA regulations are effective the date of approval.

Approved: March 2, 1965.

By direction of the Administrator.

[SEAL] CYRIL F. BRICKFIELD,
Deputy Administrator.

[F.R. Doc. 65-2534; Filed, Mar. 11, 1965; 8:46 a.m.]

Title 46—SHIPPING

Chapter IV—Federal Maritime Commission

SUBCHAPTER B—REGULATIONS AFFECTING MARITIME CARRIERS AND RELATED ACTIVITIES

[Docket No. 973 (Sub 1) General Order 4, Amdt. 1]

PART 510—LICENSING OF INDEPENDENT OCEAN FREIGHT FORWARDERS

Notice of Effective Date

On June 6, 1963, the Federal Maritime Commission published in the FEDERAL REGISTER (28 F.R. 5577) its order postponing the effective date of §§ 510.21 (f), (i), (j), (l), § 510.22(a), § 510.23(j), §§ 510.24 (e), (g), (h), and § 510.25(a) of 46 CFR until thirty (30) days following the decision of the United States Court of Appeals for the Second Circuit on a petition for review of these sections.

The decision of the court of appeals having become final, notice is hereby given that these rules shall become effective on April 5, 1965.

THOMAS LISI,
Secretary.

[F.R. Doc. 65-2538; Filed, Mar. 11, 1965; 8:47 a.m.]

Proposed Rule Making

FEDERAL AVIATION AGENCY

[14 CFR Part 71]

[Airspace Docket No. 65–CE–12]

CONTROL ZONE AND TRANSITION AREA

Proposed Alteration

The Federal Aviation Agency is considering an amendment to Part 71 of the Federal Aviation Regulations to alter controlled airspace in the Bemidji, Minn., terminal area.

The Bemidji control zone is presently designated as that airspace within a 4-mile radius of Bemidji Municipal Airport (latitude 47°30'35'' N., longitude 94°55'50'' W.) and within 2 miles each side of the Bemidji VOR 136° radial, extending from the 4-mile radius zone to the VOR, excluding the portion 9 miles SE of and parallel to the Bemidji VOR 024° and 204° radials. This control zone is effective—see Airman's Guide for hours of designation.

The Bemidji transition area is presently designated as that airspace extending upward from 700 feet above the surface within a 6-mile radius of Bemidji Municipal Airport (latitude 47°30'35'' N., longitude 94°55'50'' W.) and within 2 miles each side of the Bemidji VOR 316° and 136° radials extending from the 6-mile radius area to 8 miles NW of the VOR; and the airspace extending upward from 1,200 feet above the surface within 5 miles NE and 8 miles SW of the Bemidji VOR 136° and 316° radials, extending from 4 miles SE to 13 miles NW of the VOR.

To implement the provisions of Amendments 60–21 (26 F.R. 570) and 60–29 (27 F.R. 4012) of Part 60 of the Civil Air Regulations, the Federal Aviation Agency proposes to take the following airspace actions:

(1) Designate the Bemidji control zone to comprise that airspace within a 5-mile radius of the Bemidji Municipal Airport (latitude 47°30'35'' N., longitude 94°55'50'' W.), within 2 miles each side of the Bemidji VOR 136° radial, extending from the 5-mile radius zone to the VOR and within 2 miles each side of the 262° bearing from the Bemidji Municipal Airport, extending from the 5-mile radius zone to 8 miles W of the airport, excluding the portion 9 miles SE of and parallel to the Bemidji VOR 024° and 204° radials. This control zone shall be effective during the times established by a Notice to Airmen and published continuously in the Airman's Information Manual.

(2) Designate the Bemidji transition area as that airspace extending upward from 700 feet above the surface within a 6-mile radius of Bemidji Municipal Airport (latitude 47°30'35'' N., longitude 94°55'50'' W.) and within 2 miles each side of the 316° and 136° radials extending from the 6-mile radius area to 8 miles NW of the VOR, within 2 miles each side of the Bemidji VOR 135° radial extending from the 6-mile radius area to 17 miles SE of the VOR, within 5 miles N and 8 miles S of the 262° bearing from the Bemidji Municipal Airport, extending from the airport to 12 miles W of the airport; and that airspace extending upward from 1,200 feet above the surface within 5 miles NE and 8 miles SW of the Bemidji VOR 136° and 316° radials, extending from 4 miles SE to 13 miles NW of the VOR, and within 5 miles SW and 8 miles NE of the Bemidji VOR 135° radial, extending from 7 miles SE of the VOR to 22 miles SE of the VOR.

The proposed alteration of the Bemidji control zone increases the radius from 4 miles to 5 miles which is the normal radius for a control zone when an instrument approach procedure is prescribed. The proposed control zone extension to the west will provide protection for aircraft executing special instrument approach procedure No. ADF 3 which provides for straight in approach to Runway 7 at Bemidji. The excluded portion of the control zone which is 9 miles southeast of and parallel to the Bemidji VOR 024° and 204° radials will permit aircraft to operate from the seaplane bases on Lake Bemidji. The control zone, presently effective from 0730 to 2000 hours local time daily, is predicated on the weather reporting service being provided by duly certificated personnel of North Central Airlines. In the event of airline schedule change the effective hours of the control zone may vary. Normally, thirty days notice will be given prior to any change by a Notice to Airmen and continuously published in the Airman's Information Manual.

The proposed alteration of the portion of the Bemidji transition area which extends upward from 700 feet above the surface will provide protection for aircraft executing special instrument approach procedures Nos. VOR 1 and ADF 3 during that portion of the approach procedure conducted between 1,000 feet and 1,500 feet above the surface. The transition area extension to the southeast protects the VOR No. 1 special approach procedure and the extension to the west protects the ADF No. 3 special approach procedure. The proposed alteration of the portion of the Bemidji transition area which extends upward from 1,200 feet above the surface will provide protection for aircraft executing the procedure turn portion of the VOR No. 1 special approach procedure.

Certain minor revisions to prescribed instrument approach procedures would be effected in conjunction with the actions proposed herein but operational complexity would not be increased nor would aircraft performance or landing minimums be adversely affected.

Specific details of the changes to procedures and minimum instrument flight rule altitudes that would be required may be examined by contacting the Chief, Airspace Branch, Air Traffic Division, Central Region, Federal Aviation Agency, 4825 Troost Avenue, Kansas City, Mo., 64110.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Director, Central Region, ATTN: Chief, Air Traffic Division, Federal Aviation Agency, 4825 Troost Avenue, Kansas City, Mo., 64110. 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. 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 public Docket will be available for examination by interested persons in the office of the Regional Counsel, Federal Aviation Agency, 4825 Troost Avenue, Kansas City, Mo., 64110.

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

Issued at Kansas City, Mo., on February 17, 1965.

EDWARD C. MARSH,
Director, Central Region.

[F.R. Doc. 65–2529; Filed, Mar. 11, 1965; 8:46 a.m.]

[14 CFR Part 71]

[Airspace Docket No. 65–CE–22]

TRANSITION AREA

Proposed Designation

The Federal Aviation Agency is considering an amendment to Part 71 of the Federal Aviation Regulations which would designate controlled airspace in the Park Rapids, Minn., terminal area.

At the present time, there is no controlled airspace designated in the Park Rapids, Minn., terminal area.

The Federal Aviation Agency, having completed a comprehensive review of the terminal airspace structure requirements in the Park Rapids, Minn., terminal area, including studies attendant to the implementation of Amendments 60–21 (26 F.R. 570) and 60–29 (27 F.R. 4012) of Part 60 of the Civil Air Regulations, proposes to take the following airspace action:

Designate a transition area at Park Rapids, Minn., to comprise that airspace extending upward from 700 feet above

the surface within a 5-mile radius of Park Rapids, Minn., Municipal Airport (latitude 46°53'54" N., longitude 95°04'-18" W.); and within 2 miles each side of the 132° bearing from Park Rapids Municipal Airport extending from the 5-mile radius area to 8 miles SE of the airport; and that airspace extending upward from 1,200 feet above the surface within 5 miles SW and 8 miles NE of the 132° bearing from Park Rapids Municipal Airport extending from 7 miles NW to 14 miles SE of the airport.

At the present time, weather reporting facilities are not available at Park Rapids. Therefore, the location does not meet the criteria for the establishment of a control zone. Air/ground communications are available down to the airport surface on frequency 122.1 through the State-owned TVOR, remotely controlled from the Grand Forks, N. Dak., Flight Service Station.

A public instrument approach procedure is to be established at this location. The proposed 700-foot floor transition area would provide controlled airspace protection for aircraft executing the proposed prescribed instrument approach procedure during descent from 1,500 to 700 feet above the surface and for departing aircraft during climb from 700 to 1,200 feet above the surface.

The proposed 1,200-foot floor transition area would provide controlled airspace protection for the procedure turn area of the proposed prescribed instrument approach procedure and for the holding pattern at Park Rapids, Minn.

Specific details of the changes to procedures that would be required may be examined by contacting the Chief, Airspace Branch, Air Traffic Division, Central Region, Federal Aviation Agency, 4825 Troost Avenue, Kansas City, Mo., 64110.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Director, Central Region, ATTN: Chief, Air Traffic Division, Federal Aviation Agency, 4825 Troost Avenue, Kansas City, Mo., 64110. 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. 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 public Docket will be available for examination by interested persons in the office of the Regional Counsel, Federal Aviation Agency, 4825 Troost Avenue, Kansas City, Mo., 64110.

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

Issued at Kansas City, Mo., on February 25, 1965.

HENRY L. NEWMAN,
Acting Director, Central Region.

[F.R. Doc. 65-2530; Filed, Mar. 11, 1965; 8:46 a.m.]

Notices

DEPARTMENT OF THE TREASURY

Bureau of Customs

[AA 643.3–b]

PERCHLORETHYLENE SOLVENT FROM FRANCE

Withholding of Appraisement Notice

MARCH 8, 1965.

Pursuant to section 201(b) of the Antidumping Act, 1921, as amended (19 U.S.C. 160(c)), notice is hereby given that there are reasonable grounds to believe or suspect, from information presented to me, that the purchase price of perchlorethylene solvent IP–420 imported from France, manufactured by Solvay & Cie, Paris, France, is less, or likely to be less, than the foreign market value as defined by sections 203 and 205, respectively, of the Antidumping Act, 1921, as amended (19 U.S.C. 162 and 164). The investigation is limited to the transactions of the above-identified firm.

Customs officers are being directed to withhold appraisement of perchlorethylene solvent IP–420 imported from France, manufactured by Solvay & Cie, Paris, France, in accordance with the provisions of § 14.9 of the Customs Regulations (19 CFR 14.9).

The information alleging that the merchandise under consideration was being sold at less than fair value within the meaning of the Antidumping Act was received in proper form on November 6, 1964. The information was received from sources within the Customs Service.

This notice is published pursuant to § 14.6(e) of the Customs Regulations (19 CFR 14.6(e)).

[SEAL] LESTER D. JOHNSON,
Acting Commissioner of Customs.

[F.R. Doc. 65–2536; Filed, Mar. 11, 1965; 8:46 a.m.]

[AA 643.3–b]

VELVET FLOOR COVERINGS FROM GREAT BRITAIN

Antidumping Proceeding Notice

MARCH 8, 1965.

On February 18, 1965, the Commissioner of Customs received information in proper form pursuant to the provisions of § 14.6(a) of the Customs Regulations that all shipments of velvet floor coverings imported from Great Britain, manufactured by Carpet Trades, Limited, Kidderminster, Great Britain, are being, or likely to be, sold at less than fair value within the meaning of the Antidumping Act, 1921, as amended.

Ordinarily, merchandise is considered to be sold at less than fair value when the net, f.o.b. factory price for exportation to the United States is less than the net, f.o.b. factory price to purchasers in the home market, after due allowance is made, where appropriate, for differences in quantity and other circumstances of sale.

A summary of the information received is as follows:

The unit prices of velvet floor coverings sold by the above manufacturer for exportation to the United States are substantially less than their home consumption unit sales prices.

The information was received from sources within the Customs Service.

This notice is published pursuant to § 14.6(d)(1)(i) of the Customs Regulations (19 CFR 14.6(d)(1)(i)).

[SEAL] LESTER D. JOHNSON,
Acting Commissioner of Customs.

[F.R. Doc. 65–2537; Filed, Mar. 11, 1965; 8:47 a.m.]

DEPARTMENT OF THE INTERIOR

Fish and Wildlife Service

[Depredation Order]

DEPREDATING GOLDEN EAGLES IN CERTAIN MONTANA COUNTIES

Order Permitting Taking to Seasonally Protect Domestic Livestock

Pursuant to authority in section 2 of the Act of June 8, 1940 (54 Stat. 250; 16 U.S.C. 668–668d), as amended, and in accordance with regulations under Part 11, Title 50, Code of Federal Regulations, the Secretary of the Interior has authorized the taking of golden eagles without a permit to seasonally protect domesticated livestock during the period from April 1, 1965 through June 30, 1965, in Montana, subject to the following conditions:

1. Golden eagles may be taken without a permit only for the protection of domesticated livestock and only by livestock owners and their agents.

2. Golden eagles may be taken by any suitable means or methods except by the use of poison or from aircraft.

3. Golden eagles or any parts thereof taken pursuant to this authorization may not be possessed, purchased, sold, traded, bartered, or offered for sale, trade, or barter.

4. Taking without a permit is authorized only in the following counties:

Silver Bow.	Beaverhead.
Cascade.	Chouteau.
Yellowstone.	Valley.
Missoula.	Toole.
Lewis and Clark.	Big Horn.
Gallatin.	Musselshell.
Flathead.	Blaine.
Fergus.	Madison.
Powder River.	Pondera.
Carbon.	Richland.
Phillips.	Powell.
Hill.	Rosebud.
Ravalli.	Deer Lodge.
Custer.	Teton.
Dawson.	Stillwater.
Roosevelt.	Treasure.
Sheridan.	Prairie.
Judith Basin.	Granite.
Daniels.	Meagher.
Glacier.	Liberty.
Fallon.	Park.
Sweet Grass.	Garfield.
McCone.	Jefferson.
Carter.	Wibaux.
Broadwater.	Golden Valley.
Wheatland.	Petroleum.

5. Any person taking golden eagles pursuant to this authorization must at all reasonable times, including during actual operations, permit any Federal or State game law enforcement officer free and unrestricted access over the premises on which such operations have been or are being conducted; and shall furnish promptly to such officer whatever information he may require concerning such operations.

Dated: March 8, 1965.

ABRAM V. TUNISON,
Acting Director, Bureau of Sport Fisheries and Wildlife.

[F.R. Doc. 65–2535; Filed, Mar. 11, 1965; 8:46 a.m.]

CIVIL AERONAUTICS BOARD

[Docket No. 15838; Order No. E–21883]

CERTAIN INDIRECT AIR CARRIERS

Order Granting Temporary Relief To Perform Contracts for Department of Defense

Adopted by the Civil Aeronautics Board at its office in Washington, D.C., on the 9th day of March 1965.

For several years, the Defense Traffic Management Service of the Department of Defense (DTMS) has employed certain persons who had been issued no Board operating authorization for transporting, partly by air, personal effects of Department personnel. The carriers performing these services did so apparently in the belief that no authority from the Board was required. In order that the needs of the Department of Defense be met, the Board proposed by notice of proposed rule making to authorize these carriers to continue their operations for the Department by a blanket temporary exemption from certain regulatory provisions of the Act (EDR–49, December 6, 1962, 27 F.R. 12223). During the pendency of the rule-making proceeding, the status quo ante was preserved, and the Department continued to employ the services of these carriers.

The proposed rule provided for expiration of the exemption 60 days after the order of the Board in the Air Freight Forwarder Authority Case (Docket 12193) became final. The Board issued its opinion in that case on July 10, 1964 (Order E–21056), and thereafter terminated the rule-making proceeding December 30, 1964 (EDR–49C, 30 F.R. 59).

At that time, a number of the unauthorized carriers were still employing direct air carriers for shipping personal effects upon tender by DTMS.[1] By letter dated January 28, 1965, DTMS has, in effect, requested that the Board temporarily relieve these carriers for a period of time that will allow them an opportunity to apply for authorizations to engage in air transportation as airfreight forwarders of used household goods.[2]

Under the circumstances, and in view of the fact that there is no indication that the carriers involved did not act in good faith, the Board finds that it is in the public interest to temporarily relieve from the provisions of the Act those unauthorized carriers to whom DTMS is presently tendering shipments of used household goods in order to allow the carriers an opportunity to apply for operating authorization.[3] The relief is granted upon the condition that such carriers file applications with the Board on or before April 15, 1965, for operating authorization as airfreight forwarders of used household goods in accordance with the provisions of Part 296 and/or 297 of the Economic Regulations (14 CFR Parts 296 and 297). The relief granted each applicant will terminate August 16, 1965, or on the date on which his application is granted, denied, or dismissed, whichever occurs first, and will not be renewed for applicants who have not been granted authorization by August 16, except in cases where an applicant has filed timely response to requests for supplemental information necessary to process his application.[4]

Accordingly, it is ordered, That:

1. Pursuant to sections 101(3) and 204 of the Federal Aviation Act of 1958, as amended, each person listed in appendix A attached hereto is relieved from the provisions of Title IV and section 610 (a)(4) of the Act from the date of this order through August 16, 1965, or until the date the application of such person for Board authorization is granted, denied, or dismissed, whichever occurs first, to the extent necessary to transport by air used household goods of personnel of the Department of Defense upon tender by the Department; *Provided,* That this relief shall terminate April 15, 1965, as to any person listed in appendix A who has not filed with the Board on or before that date an application requesting operating authorization as an airfreight forwarder of used household goods in accordance with the provisions of Part 296 and/or Part 297 of the Economic Regulations.

2. The relief granted in ordering paragraph 1 will not be renewed or extended beyond the termination date of August 16, 1965, for any applicant who has not been granted operating authorization by that date; *Provided,* That the Board may extend such relief in cases in which an applicant has filed timely response to requests for supplemental information necessary to process his application.

3. The transportation services performed pursuant to the authority granted herein do not constitute an activity of a continuing nature within the meaning of section 9(b) of the Administrative Procedure Act, 5 U.S.C. 1008(b).

4. This order may be amended or revoked at any time, in the discretion of the Board, without hearing.

5. Copies of this order, copies of Parts 296, 297, and 302 of the Board's regulations, and application forms shall be served upon the persons listed in Appendix A.

6. Copies of this order shall be served on the Defense Traffic Management Service, U.S. Department of Defense.

This order will be published in the FEDERAL REGISTER.

By the Civil Aeronautics Board.

[SEAL] HAROLD R. SANDERSON,
Secretary.

APPENDIX A

Ace R.B. Van Lines, Inc., 2136 Northwest, 24th Avenue, Miami 52, Fla.
Acme Fast Freight, Inc., 2 Lafayette Street, New York 7, N.Y.
Air Van Lines, Inc. (Alaska), 135 North Post Road, Anchorage, Alaska.
Allied Van Lines, Inc., 25th Avenue and Roosevelt Road, Broadview, Ill.
American Ensign Van Service, Inc., 1010 Hawkins Way, El Paso, Tex., 79925.
Asiatic Forwarders, Inc., 3009 16th Street, San Francisco, Calif., 94103.
Bekins Household Shipping Co., 800 East D Street, Wilmington, Calif., 90746.
Bekins Van Lines Co., 800 East D Street, Wilmington, Calif., 90746.
Columbia Export Packers, Inc., 2805 Columbia Street, Torrance, Calif., 90503.
Consolidated Container Carriers, Inc., Mall Building, 325 Chestnut Street, Philadelphia, Pa., 19106.
Dean Van Lines, Inc., 18420 South Santa Fe Avenue, Post Office Box 923, Long Beach, Calif., 90801.
Express Forwarding & Storage Co., Inc., 17 State Street, New York, N.Y., 10004.
Fernstrom Storage & Van Co., 5600 North River Road, Rosemont, Ill.
Four Winds Forwarding, Inc., 737 East Artesia Boulevard, Long Beach 5, Calif.
Getz Bros. & Co. (U.S.), 640 Sacramento Street, San Francisco, Calif., 94111.
Imperial Household Shipping Co., Inc., Post Office Box 2125, Torrance, Calif., 90509.
International Sea Van, Inc., 1212 St. George Road, Evansville, Ind., 47703.
King Van Lines, Inc., Post Office Box 1025, 6800 East Kellogg, Wichita, Kans.
Lyon Van Lines, Inc., 3416 South LaCienega Boulevard, Los Angeles, Calif., 90016.
Lyon Van & Storage Co., 1950 South Vermont Avenue, Los Angeles, Calif., 90007.
National Van Lines, Inc., 2800 Roosevelt Road, Broadview, Ill.
Neptune World Wide Moving, Inc., 55 Weyman Avenue, New Rochelle, N.Y.
North American Van Lines, Inc., Post Office Box 988, Fort Wayne, Ind.
Railway Express Agency, Inc., 219 East 42d Street, New York 17, N.Y.
Republic Van & Storage Co., Inc., 1213 Eudowood Plaza, Post Office Box 8426, Baltimore, Md., 21204.
Richardson Transfer & Storage Co., Inc., 246 North Fifth Street, Salina, Kans.
RX Consolidators, Inc., 14th and Clay Streets, San Francisco 4, Calif.
Security Van Lines, Inc., 120 West Airline Highway, Kenner, La.
Shamrock Van Lines, Inc., Post Office Box 5447, Dallas 7, Tex.
Smyth Worldwide Movers, Inc., 11616 Aurora Avenue, North Seattle, Wash., 98133.
Suddath Moving & Storage Co., Inc., 315–19 East Bay Street, Jacksonville 2, Fla.
Sunpak Movers, Inc., 1621 Queen Anne Avenue, North Seattle, Wash., 98109.
Swift Van & Storage Co., 3829 Main Street, Kansas City, Mo.
Trans Ocean Van Service, Inc., Post Office Box 7331, Long Beach, Calif., 90807.
United Van Lines, Inc., 7808 Maplewood Industrial Court, St. Louis 17, Mo.
U.S. Van Lines, Inc., Post Office Box 2608, 59642 South U.S. 31, South Bend 14, Ind.
Universal Carloading & Distributing Co., Inc., 711 Third Avenue, New York 17, N.Y.
Vanpac Carriers, Inc., 2114 MacDonald Avenue, Richmond, Calif., 94802.
Von Der Ahe Van Lines, Inc., 600 Rudder Avenue, Fenton, Mo., 63026.
Wheaton Van Lines, Inc., 2525 East 56th Street, Post Office Box 55191, Indianapolis 5, Ind.
Withers Van Lines of Miami, Inc., 1000 Northeast First Avenue, Miami 36, Fla.

[F.R. Doc. 65–2541; Filed, Mar. 11, 1965; 8:47 a.m.]

[Docket No. 15923; Order No. E–21882]

TRANS WORLD AIRLINES, INC., AND UNITED AIR LINES, INC.

Investigation and Suspension of Proposed Westbound Specific Commodity Rates

Adopted by the Civil Aeronautics Board at its office in Washington, D.C., on the 9th day of March 1965.

By tariff revision posted February 9, 1965, for effectiveness March 26, 1965, Trans World Airlines, Inc. (TWA) proposes to establish westbound specific commodity rates from New York and Newark to Los Angeles, Oakland, and San Francisco. The proposed rates will apply to minimum shipments of 5,000 and 10,000 pounds, will be applicable to an extensive list of commodities, will yield from 16.3 to 16.7 cents per ton-mile, and represent reductions of from 5.3 to 6.5 percent from the currently applicable general commodity rates in these markets. In support of its filing, TWA states that (1) these rates are plainly economic and will permit profitable operations at reasonably attainable load factors, and are not unreasonable; (2) these rate levels fall within the range of other westbound specific commodity rates in these markets and are comparable to certain westbound general commodity rates previously permitted to become effective by the Board (Order E–

[1] DTMS states that, in some areas where such service is required, service by authorized airfreight forwarders is presently nonexistent or inadequate.

[2] The term "used household goods" means personal effects (including unaccompanied baggage) and property used or to be used in a dwelling, when a part of the equipment or supply of such dwelling, but specifically excludes (1) furniture, fixtures, equipment, and the property of stores, offices, museums, institutions, hospitals, or other establishments, when a part of the stock, equipment, or supply of such stores, offices, museums, institutions, hospitals or other establishments, and (2) objects of art (other than personal effects), displays, and exhibits.

[3] Nothing in this order should be construed as a determination of the final disposition to be made of applications filed or to be filed.

[4] Inasmuch as all the carriers relieved by this order are presently performing the service covered by the exemption, the order will not result in a grant of authority to persons not previously so engaged. Under the circumstances, the Board concludes that issuing this limited relief without prior notice will not prejudice other carriers. The Board will, of course, consider timely filed petitions for reconsideration of this order.

21504, November 16, 1964), wherein the Board found that the rates then proposed did not appear unduly low in light of recent reductions in the costs of transportation and in view of the expansion of jet all-cargo operations and use of modern ground handling equipment, and that the rates seemed to be within the zone of reasonableness; similarly, therefore, the rates here proposed are economically justified; (3) the commodities to which these rates will apply tend to move in small packages which the shipper can assemble or consolidate into comparatively large quantities for movement by air as a single shipment, as has been done in the past and is now done; (4) the purpose of the rates is to promote the continuance and increase of such assembly and consolidation of small package freight into large air shipments and to prevent diversion of such shipments to other lower rated transportation services; (5) efficient use of jet cargo aircraft and modern ground handling equipment is improved when freight is received and moved in large lots, particularly when the freight consists of numerous relatively small packages; and (6) these rates reflect such improved efficiencies and they will encourage shippers to move the specified commodities in shipments of substantial size. By filing on February 24, 1965, also for effectiveness March 26, 1965, United Air Lines, Inc. (United) has met the competitive rates of TWA.

The Flying Tiger Line, Inc. (Tiger), and The Slick Corp. (Slick) have protested TWA's filing, requesting suspension and investigation. In summary, the complaints variously allege that (1) the proposed specific commodity group is applicable to a great bulk of commodities and constitutes an ill-disguised general commodity rate; (2) there is no justification to quote reduced incentive rates in the direction (westbound) of predominant traffic flow; (3) TWA is not now carrying any volume traffic in these markets today, whereas Tiger does transport a substantial volume, hence the proposal is clearly diversionary; (4) the rates are below cost and TWA is already experiencing losses in its all-cargo operations; (5) TWA does not claim that its proposal is developmental or is designed to generate new traffic to the air; (6) TWA does not comply with Section 221.165(b) of the Board's economic regulations by showing actual or estimated past traffic and revenue data and estimated future traffic and revenue data; the proposed rates are virtually identical with those previously "stopped" by the Board in Westbound General Commodity Rates, Docket 15079;[1] (7) the proposal is directed at volume shipments only, in contravention of the Board's blocked-space policy,[2] and runs afoul of the Board's long-range planning that cargo carriers lay emphasis upon the transportation of volume shipments, while the combination carriers cater essentially to the small shipment traffic; and (8) the proposed rates drop to within 10 cents per 100 pounds of Tiger's blocked-space rates and constitute another attempt to undermine and combat the Board's blocked-space policy. In its answer to the complaints, TWA states that (1) the all-cargo carriers are erroneously raising the issue of competitiveness with blocked-space rates, as the proposed rates are approximately 10 percent higher than the blocked-space rates based on a frequency of 5 times a week; (2) the proposed rates should be evaluated on normal ratemaking standards and that by such standards are fully compensatory and reasonable; (3) the added economies of continued and increased consolidation of small packages and the obvious stimulation of new traffic will serve to further the economic success of the proposal.

Upon consideration of the complaints and all relevant matters, the Board finds that the proposed rates may be unjust or unreasonable, unjustly discriminatory, unduly preferential, or unduly prejudicial, and should be investigated. TWA is here proposing rate reductions applicable to a broad band of commodities in the westbound direction, which has traditionally been the direction of the predominant flow of traffic. Maintenance of sound economic conditions in the all-cargo industry requires that the economics of such proposals be fully justified, as by a showing of reasonably expected increased traffic and revenues or by reduced costs or both. TWA's statement in support of its proposed reduced rates is inadequate to meet these tests and therefore requires investigation thereof. Although TWA alleges cost savings from handling larger shipments nothing definitive has been offered as to the extent of such alleged savings, nor have their allegations as to the obvious stimulation of new traffic and the prevention of diversion to other lower rated transportation services been supported with factual data. For the foregoing reasons and in view of the potential dilution of carriers' revenues, the tariff proposal will be suspended pending investigation.[3]

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

It is ordered, That:

1. An investigation is instituted to determine whether the rates and provisions described in Appendix A hereto[4] and rules, regulations, or practices affecting such rates and provisions 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 rates and provisions and rules, regulations or practices affecting such rates and provisions.

2. Pending hearing and decision by the Board, the rates and provisions described in Appendix A hereto are suspended and their use deferred to and including June 23, 1965, unless otherwise ordered by the Board and that no changes be made therein during the period of suspension except by order or special permission of the Board;

3. The complaints of The Flying Tiger Line, Inc., in Docket 15879 and The Slick Corp. in Docket 15878 are dismissed, except to the extent granted herein;

4. The proceeding herein be assigned for hearing before an Examiner of the Board at a time and place hereafter to be designated; and

5. Copies of this order shall be filed with the tariff and served upon The Flying Tiger Line Inc., The Slick Corp., Trans World Airlines, Inc., and United Air Lines, Inc., which are hereby made parties to this proceeding.

This order will be published in the FEDERAL REGISTER.

By the Civil Aeronautics Board.[5]

[SEAL] HAROLD R. SANDERSON,
Secretary.

[F.R. Doc. 65-2542; Filed, Mar. 11, 1965; 8:47 a.m.]

[1] Order E-20571, dated Mar. 12, 1964, instituting an investigation only.

[2] Regulation No. PS-24, Sec. 399.37, adopted Aug. 7, 1964.

[3] The Board is aware that the reduced yields in the instant proposal (as low as 16.3 cents per ton-mile) approximate the yields of the rates which were permitted to become effective in Westbound General Commodity Rates, Docket 15653, Order E-21504 dated Nov. 16, 1964 (as low as 15.8 cents per ton-mile). However, the consideration that the proposals were to meet rates already in effect is not present in this proceeding as it was in Docket 15653. As indicated, there has not been adequate support herein to show that the reductions would do other than dilute revenues in air freight transportation.

[4] Filed as part of original document.

[5] Dissenting opinion of Members Gurney and Gillilland filed as part of original document.

DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

Food and Drug Administration

DREW CHEMICAL CORP.

Notice of Filing of Petition for Food Additive Carrageenan

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 5A1695) has been filed by Drew Chemical Corp., 418 Division Street, Boonton, N.J., 07005, proposing the issuance of a regulation to provide for the safe use of polysorbate 80 as a parting agent in the production of carrageenan, at a use level not to exceed 5.0 percent by weight of the carrageenan produced.

Dated: March 5, 1965.

MALCOLM R. STEPHENS,
Assistant Commissioner for Regulations.

[F.R. Doc. 65-2552; Filed, Mar. 11, 1965; 8:47 a.m.]

FREIBERG CORP.

Notice of Filing of Petition for Food Additive Disodium EDTA

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 5A1697) has been filed by the Freiberg Corp., 149 Madison Avenue, New York, N.Y., 10016, proposing an amendment to § 121.1056 of the food additive regulations to provide for the safe use of disodium EDTA as an anticoagulant, at a level not in excess of 1.25 percent in spray dried bovine plasma intended for use in meat emulsions.

Dated: March 5, 1965.

MALCOLM R. STEPHENS,
Assistant Commissioner for Regulations.

[F.R. Doc. 65-2553; Filed, Mar. 11, 1965; 8:48 a.m.]

MONSANTO CO.

Notice of Filing of Petition for Food Additive Sodium Pentachlorophenate

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 5B1560) has been filed by Monsanto Co., Post Office Box 1531, Springfield, Mass., 01101, proposing the issuance of a regulation to provide for the safe use of sodium pentachlorophenate as a preservative for ammonium alginate employed as a processing aid in the manufacture of polyvinyl chloride emulsion polymers intended for use as articles or components of articles that contact food.

Dated: March 5, 1965.

MALCOLM R. STEPHENS,
Assistant Commissioner for Regulations.

[F.R. Doc. 65-2554; Filed, Mar. 11, 1965; 8:48 a.m.]

TYKOR PRODUCTS, DIVISION OF BORDEN CO.

Notice of Filing of Petition for Food Additives Lubricants

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 5A1687) has been filed by Tykor Products, Division of The Borden Co., 350 Madison Avenue, New York, N.Y., 10017, proposing an amendment to § 121.2553 of the food additive regulations to provide for the safe use of polysorbate 60 (polyoxyethylene (20) sorbitan monostearate) at a level not to exceed 2.0 percent, as a thickening and stabilizing agent in lubricants with incidental food contact.

Dated: March 5, 1965.

MALCOLM R. STEPHENS,
Assistant Commissioner for Regulations.

[F.R. Doc. 65-2555; Filed, Mar. 11, 1965; 8:48 a.m.]

FEDERAL AVIATION AGENCY

[OE Docket No. 65-SW-1]

SURVIVABLE LOW FREQUENCY COMMUNICATIONS TOWER

Determination of No Hazard to Air Navigation

The Federal Aviation Agency has circularized the following proposal for aeronautical comment and has conducted an aeronautical study (SW-OE-7070) to determine its effect upon the safe and efficient utilization of the navigable airspace.

Headquarters Electronics System Division, Air Force Systems Command, United States Air Force, Bedford, Mass., proposes to construct a radio antenna tower at latitude 33°06'30" N., longitude 94°39'36" W., near Rocky Branch, Tex. The overall height of the structure would be 1,600 feet above mean sea level (AMSL) (1,200 feet above ground (AGL)).

The structure would exceed the standards for determining hazards to air navigation as defined in § 77.23(a)(1) of the Federal Aviation Regulations by 700 feet since it would be more than 500 feet above ground at the site of construction.

Three other sites at the same height above ground (1,200 feet) were studied under Aeronautical Studies Nos. SW-OE-7069, SW-OE-7071, and SW-OE-7072. All of these met specific aeronautical objections from one or more factions. No specific aeronautical objections were received for the proposed radio antenna tower at the above location.

The proposed tower would be located 11.6 nautical miles north of the nearest airport, the Lone Star Airport, where there is located a privately owned "H" facility. There is an FAA-approved ADF approach to the airport based on this facility; however, the tower, as proposed, will not affect this approach. The proposed tower would also be located 4.5 nautical miles from the centerline of an approved off-airway direct route established between the Tyler, Tex., BH facility and the Texarkana, Ark., H-BVORTAC.

The aeronautical study disclosed that the structure would require an increase from 2,100 feet to 2,600 feet in the transition altitude between the Naples Intersection and the Lone Star Airport radio beacon. This transition is associated with the Special ADF instrument approach procedure issued to the Lone Star Steel Co. The study also disclosed that the structure would require an increase from 2,000 feet to 2,600 feet in the minimum obstruction clearance altitude (MOCA), and from 2,500 feet to 2,600 feet in the minimum en route altitude (MEA) on the approved off-airway direct route between the Tyler BH facility and the Texarkana H-BVORTAC. The study further disclosed that the above increase in operational altitudes would have no substantial adverse effect upon instrument flight rule (IFR) operations since investigation revealed the volume of traffic on this route to be negligible. The peak day traffic count for the past three fiscal years revealed no traffic on this route.

A comprehensive study of visual flight rules (VFR) traffic in the vicinity of the proposed tower disclosed that VFR flights normally traverse the area at four or more nautical miles from the proposed site.

Based on the aeronautical study, it is the finding of the Agency that the proposed structure would have no substantial adverse effect upon aeronautical operations, procedures, or minimum flight altitudes.

Therefore, pursuant to the authority delegated to me by the Administrator (§ 77.37), it is found that the proposed structure would have no substantial adverse effect upon the safe and efficient utilization of navigable airspace and it is hereby determined that the proposed structure would not be a hazard to air navigation provided that it is obstruction marked and lighted in accordance with Agency standards.

This determination is effective and will become final 30 days after the date of issuance unless an appeal is filed under § 77.39 (27 F.R. 10352). If the appeal is denied, the determination will then become final as of the date of the denial or 30 days after the issuance of the determination, whichever is later. Unless otherwise revised or terminated, a final determination hereunder will expire 18 months after its effective date or upon earlier abandonment of the construction proposal (§ 77.41).

Issued in Washington, D.C., on March 1, 1965.

GEORGE R. BORSARI,
Chief,
Obstruction Evaluation Branch.

[F.R. Doc. 65-2531; Filed, Mar. 11, 1965; 8:46 a.m.]

FEDERAL COMMUNICATIONS COMMISSION

[Docket No. 15441; FCC 65M-268]

HUBBARD BROADCASTING, INC.

Order Scheduling Hearing

In re application of Hubbard Broadcasting, Inc., St. Paul, Minn., Docket No. 15441, File No. BPH-4167; for construction permit (94.5 mc.; #233; 100 kw.; 575 ft.).

It is ordered, This 8th day of March 1965, subject to objection by any interested party which may be filed within five days, that James D. Cunningham, in lieu of Walther W. Guenther, shall serve as presiding officer in the above-entitled proceeding, and that a hearing will be convened at 9 a.m., March 15, 1965, in Washington, D.C.

Released: March 8, 1965.

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

[F.R. Doc. 65-2543; Filed, Mar. 11, 1965; 8:47 a.m.]

[Docket No. 14855; FCC 65M–272]

NORTHERN INDIANA BROADCASTERS, INC.

Order Continuing Hearing

In re application of Northern Indiana Broadcasters, Inc., Mishawaka, Ind., Docket No. 14855, File No. BP–14771; for construction permit.

Here under consideration is a petition filed by Northern Indiana Broadcasters, Inc., on March 5, 1965, requesting a continuance of hearing to March 25, 1965;

It appearing that petitioner has consent of all other parties to the proceeding to immediate consideration and grant of the petition;

It is ordered, This 8th day of March 1965, that the subject petition is granted and that hearing now scheduled for March 9, 1965, is continued to March 25, 1965.

Released: March 9, 1965.

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

[F.R. Doc. 65–2544; Filed, Mar. 11, 1965; 8:47 a.m.]

[Docket Nos. 14878, 14879; FCC 65R–83]

PRATTVILLE BROADCASTING CO. AND BILLY WALKER

Memorandum Opinion and Order Amending Issues

In re applications of Ned N. Butler and Claude M. Gray, doing business as The Prattville Broadcasting Co., Prattville, Ala., Docket No. 14878, File No. BP–14571; Billy Walker, Prattville, Ala., Docket No. 14879; File No. BP–14729; for construction permits.

1. Before the Review Board for consideration is the Broadcast Bureau's petition, filed December 23, 1964, to further enlarge issues in this proceeding: [1]

(1) To determine whether in connection with the last filed renewal application, Ned N. Butler, licensee of Station WTLS, submitted falsified program logs to the Commission in violation of Sections 73.111 and 73.112 of the Commission's Rules;

(2) To determine whether Ned N. Butler has engaged in the practice of "double billing" subsequent to the issuance on March 9, 1962, of the Commission's Public Notice concerning "double billing".[2]

2. On September 29, 1964 (FCC 64R–464) the Review Board reopened the record in this proceeding, enlarged the issues against Billy Walker, and remanded the proceeding to the Hearing Examiner.[3] On December 11, 1964, Bureau counsel received informal notice of allegations made during the week of December 7, 1964 to the Chief of the Commission's Compliance Branch about a principal of Prattville. Charges to the effect that Ned N. Butler, who is also licensee of Station WTLS, Tallassee, Ala., had falsified the program logs of WTLS and engaged in double billing were made by Donald Tucker, a former WTLS employee. On December 14, 1964, Tucker executed an affidavit which forms the basis of the Bureau's request for program log and double billing issues.[4]

3. Prattville categorically denies the truth of the allegations made in support of the requested program log issue, but, rather than presenting evidence in support of the denial, it "requests a further opportunity to answer this charge in the hearing." Accordingly, the Bureau's first requested issue will be added.

4. The requested issue as to whether Butler engaged in double billing subsequent to the Commission's Public Notice (FCC 62–272), of March 9, 1962 (see also Notice of Proposed Rule Making on the subject released March 31, 1964 (FCC 64–258)) is based upon the following statements in Tucker's affidavit:

> During my employment the station had a co-op account with George B. Johnson Hardware, the G.E. dealer in Eclectic, Ala. Johnson would buy 100 spots a month at $1.00 a 60 second spot, 12 months a year, under an oral agreement. A certification would be prepared and signed by Butler that 100 spots were broadcast at $1.00 a spot. The distributor (name unknown) would get this certification. Johnson Hardware would be billed $50.00 for the 100 spots. On occasion, I personally delivered the bill and a copy of the certification to Johnson Hardware.

The Bureau apparently concluded from Tucker's statement that WTLS was in fact billing Johnson only $50.00 per month and that the $100.00 certifications were prepared solely for the purpose of misleading Johnson's distributor with the result that the distributor would pay Johnson its full actual ($50.00) cost while the contract specified 50 percent ($25.00). Such a billing system would clearly constitute the kind of fraud which the Commission has called the essence of double billing.

5. According to Johnson, Butler and Johnson had a 2-year, oral agreement under which WTLS broadcast 100, $1.00 spots a month at a monthly charge of $100. Under the terms of the agreement Johnson received monthly bills certifying that 100 spots had been broadcast and paid $50.00 in cash, the other $50.00 to be taken by Butler in tradeout. WTLS was to be charged the wholesale price on merchandise purchased and "the difference between the wholesale price and retail price (profit) will be applied toward the $50.00 credit accumulated as the result of the advertising placed with WTLS." Johnson's monthly $100.00 bills were forwarded to General Electric Distributor in Birmingham, Ala., and Johnson received a credit of $50 a month. Both Johnson and Butler categorically deny the double billing charge, but no explanation is offered of Butler's failure during the entire contract term to use any portion of the credit which allegedly constituted 50 percent of the payment from Johnson. Both the facts relating to the billing arrangement between Butler and Johnson and Butler's and Johnson's explanation raise substantial questions which require the full exploration of the hearing process. Inquiry is warranted into all the facts and circumstances of these matters.

6. In the event that the issues to be added are found not to be disqualifying, the Examiner may reevaluate the comparative qualifications of the two applicants based on any of the findings and conclusions he makes.

Accordingly, it is ordered, This 5th day of March 1965, that the Broadcast Bureau petition to further enlarge issues, filed December 23, 1964, is granted; and

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

To determine whether in connection with the last filed renewal application, Ned N. Butler, licensee of Station WTLS, submitted falsified program logs to the Commission in violation of §§ 73.111 and 73.112 of the Commission's rules;

To determine whether Ned N. Butler, licensee of Station WTLS, has engaged in the practice of "double billing" subsequent to the issuance on March 9, 1962, of the Commission's Public Notice concerning "double billing;"

To determine in light of the evidence adduced pursuant to the foregoing issues whether The Prattville Broadcasting Company has the requisite qualifications to be a Commission licensee.

Released: March 8, 1965.

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

[F.R. Doc. 65–2545; Filed, Mar. 11, 1965; 8:47 a.m.]

[Docket Nos. 15820, 15821; FCC 65M–270]

RADIO DISPATCH SERVICE AND CHAPMAN RADIO AND TELEVISION CO.

Order Continuing Hearing

In re applications of William E. Glasscock, doing business as Radio Dispatch Service, Docket No. 15820, File No. 6034–C2–P–64; for a construction permit to modify the facilities of station KIJ352 in the Domestic Public Land Mobile Radio Service at Birmingham, Ala.; William A. Chapman and George K. Chapman, doing business as Chapman Radio & Television Co., Docket No. 15821, File No. 6985–C2–P–64; for a construction permit to modify the facilities of station

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[1] Also before the Board are the response of Ned N. Butler and Claude M. Gray, doing business as The Prattville Broadcasting Co. (Prattville), filed Jan. 26, 1965, and the Bureau's reply, filed Feb. 5, 1965.

[2] Also requested was an issue as to the accuracy of Station WTLS' operating logs. In view of Prattville's full explanation in its responsive pleading, the Bureau withdrew this request.

[3] The hearing has several times been postponed and an unopposed request was filed on Feb. 11, 1965, by Prattville for a further postponement until Apr. 6, 1965.

[4] In this connection it should be noted that the extensive attacks on Tucker's credibility in Prattville's response do not go to the admissibility but, at most, to the weight of the evidence and cannot therefore be considered at this time. The weight to be given evidence on the issues is a matter of fact for the Hearing Examiner who will have an opportunity to evaluate the testimony of Tucker and make a determination as to credibility.

KIE366 in the Domestic Public Land Mobile Radio Service at Birmingham, Ala.

Pursuant to agreement of counsel arrived at during the prehearing conference in the above-styled proceeding held on this date, *It is ordered*, This 8th day of March 1965, that hearing in this proceeding now scheduled for March 17, 1965, is continued to April 14, 1965, beginning at 10 a.m. in the offices of the Commission, Washington, D.C.

Released: March 8, 1965.

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

[F.R. Doc. 65-2546; Filed, Mar. 11, 1965; 8:47 a.m.]

FEDERAL POWER COMMISSION

[Docket No. G-2684 etc.]

SOUTHEASTERN PUBLIC SERVICE CO. ET AL.

Notice of Applications for Certificates, Abandonment of Service and Petitions To Amend Certificates [1]

MARCH 3, 1965.

Take notice that each of the Applicants listed herein has filed an application or petition pursuant to section 7 of the Natural Gas Act for authorization to sell natural gas in interstate commerce or to abandon service heretofore authorized as described herein, all as more fully described in the respective applications and amendments which are on file with the Commission and open to public inspection.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C., 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) on or before March 23, 1965.

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 without further notice before the Commission on all applications in which no protest or petition to intervene is filed within the time required herein, if the Commission on its own review of the matter believes that a grant of the certificates or the authorization for the proposed abandonment is required by the public convenience and necessity. Where a protest or petition for leave to intervene is timely filed, or where the Commission on its own motion believes that a formal hearing is required, further notice of such hearing will be duly given.

Under the procedure herein provided for, unless otherwise advised, it will be unnecessary for Applicants to appear or be represented at the hearing.

JOSEPH H. GUTRIDE,
Secretary.

[1] This notice does not provide for consolidation for hearing of the several matters covered herein, nor should it be so construed.

Docket No. and date filed	Applicant	Purchaser, field and location	Price per Mcf	Pressure base
G-2684 D 11-30-64	Southeastern Public Service Co. (Operator), et al. (partial abandonment).	Tennessee Gas Transmission Co., Golden Rod Field, Wharton County, Tex.	Depleted	
G-4308 C 2-17-65 [1] 3-1-65 [2]	Columbian Fuel Corp	Panhandle Eastern Pipe Line Co., Acreage in Seward County, Kans.	15.0	14.65
G-4445 E 1-21-65	Tom Wainwright (successor to Petrolini Corp.).	United Fuel Gas Co., Acreage in Lawrence County, Ky.	16.0	15.325
G-4579 E 2-23-65	Albert L. Ares and Sam D. Ares (Operators), et al. (successors to Cities Service Oil Co.).	El Paso Natural Gas Co., Jalmat Field, Lea County, N. Mex.	16.0	14.65
G-4616 C 2-23-65	Texaco Inc	El Paso Natural Gas Co., Acreage in San Juan County, N. Mex.	[3] 12.2295	15.025
G-5379 A 2-23-65	Skelly Oil Co	El Paso Natural Gas Co., Acreage in Lea County, N. Mex.	9.0	14.65
G-5409 E 2-1-65	Ed Morris, Agent for Ed Morris, et al. (successor to Hermoine G. Davis).	Hope Natural Gas Co., Murphy District, Ritchie County, W. Va.	20.0	15.325
G-6997 E 2-1-65	A. A. Cameron, d.b.a. Cameron Oil Co., et al. (successor to E. E. Park, et al.).	Lone Star Gas Co., Asphaltum Field, Jefferson County, Okla.	10.0	14.65
G-19372 E 2-8-65	Gerald F. Harrington, Trust, et al. (successor to Mike Abraham, et al.).	El Paso Natural Gas Co., Acreage in Rio Arriba County, N. Mex.	[4] 11.0 [5 6] 12.0	15.025
CI60-198 E 2-25-65	Glenn Dugger and James R. Buckley (successor to Cities Service Co.).	Tennessee Gas Transmission Co., Rincon Field, Star County, Tex.	15.0	14.65
CI61-480 C 2-18-65	Gulf Oil Corp	Phillips Petroleum Co., Fradean Field, Upton County, Tex.	[7] 13.0	14.65
CI61-903 C 2-24-65	Socony Mobil Oil Co., Inc. (Operator), et al.	Arkansas Louisiana Gas Co., Lassater Field, Marion County, Tex.	12.9983	14.65
CI61-1253 C 2-19-65	Tidewater Oil Co	do	12.99828	14.65
CI61-1385 D 2-19-65	Sunray DX Oil Co. (partial abandonment).	Cities Service Gas Co., Dower Field, Barber County, Kans.	Depleted	
CI62-58 D 2-23-65	Shell Oil Co	Transwestern Pipeline Co., Crawar Field, Ward County, Tex.	Assigned	
CI62-605 12-5-61 [8] A 2-15-65	Crone Oil Co. (Operator), et al.	Transwestern Pipeline Co., Acreage in Hansford County, Tex.	17.0	14.65
CI62-1520 C 2-18-65	Socony Mobil Oil Co., Inc	El Paso Natural Gas Co., Ignacio Field, La Plata County, Colo.	13.0	15.025
CI63-781 C 2-24-65	Pan American Petroleum Corp.	Northern Natural Gas Co., Clementine Field, Hansford County, Tex.	17.0	14.65
CI63-1343 C 2-17-65	Irving Pasternak	El Paso Natural Gas Co., Acreage in Rio Arriba County, N. Mex.	12.0	15.025
CI63-1570 E 1-13-65	Jack C. Jorden, Jr. (successor to Maytex Co.).	Texas Eastern Transmission Corp., Canadian Bayou Area, DeSoto Parish, La.	12.5	15.025
CI64-528 E 1-28-65	Hays & Co., Agent for William M. Yandell, Sr. and Associates (successor to Ferrell L. Prior, et al. d.b.a. Prior Oil Co.).	Hope Natural Gas Co., Collins Settlement District, Lewis County, W. Va.	25.0	15.325
CI64-557 E 2-23-65	Camerina Petroleum Corp. (successor to GMC Oil & Gas Corp.).	Cities Service Gas Co., Acreage in Woods and Woodward Counties, Okla.	13.0	14.65
CI64-980 C 2-19-65	Ashland Oil & Refining Co., et al.	Texas Gas Transmission Corp., Bastrop Area, Morebouse Parish, La.	[9] 16.75	15.025
CI64-1136 C 1-28-65 [10]	J. A. Heard d.b.a. Heard Oil & Gas.	Inited Gas Pipe Line Co., Quinto Creek Field Area, Jim Wells County Tex.	13.1664	14.65
CI65-404 C 2-19-65	Texas Oil & Gas Corp	El Paso Natural Gas Co., Basin Dakota Field, San Juan County, N. Mex.	13.0	15.025
CI65-576 C 2-25-65	Thos. H. Allan, et al	Northern Natural Gas Co., Acreage in Pawnee County, Kans.	16.0	14.65
CI65-812 A 2-18-65 2-23-65 [11]	Continental Oil Co	Transcontinental Gas Pipe Line Corp. Eugene Island Area, Block 126 and 128 Fields, Offshore Louisiana.	19.0	15.025
CI65-813 B 2-18-65	Triangle Oil Co	Hope Natural Gas Co., Freemans Creek District, Lewis County, W. Va.	Uneconomical	
CI65-814 B 2-19-65	Logue and Patterson (Operator), et al.	Tennessee Gas Transmission Co., West Taft Field, San Patricio County, Tex.	[12]	
CI65-815 B 2-18-65	North Central Oil Corp. (Operator), et al.	Trunkline Gas Co., Sabine Pass Area, Jefferson County, Tex.	[13]	
CI65-816 A 2-19-65	Harvey L. Starr	Equitable Gas Co., Central District, Doddridge County, W. Va.	25.0	15.325
CI65-817 A 2-19-65	Jennings Petroleum Corp. and A. M. Van Flick.	Equitable Gas Co., Salt Lick and Otter Districts, Braxton County, W. Va.	25.0	15.325
CI65-818 B 2-19-65	Graridge Corp. (Operator), et al.	Tennessee Gas Transmission Co., Alligator Bayou Field, Chambers County, Tex.	[12]	
CI65-819 B 2-23-65	Sunray DX Oil Co	Cities Service Gas Co., Dower Field, Barber County, Kans.	Depleted	
CI65-820 A 2-23-65	Columbian Fuel Corp	United Fuel Gas Co., Acreage in Pike County, Ky.	[14] 27.5	15.325
CI65-821 A 2-23-65	Union Oil Co. of California	Northern Natural Gas Co., Morrison Ranch Field, Roberts County, Tex.	17.0	14.65
CI65-823 A 2-23-65	Clark Fuel Producing Co., et al.	Natural Gas Pipeline Co. of America Mobeetie Field, Wheeler County, Tex.	17.0	14.65
CI65-824 A 2-23-65	S. O. Henry, Jr., Lee McCormick, C. C. Copeland and George Fink.	Arkansas Louisiana Gas Co., Calhoun Field, Ouachita Parish, La.	[15] 18.75	15.025

Filing code: A—Initial service.
B—Abandonment.
C—Amendment to add acreage.
D—Amendment to delete acreage.
E—Succession.
F—Partial succession.

See footnotes at end of table.

Docket No. and date filed	Applicant	Purchaser, field and location	Price per Mcf	Pressure base
CI65-825 A 2-23-65	The California Co., a division of California Oil Co., (Operator), et al.	Transcontinental Gas Pipe Line Corp., Block 23 Field, South Marsh Island Area, Gulf of Mexico.	19.0	15.025
CI65-826 A 2-23-65	Edward Mike Davis, d.b.a. Tiger Oil Co.	Kansas-Nebraska Natural Gas Co., Inc., Stem Field, Washington County, Colo.	12.0	15.02
CI65-827 A 2-23-65	Anadarko Production Co	Kansas-Colorado Utilities, Inc., Hugoton Field, Hamilton County, Kans.	13.5	14.65
CI65-828 A 2-23-65	Ashland Oil & Refining Co	Panhandle Eastern Pipe Line Co., Acreage in Woods County, Okla.	17.0	14.65
CI65-829 A 2-23-65	Aztec Oil & Gas Co.	El Paso Natural Gas Co., Jalmat Field, Lea County, N. Mex.	9.0	14.65
CI65-830 A 2-23-65	M & M Drilling	Pennzoil Co., Cove District, Doddridge County, W. Va.	15.0	14.4
CI65-831 B 6-22-64	R. H. Siegfried, Inc., Operator	Cities Service Gas Co., Acreage in Creek County, Okla.	[16]	
CI65-832 A 2-24-65	J. M. Leonard (Operator), et al.	United Gas Pipe Line Co., Yougeen Field, Bee County, Tex.	16.4	14.65
CI65-833 A 2-24-65	Socony Mobil Oil Co., Inc.	Transcontinental Gas Pipe Line Corp., Eugene Island Area, Blocks 126 and 128, St. Mary Parish, Offshore Louisiana.	19.0	15.025
CI65-834 B 2-24-65	Southern Union Production Co.	El Paso Natural Gas Co., Noelke Field, Crockett County, Tex.	Depleted	
CI65-835 A 2-23-65	Wm. H. Meissner and C. J. Sharp.	Michigan Wisconsin Pipe Line Co., Acreage in Woods County, Okla.	19.5	14.65
CI65-836 A 2-25-65	Katex Oil Co. and Mal-Cra Oil Corp.	El Paso Natural Gas Co., Acreage in Collingsworth County, Tex.	13.0	14.65
CI65-837 A 2-25-65	Cities Service Oil Co	Panhandle Eastern Pipe Line Co., Northeast Sampsel Field, Cimarron County, Okla.	17.0	14.65

[1] Adds interest acquired from William L. Graham Co.
[2] Amendment filed to reflect a price of 15.0 cents per Mcf in lieu of 16.0 cents as proposed in amendment filed Feb. 17, 1965.
[3] Plus settlement for liquids.
[4] Formations down to and including the Pictured Cliffs Formation.
[5] Plus 1.0 cent minimum guarantee for liquids.
[6] Formations below the base of the Pictured Cliffs Formation.
[7] Rate in effect subject to refund in Docket No. RI65-101.
[8] Original application filed on this date by predecessor, Roy Furr, Operator.
[9] Includes 1.75 cents per Mcf tax reimbursement.
[10] Amendment to add production.
[11] Revised contract summary to application filed.
[12] Purchaser's pipeline will be used only for intrastate transportation of gas.
[13] Contract cancelled.
[14] Includes 1.5 cents per Mcf gathering charge.
[15] Includes 1.75 cents per Mcf tax reimbursement.
[16] Well has been plugged due to inundation by waters of the Keystone Reservoir.

[F.R. Doc. 65-2440; Filed, Mar. 11, 1965; 8:45 a.m.]

FEDERAL MARITIME COMMISSION

YAMASHITA-SHINNIHON STEAMSHIP CO., LTD., AND SEA-LAND SERVICE, INC.

Notice of Agreements Filed for Approval

Notice is hereby given that the following agreements have been filed with the Commission for approval pursuant to section 15 of the Shipping Act, 1916, as amended (39 Stat. 733, 75 Stat. 763, 46 U.S.C. 814).

Interested parties may inspect and obtain a copy of the agreement(s) at the Washington office of the Federal Maritime Commission, 1321 H Street NW., Room 301; or may inspect agreements at the offices of the District Managers, New York, N.Y., New Orleans, La., and San Francisco, Calif. Comments with reference to an agreement including a request for hearing, if desired, may be submitted to the Secretary, Federal Maritime Commission, Washington, D.C., 20573, within 20 days after publication of this notice in the FEDERAL REGISTER. A copy of any such statement should also be forwarded to the party filing the agreement (as indicated hereinafter) and the comments should indicate that this has been done.

Notice of agreement filed by:

Mr. A. J. Bruno, Puerto Rican Division, Sea-Land Service, Inc., Post Office Box 1050, Elizabeth, N.J.

Agreement 8925-1 modifies the basic transhipment agreement to change the name of Yamashita Steamship Co., Ltd. to Yamashita-Shinnihon Steamship Co., Ltd. and to delete Puerto Rican Division from the name of Sea-Land Service, Inc.

Dated: March 9, 1965.

By order of the Federal Maritime Commission.

THOMAS LISI,
Secretary.

[F.R. Doc. 65-2539; Filed, Mar. 11, 1965; 8:47 a.m.]

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