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**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.

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**Announcing: Volume 76A**

**UNITED STATES STATUTES AT LARGE**

**Containing**

**THE CANAL ZONE CODE**

Enacted as Public Law 87–845 during the Second Session of the Eighty-seventh Congress (1962)

Price: $5.75

Published by Office of the Federal Register, National Archives and Records Service, General Services Administration

By virtue of the authority vested in me by the Trade Expansion Act of 1962 (Public Law 87-794, approved October 11, 1962; 76 Stat. 872), and by Section 301 of title 3 of the United States Code, and as President of the United States, it is ordered as follows:

Section 1. Definition. As used in this order the term “the Act” means the Trade Expansion Act of 1962 (Public Law 87-794, approved October 11, 1962), exclusive, however, of chapters 2, 3, and 5 of title III thereof.

Sec. 2. Special Representative. (a) The Special Representative for Trade Negotiations provided for in Section 241 of the Act (hereinafter referred to as the Special Representative) shall be located in the Executive Office of the President and shall be directly responsible to the President.

(b) There shall be a Deputy Special Representative for Trade Negotiations with the rank of Ambassador, whose principal functions shall be to conduct negotiations under title II of the Act, and who shall perform such additional duties as the Special Representative may direct.

Sec. 3. Functions of Special Representative. (a) The Special Representative shall have the functions conferred upon him by the Act, the functions delegated or otherwise assigned to him by the provisions of this order, and such other functions as the President may from time to time direct.

(b) The Special Representative generally shall assist the President in the administration of, and facilitate the carrying out of, the Act. Except as may be unnecessary by reason of delegations of authority contained in this order or for other reasons, the Special Representative shall furnish timely and appropriate recommendations, information, and advice to the President in connection with the administration and execution of the Act by the President.

(c) As he may deem to be necessary for the proper administration and execution of the Act and of this order, the Special Representative (1) shall draw upon the resources of Federal agencies, and of bodies established by or under the provisions of this order, in connection with the performance of his functions, and (2) except as may be otherwise provided by this order or by law, may assign to the head of any such agency or body the performance of duties incidental to the administration of the Act.

(d) In connection with the performance of his functions the Special Representative shall, as appropriate and practicable, consult with Federal agencies.

(e) The Special Representative shall from time to time furnish the President lists of articles proposed for publication and transmittal to the Tariff Commission by the President under the provisions of Section 221(a) of the Act.

(f) The functions conferred upon the President by Section 222 of the Act are hereby delegated to the Special Representative.

(g) The functions conferred upon the President by the first sentence of Section 223 of the Act are hereby delegated to the Special Representative. The Special Representative is hereby designated to perform the functions prescribed by the second sentence of that section.

(h) The Special Representative shall make arrangements under which the committee established by Section 4 of this order shall pro-
vide for public hearings in pursuance of the second sentence of Section 252(d) of the Act. The functions conferred upon the President by the first sentence of that section are hereby delegated to the Special Representative.

(i) Any proclamation proposed for issuance under Section 201(a) or Section 351(a) of the Act (submitted pursuant to the provisions of subsection (b) of this section) shall be subject to the provisions of Executive Order No. 11030 of June 19, 1962.

(j) Advice furnished by the Secretaries of Commerce and Labor under Section 351(c) of the Act shall be transmitted by the respective Secretaries to the President through the Special Representative.

(k) Subject to available financing, the Special Representative may employ such personnel as may be necessary to assist him in the performance of his functions.

Sec. 4. Trade Expansion Act Advisory Committee. (a) There is hereby established the Trade Expansion Act Advisory Committee (hereinafter referred to as the Committee). The Committee shall be composed of the Special Representative, who shall be its chairman, and the following other members: the Secretary of State, the Secretary of the Treasury, the Secretary of Defense, the Secretary of the Interior, the Secretary of Agriculture, the Secretary of Commerce, and the Secretary of Labor.

(b) Each Secretary referred to in Section 4(a) of this order may designate an official from his department, who is in status not below that of an Assistant Secretary of an executive or military department, to serve as a member of the Committee in lieu of the designating Secretary when the latter is unable to attend any meeting of the Committee. In corresponding circumstances, the Special Representative may designate the Deputy Special Representative for Trade Negotiations, for a corresponding purpose. Except for his accountability to his designating authority, any person while so serving shall have in all respects the same status, as a member of the Committee, as do other members of the Committee.

(c) The Special Representative may from time to time designate any member of the Committee (including any person serving as a member of the Committee under the provisions of Section 4(b) hereof) to act as chairman of the Committee when the Special Representative is unable to attend any meeting of the Committee.

(d) The Committee shall have the functions conferred by the Act upon the interagency organization referred to in Section 242 of the Act and shall also perform such other functions as the President may from time to time direct.

(e) The recommendations made by the Committee under Section 242(b) (1) of the Act, as approved or modified by the President, shall guide the administration of the trade agreements program.

(f) The functions conferred upon the President by the second sentence of Section 242(c) of the Act, to the extent that they are in respect of procedures, are hereby delegated to the Committee.

Sec. 5. Tariff Commission. (a) The United States Tariff Commission is requested to determine the ad valorem equivalent, and, for this purpose, the authority conferred upon the President by the provisions of Section 256(7) of the Act is hereby delegated to the Commission.

(b) Reports required to be made, and transcripts of hearings and briefs required to be furnished, by the Tariff Commission under the provisions of Section 301(f) (1) of the Act (1) shall, in respect of investigations made by it under Section 301(c) (1) of the Act, be transmitted by the Commission to the President through the Secretary of Commerce, and (2) shall, in respect of investigations made by it under Section 301(c) (2) of the Act, be transmitted to the President through the Secretary of Labor.

(c) All other reports, findings, advice, hearing transcripts, briefs, and information which, under the terms of the Act, the Tariff Com-
mission is required to furnish, report, or otherwise deliver to the President shall be transmitted to him through the Special Representative.

(d) Advice of the Tariff Commission under Section 221(b) of the Act shall not be released or disclosed in any manner or to any extent not specifically authorized by the President or by the Special Representative.

Sec. 6. Secretary of the Treasury. There is hereby delegated to the Secretary of the Treasury the authority to issue regulations, conferred upon the President by the provisions of Section 352(b) of the Act.

Sec. 7. Secretary of Commerce. The authority to certify, conferred upon the President by the provisions of Section 302(c) of the Act, to the extent that such authority is in respect of firms, is hereby delegated to the Secretary of Commerce.

Sec. 8. Secretary of Labor. There are hereby delegated to the Secretary of Labor the authority to certify, conferred upon the President by the provisions of Section 302(c) of the Act, to the extent that such authority is in respect of groups of workers, and the authority conferred upon the President by the provisions of Section 302(e) of the Act.

Sec. 9. Committees and task forces. To perform assigned duties in connection with functions under the Act and as may be permitted by law, the Special Representative may from time to time cause to be constituted appropriate committees or task forces made up in whole or in part of representatives or employees of interested agencies, of representatives of the committee established by the provisions of Section 4 of this order, or of other persons. Assignments of personnel from agencies, in connection with the foregoing, and assignments of duties to them, shall be made with the consent of the respective heads of agencies concerned.

Sec. 10. Threat of impairment of national security. Executive Order No. 11051 of September 27, 1962, is hereby amended by striking from Section 404(a) thereof the text “Section 2 of the Act of July 1, 1954 (68 Stat. 360; 19 U.S.C. 1352a)” and inserting in lieu thereof the text “Section 232 of the Trade Expansion Act of 1962”.

Sec. 11. References. Except as may for any reason be inappropriate, references in this order to any other Executive order or to the Act or to the Trade Expansion Act of 1962 or to any other statute, and references in this order or in any other Executive order to this order, shall be deemed to include references thereto, respectively, as amended from time to time.

Sec. 12. Prior bodies and orders. (a) The pending business, and the records and property, of the Trade Policy Committee, Trade Agreements Committee, and Committee for Reciprocity Information (now existing under orders referred to in Section 12(b) below) shall be completed or transferred as the Special Representative, consonant with law and with the provisions of this order, shall direct; and the said committees are abolished effective as of the thirtieth day following the date of this order.

(b) Subject to the foregoing provisions of this section, the following are hereby superseded and revoked:

(2) Executive Order No. 10170 of October 12, 1950.
(3) Executive Order No. 10401 of October 14, 1952.
(4) Executive Order No. 10741 of November 25, 1957.

The White House,

John F. Kennedy

[F.R. Doc. 63-596; Filed, Jan. 16, 1963; 1:33 p.m.]
Executive Order 11076

ESTABLISHING THE PRESIDENT'S ADVISORY COMMISSION ON
NARCOTIC AND DRUG ABUSE

By virtue of the authority vested in me as President of the United States it is ordered as follows:

SECTION 1. Establishment of Commission. (a) There is hereby established the President's Advisory Commission on Narcotic and Drug Abuse (hereinafter referred to as the Commission).

(b) The Commission shall be composed of not more than seven members, each of whom shall be appointed by the President from persons outside the executive branch of the Federal Government. One of the members of the Commission shall be designated by the President as the Chairman thereof. The President shall also designate an Executive Director of the Commission who shall receive such compensation as the President may specify.

SEC. 2. Functions of the Commission. The Commission shall: (a) Develop and transmit to the President a report including recommendations for such additional legislation or amendments in existing legislation as the Commission deems necessary to prevent abuse of narcotic and non-narcotic drugs and to provide appropriate rehabilitation for habitual drug misusers. An interim report shall be transmitted to the President not later than April 1, 1963, including such recommendations for legislation as the Commission is prepared to make at that time. To carry out this responsibility the Commission is authorized to make such studies as it deems appropriate and to receive legislative proposals from any Federal agency with respect to matters within the jurisdiction of the agency.

(b) Review and evaluate the programs and operations of each Federal agency which presently has law-enforcement functions or other statutory responsibilities directed toward the prevention of narcotic and drug abuse or the rehabilitation of habitual drug misusers, and make recommendations to the President for improving the effectiveness of such programs and operations, including cooperation with and assistance to state and local governments by Federal agencies.

SEC. 3. Executive Departments. The Secretary of State, the Secretary of the Treasury, the Secretary of Defense, the Attorney General, and the Secretary of Health, Education, and Welfare each shall designate a representative of his department as liaison with the Commission and shall facilitate its work (a) by furnishing available information needed by the Commission, (b) by providing assistance to the Commission in developing its legislative recommendations, including transmitting to it not later than February 28, 1963, such legislative recommendations as he deems necessary to assure effective Federal action, and (c) by providing such other assistance to the Commission as may be appropriate.

SEC. 4. Compensation and Personnel. Each member of the Commission shall receive compensation at the rate of $100 for each day such member is engaged upon work of the Commission, but the total compensation of each member shall not exceed $20,000 per annum. With the concurrence of the Chairman of the Commission, the Executive Director is authorized to appoint such personnel as may be necessary to assist the Commission in connection with the performance of its functions but no individual so appointed shall receive compensation at a rate in excess of the maximum rate provided for GS-15 positions under the Classification Act of 1949, as amended. The Commission is authorized to obtain services in accordance with the provisions of section 15 of the Act of August 2, 1946 (5 U.S.C. 55a), but at rates for individuals not to exceed $100 per diem.

SEC. 5. Finances. The compensation of the members and employees of the Commission and any other necessary expenses arising in connection with the work of the Commission shall be paid from the appropriation appearing under the heading "Special Projects" in Title III of the Treasury-Post Office Departments and Executive Office Appropriation Act, 1963, 76 Stat. 310, and such appropriation as may be provided for the same purposes for the fiscal year 1964. Payments
and appointments under this order shall be made without regard to the civil service and classification laws and the provisions of section 3681 of the Revised Statutes (31 U.S.C. 672), and section 9 of the Act of March 4, 1909, 35 Stat. 1027 (31 U.S.C. 673).

Sec. 6. Termination of the Commission. The Commission shall submit its final report to the President by November 1, 1963, and shall terminate not later than December 31, 1963.

THE WHITE HOUSE,

JOHN F. KENNEDY

[F.R. Doc. 63-595; Filed, Jan. 16, 1963; 1:33 p.m.]
PART 40—SCHEDULED INTERSTATE AIR CARRIER CERTIFICATION AND OPERATION RULES

Airborne Distance Measuring Equipment, Low Frequency Radio Range, and Automatic Direction Finding Equipment Requirements

This amendment provides that after June 30, 1963, an airplane which is required by the Civil Air Regulations to be equipped with VOR navigational equipment, and operates at and above 24,000 feet MSL in the 48 contiguous states and the District of Columbia must also be equipped with an approved distance measuring equipment unit, capable of receiving and indicating distance information from VORTAC facilities. When sufficient VORTAC facilities become available for use in Alaska and Hawaii, DME will also be required in these areas. In addition, the amendment requires that approved distance measuring equipment be installed on the following air carrier airplanes which are required to be equipped with VOR receivers and operate in the 48 contiguous states and the District of Columbia, regardless of the altitude at which they operate after the following dates:

1. Turbojet airplanes—June 30, 1963;
2. Turbo prop airplanes—December 31, 1963;
3. Pressurized reciprocating engine airplanes—June 30, 1964; and
4. Other airplanes not maxima
certified takeoff weight of more than 12,500 pounds—June 30, 1965.

This amendment also authorizes the operation of an air carrier airplane over low frequency routes with only one low frequency radio range receiver or automatic direction finding receiver under certain conditions. In addition, it deletes the authority presently contained in §40.323(c) which permitted operation with only one VOR receiver installed when navigation is predicated on the use of VOR ground aids.

The Federal Aviation Agency published as a notice of proposed rule making (26 F.R. 4455) and circulated as Civil Air Regulations Draft Release No. 61-11, dated May 24, 1961, a proposal to amend Parts 40, 41, 42, and 43 of the Civil Air Regulations to require the installation of distance measuring equipment (DME) in certain United States civil airplanes in accordance with a specific schedule.

Distance measuring equipment is that portion of the Rho Theta System of Short-range Navigation, the standard internationally adopted short-range system of navigation, which indicates to a pilot the distance his aircraft is from the ground station of origin, and achieves the maximum safety and efficiency of operation possible from the use of the Rho Theta System of Short-range Navigation, or VORTAC System as commonly known, distance information is equally as important as bearing or azimuth information. The distance information obtained from distance measuring equipment assists a pilot in staying within the traffic pattern of the airspace assigned him by his air traffic control clearance. It is invaluable information particularly with respect to jet aircraft approaching terminal areas at high speeds. It reduces the margin of error in estimating position and the proper time to begin a deceleration. Distance information also facilitates the accurate navigation of aircraft in the avoidance of severe weather turbulence, in holding, and in rerouting by air traffic control.

In 1957, the President's Air Coordinating Committee, with representation from all segments of the aviation industry, concluded that traffic volume, complexity of operations, safety requirements, efficient use of air space, and the expeditious movement of air traffic dictate that maximum use be made of navigation and distance measuring capabilities of VORTAC be required by at least 1965 in the navigation of aircraft subject to positive separation and in the performance of air carrier operations in airspace at altitudes of 24,000 feet and above. The committee recommended that by that time all aircraft to be operated under Instrument Flight Rules and those to be operated under Visual Flight Rules in such a manner as to be subject to positive separation be required to have both distance measuring and azimuth capability. In accord with this recommendation, Draft Release No. 61-11 was published in June 1961.

Subsequent to the publication of Draft Release 61-11, the report of the Task Force on Air Traffic Control, known as Project Beacon, set forth a long-range plan to insure the efficient and safe control of the nation's air traffic. This report, around which the nation's air navigation system is being built, firmly reiterated the need for DME in order to attain the degree of accuracy in navigation necessary for the safe control of air traffic.

In this connection the Agency conducted a public symposium in Washington, D.C., in February 1962, to discuss airborne equipment requirements associated with implementation of Project Beacon. The Agency emphasized that the Rho Theta system of air navigation, toward which the Federal government and the aviation industry had so long striven, required that VOR and DME be used in conjunction with each other. It was pointed out that the system had originally been adopted and developed with the concurrence of industry users and at considerable public expense. It was also stated that maximum safety utilization of the system is impossible without airborne equipment which is environmentally compatible with the ground environment, and that consideration must be given to the environment in which the airplane operates in determining the need for all navigational equipment, including DME.

All civil airplanes operating in the 48 contiguous states and the District of Columbia at altitudes of 24,000 feet and above are operating within the continental control area airspace. Additionally, they are in an environment of very high-speed air traffic which necessitates continuous position fixing capability. Therefore, in keeping with the concept that equipment requirements should be determined by the operational environment, it has been determined that airborne equipment should be required on all civil airplanes operating in the 48 contiguous states and the District of Columbia at altitudes of 24,000 feet and above. After June 30, 1963, if VOR navigational equipment is required.

All DME ground installations serving the high-altitude route structure are scheduled to be completed by January 1, 1965 and other DME installations are proceeding rapidly. As a result of this, virtually complete DME coverage for this route structure will be available by June 30, 1963. Other DME ground installations are proceeding rapidly and DME coverage in both the lower route structures and in terminal areas will be extensive by 1964-1965. These facts together with the availability of airborne equipment and other standards have been considered in the preparation of this amendment and in that pertaining to general aviation.

Public safety requires that all air carrier operations be conducted at the highest level of safety with the best and most accurate navigational information available. In view thereof, and in consideration of the fact that large air carrier airplanes generally operate at higher speeds, in the higher density terminal areas, and in that airspace in which facilities and procedures for the use of DME are receiving priority, large air carrier airplanes operating in the 48 contiguous states and the District of Columbia, irrespective of operating altitudes, should be required to have DME installed in accordance with a pre-announced schedule. In establishing this schedule, the Agency has taken into consideration the installation schedule of DME ground facilities and the types of airplanes which operate in the various airspace environments served by these facilities. Accordingly, whenever VOR navigational equipment is required, all airplanes operated by air carriers, and commercial operators conducting operations pursuant to Part 40, will be required to have DME installed as follows:
All comments received in response to this draft release have been given full consideration. In the judgment of the Agency, deletion of the provision contained in § 40.232(c), which permitted airplanes to be equipped only with a VOR and one LF/MF navigation receiver for IFR operations within the United States during the transition period, is considered necessary in view of the experience gained during on-airport installation of dual equipment, and appropriate in view of the fact that the period of transition from LF/MF to VOR ground aids in the United States is essentially completed. It is considered that the proposed amendment will not be detrimental to the safety of operations to permit air carrier airplanes equipped with two VOR receivers and one LF/MF receiver during the period of transition from LF/MF to VOR ground aids in the United States, and it is proposed to amend the regulations to permit an airplane to operate after the following dates.

\[\text{§ 40.232 Radio equipment for operation under VFR or over the top.}\]

1. By amending § 40.232 by revising paragraphs (b) and (c) and adding a new paragraph (d) to read as follows:

\[\text{§ 40.232 Radio equipment for operation under VFR or over the top.}\]

\[(b)\text{ In the case of operation over routes on which navigation is based on low frequency radio range or automatic direction finding, only one low frequency radio range receiver or ADF receiver need be installed: Provided, That the airplane is equipped with two VOR receivers and one LF/MF receiver. This rule is subject to such change as may be necessary in view of the experience gained during the transition period from LF/MF to VOR ground aids, and the rapidly diminishing number of LF/MF routes. It was, therefore, proposed to require all air carrier airplanes to be equipped with two VOR receivers and one LF/MF receiver during the period of transition from an LF/MF airways system to a VOR airways system.}\]

\[(c)\text{ Whenever VOR navigational receivers equipped with airborne DME are available for use in Alaska and Hawaii, it is proposed to require an airplane to be equipped with an approved airborne DME receiver.}\]

\[(d)\text{ Whenever an airplane is equipped with two VOR receivers, one LF/MF receiver, and operates over the few remaining LF/MF radio range receivers or ADF receivers, the pilot may be required to obtain a clearance from the air traffic control facility at the terminal airport by means of VOR aids and complete an instrument landing by use of the remaining airplane radio system.}\]

\[\text{All other airplanes having a maximum certified takeoff weight of more than 12,500 pounds—June 30, 1965.}\]

\[\text{This amendment also authorizes the operation of an air carrier airplane over the 48 contiguous states and the District of Columbia at and above 24,000 feet MSL after June 30, 1963, and on each of the following airplanes, irrespective of the altitude flown, when operating within the 48 contiguous states and the District of Columbia after the following dates:}\]

\[\text{Turbojet airplanes—June 30, 1963;}\]

\[\text{Turboprop airplanes—December 31, 1963;}\]

\[\text{Pressurized reciprocating engine airplanes—June 30, 1964; and}\]

\[\text{Other airplanes having a maximum certified takeoff weight of more than 12,500 pounds—June 30, 1965.}\]

\[\text{In the event that the distance measuring equipment becomes inoperative en route, the pilot shall notify Air Traffic Control of such failure as soon as it occurs.}\]
The Federal Aviation Agency published as a notice of proposed rule making (26 F.R. 4455) and circulated as Civil Air Regulations Draft Release No. 61-11, dated May 24, 1961, a proposal to amend Parts 40, 41, 42, and 43 of the Civil Air Regulations to require the installation of distance measuring equipment (DME) in certain United States Civil Airplanes in accordance with a specific schedule.

Distance measuring equipment is that portion of the Rho Theta System of Short-range Navigation, the standard internationally adopted short-range system of navigation, which indicates to a pilot the distance his aircraft is from the ground station transmitter. To achieve the maximum safety and efficiency of operation possible from the use of the Rho Theta System of Short-range Navigation, or VORTAC System as commercial navigation is equally as important as bearing or azimuth information. The distance information obtained from distance measuring equipment assists a pilot in staying within safe flying distances of high density terminal areas at high speeds. It reduces the margin of error in estimating position and the proper time to begin a deceleration. Distance information also facilitates the accurate navigation and avoidance of severe weather turbulence, in holding, and in rerouting by air traffic control.

In 1961, the President's Air Coordination Committee, with representation from all segments of the aviation industry, concluded that traffic volume and the necessity of operating in close proximity to facilities, safety requirements, efficient use of air space, and the continuous movement of air traffic dictates that navigational azimuth and distance measuring capabilities of VORTAC be required by at least 1965 in the navigation of aircraft subject to positive separation and in the performance of air traffic control services for such aircraft. The committee recommended that by that time all aircraft to be operated under Instrument Flight Rules and those to be operated under Visual Flight Rules be required in a manner that they will be subject to positive separation be required to have both distance measuring and azimuth capability. In accord with this recommendation, Draft Release No. 61-11 was published.

Subsequent to the publication of Draft Release No. 61-11, the report of the Task Force on Air Traffic Control, known as Task Project Beacon, set forth the need for an efficient and safe control of the nation's air traffic. This report, although the nation's air navigation system is being built, firmly re-established the need for DME in order to attain the degree of accuracy in navigation necessary for the safe control of air traffic.

In this connection the Agency conducted a public symposium in Washington, D.C., in February 1962, to discuss airborne equipment requirements associated with implementation of Project Beacon. The Agency emphasized that the Rho Theta system of air navigation, toward which the Federal government and the aviation industry had so long striven, required that VOR and DME be used in conjunction with each other. It was pointed out that the system had originally been adopted and developed by the commercial industry users and at considerable public expense. It was also stated that maximum safe utilization of the system is dependent on airborne navigation equipment being compatible with the ground environment, and that consideration must be given to the environment in which the aircraft operates in determining the need for all navigational equipment. All civil airplanes operating in the 48 contiguous states and the District of Columbia at altitudes of 24,000 feet and above are operating within the continental United States, and especially, they are in an environment of very high-speed air traffic which necessitates continuous position fixing capabilities and very accurate airborne navigational information. To keep pace with the concept that equipment requirements should be determined by the operational environment, it has been determined that distance measuring equipment should be required on all civil airplanes operating in the 48 contiguous states and the District of Columbia at altitudes of 24,000 feet and above after June 30, 1963, if VOR navigational equipment is required.

All DME ground installations serving the high-altitude route structure are scheduled to be completed by January 1, 1964. However, it is anticipated that airborne DME equipment required for this route structure will be available by June 30, 1963. Other DME ground installations are proceeding rapidly and DME coverage of the highway and terminal areas will be extensive by 1964-1965. These facts together with the availability of airborne DME meeting appropriate standards have been considered in the preparation of this amendment and in that pertaining to general aviation.

Public safety requires that all air carrier operations be conducted with the highest level of cooperation with the best and most accurate navigational information available. In view thereof, and in consideration of the fact that large air carrier airplanes generally operate at high altitudes, in the highest density terminal areas, and in that air space in which facilities and procedures for the use of DME are receiving priority, large air carrier airplanes operating in the 48 contiguous states and the District of Columbia, irrespective of operating altitudes, should be required to have DME installed in accordance with a prescribed schedule. In establishing this schedule, the Agency has taken into consideration the installation schedule of DME ground facilities and the types of airplanes which operate in the various airspace environments served by these facilities. Accordingly, whenever VOR navigational equipment is required, all airplanes operated by air carriers will be required to have DME installed as follows:

1. On July 1, 1963, all turbojet airplanes;
2. On January 1, 1964, all turboprop airplanes;
3. On July 1, 1964, all pressurized reciprocating engine airplanes; and
4. On July 1, 1965, all other airplanes having a maximum certificated takeoff weight of more than 12,500 pounds.

While this amendment requires DME only for operations in the 48 contiguous states and the District of Columbia, it will be extended to include operations in Alaska and Hawaii at such time as sufficient VORTAC facilities are installed in those areas.

A basic concept with respect to the safety standards applicable to air carriers is that they must be equipped with dual radio navigational and communications equipment in order to provide a high level of safety in the extreme operational environment. Accordingly, the Agency believes that the immediate demands on the available supply of this equipment will be such that the public interest would be better served if dual DME equipment were required at this time. This will assure the availability of airborne DME for installation at the times specified in the amendment and may permit such installation in advance of the times specified.

In addition to Draft Release No. 61-11 which pertained to DME requirements, the Agency, on October 6, 1961, issued a notice of proposed rule making (26 F.R. 4459), Amendment to the Civil Air Regulations Draft Release No. 61-21. This draft release proposed to amend Part 40 of the Civil Air Regulations by amending § 40.232(c) and the related § 40.232-1. Amendments to the rules pertaining to operations conducted pursuant to Parts 41 and 42 to effect the same regulatory changes were also proposed.

As explained in the draft release, the provisions which permitted air carriers, in certain instances, to equip their airplanes with only one VOR and one LP/MF receiver during the period of transition from an LP/MF airways system to a VOR airways system are no longer appropriate in view of the present coverage and the extensive use of VOR aids; and that consideration, the Agency is proposing to require that all air carrier airplanes, which are to be operated IFR utilizing VOR aids, be equipped with two VOR receivers. It was also considered feasible, and so proposed, to amend the regulations to permit an airplane equipped with two VOR receivers to operate on the few remaining low frequency route segments equipped with only one LP/MF receiver,
provided the airplane is so fueled and VOR aids are so located that the airplane could, in the event of a failure of the LF/MF receiver, proceed safely to an airport by means of VOR aids and complete an instrument letdown by use of the remaining airplane radio system.

All comments received in response to this draft release have been given full consideration. In the judgment of the Administrator, the provision contained in §41.232(c), which permitted airplanes to be equipped with only one VOR and one LF/MF navigation receiver for IFR operations utilizing VOR aids designated as nonprecision approach points, is considered necessary in view of the existing air carrier safety requirement for dual equipment. It is also considered appropriate and not detrimental to the safety of operations to permit air carrier airplanes equipped with two VOR receivers and one LF/MF receiver, to operate over LF/MF route segments if an adequate alternate LF/MF route is available by which the airplane could safely proceed, if necessary, due to the failure of the LF/MF receiver, and the airplane carries sufficient fuel in the event such routing becomes necessary. In order to provide sufficient leadtime for equipping airplanes which have only one VOR receiver installed, with a second such receiver, this amendment is being made effective July 1, 1963.

The format of this amendment will be subject to such change as may be necessary for its recodification under the Agency's Recodification Program, announced in Draft Release No. 61-25 (26 F.R. 10698). Interested persons have been afforded an opportunity to participate in the making of this regulation (26 F.R. 4455 and 9430), and due consideration has been given to all relevant matter presented.

In consideration of the foregoing, Part 41 (Regulations of the Civil Air Regulations (27 F.R. 1977) is hereby amended as follows, effective July 1, 1963:

By amending §41.232 by revising paragraphs (b) and (e) and adding a new paragraph (d) to read as follows:

§41.232 Radio equipment for operations over VOR airways routes not navigated by pilotage or for operations under IFR or over-the-top.

(b) In the case of operation over routes on which navigation is based on low frequency radio range or automatic direction finding, only one low frequency radio range receiver or ADF receiver need be installed: Provided, That the airplane is equipped with two VOR receivers, and VOR navigational aids are so located and the airplane is so fueled that, in the case of failure of the low frequency radio range receiver or ADF receiver, the flight may proceed safely to a suitable airport by means of VOR aids and complete an instrument letdown by use of the remaining airplane radio system.

(c) Whenever VOR navigational receivers are installed, paragraphs (a) or (b) of this section, at least one approved distance measuring equipment unit (DME), capable of receiving and indicating distance information from VORTAC facilities, shall be installed on each airplane when operated within the 48 contiguous states and the District of Columbia at and above 24,000 feet MSL, after June 30, 1963, and on each of the following airplanes, irrespective of the maximum certificated takeoff weight of more than 12,500 pounds—June 30, 1965.

(d) In the event that the distance measuring equipment (DME) becomes inoperative en route, the pilot shall notify Air Traffic Control of such failure as soon as it occurs.

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


N. E. Halaby,
Administrator.

[Reg. Dockets Nos. 751, 912; Amtd. 42-44]

PART 42—IRREGULAR AIR CARRIER AND OFF-ROUTE RULES

Airborne Distance Measuring Equipment, Low Frequency Radio Range, and Automatic Direction Finding Equipment Requirements

This amendment provides that after June 30, 1963, an airplane which is required by the Civil Air Regulations to be equipped with VOR navigational equipment, and operates at and above 24,000 feet MSL in the 48 contiguous states and the District of Columbia, must also be equipped with an approved distance measuring equipment unit, capable of receiving and indicating distance information from VORTAC facilities. When sufficient VORTAC facilities become available for use in Alaska and Hawaii, DME will also be required in these areas. In addition, the amendment requires that approved distance measuring equipment be installed on the following air carrier airplanes which are operated under Instrument Flight Rule (IFR) provisions:

1. Turbojet airplanes—June 30, 1963;
2. Twinjet airplanes—December 31, 1963;
3. Pressurized reciprocating engine airplanes—June 30, 1964; and 4. Other airplanes having a maximum certificated takeoff weight of more than 12,500 pounds—June 30, 1965.

This amendment also authorizes the operation of an air carrier airplane over low frequency routes with only one low frequency radio range receiver or automatic direction finding receiver under certain conditions. In addition, the Agency will, effective July 1, 1963, delete the provisions authorizing the installation of certain airborne equipment in paragraph 48 of the Part 42 Operations Specifications which permits operations in the United States with only one VOR receiver installed when navigation is predicated on the use of VOR ground aids.

The Federal Aviation Agency published as a notice of proposed rule making (26 F.R. 4455) a proposed rule designated as Civil Air Regulations Draft Release 61-11, dated May 24, 1961, a proposal to amend Parts 40, 41, 42, and 43 of the Civil Air Regulations to require the installation of distance measuring equipment (DME) in certain United States civil airplanes in accordance with a specific schedule. Distance measuring equipment is that portion of the Rho Theta System of System of navigation, which indicates to a pilot the distance his aircraft is from the ground station transmitter. To achieve the maximum safety and efficiency of operation possible from the use of the Rho Theta System of Short-range Navigation, or VORTAC System as commonly known, distance information is equally as important as bearing or azimuth information. The distance information obtained from distance measuring equipment assists a pilot in staying within the limits of the air space assigned him and clears the air traffic channels. It is invaluable information particularly with respect to jet aircraft approaching terminal areas at high speeds. It reduces the need for visual checks in estimating position and the proper time to begin a deceleration. Distance information also facilitates the accurate navigation of aircraft in the avoidance of severe weather turbulence, hold­ing, and in rerouting by air traffic control.

In 1957, the President's Air Coordination Committee, with representation from all segments of the aviation industry, concluded that traffic volume, complexity of operations, safety requirements, efficient use of air space, and the expeditious movement of air traffic must be balanced in such a manner that they will be subject to positive separation be required to have both distance measuring and azimuth capability. In accordance therewith, a recommendation, Draft Release No. 61-11 was published.

Subsequent to the publication of Draft Release 61-11, the report of the Task Force on Air Traffic Control, known as the Project Beacon, set forth a long-range plan to insure the efficient and safe control of the nation's air traffic. This report, around which the nation's air naviga­tion system is being built, firmly re­fered the need for DME in order to
The Agency has taken into consideration the installation schedule of DME ground facilities and the types of aircraft which operate in the various air-space environments served by these facilities. Accordingly, whenever VOR navigational equipment is required, all aircraft, operated by air carriers, and commercial operators conducting operations pursuant to Part 42, will be required to have DME installed as follows:

1. On July 1, 1963, all turbojet airplanes;
2. On January 1, 1964, all turboprop airplanes;
3. On July 1, 1964, all piston reciprocating engine airplanes; and
4. On July 1, 1965, all other airplanes having a maximum certificated takeoff weight of more than 12,500 pounds.

While this amendment requires DME only for VOR navigation equipment, it is considered imperative that VOR and DME be used in conjunction with each other. It was pointed out that the system had originally been adopted and developed with the concurrence of pilots, air traffic controllers, and at considerable public expense. It was also stated that maximum safety utilization of the system is dependent on airborne navigation equipment being compatible with the ground equipment. All civil airplanes operating in the 48 contiguous states and the District of Columbia at altitudes of 24,000 feet and above are operating with the concept that equipment requirements should be determined by the operational environment, it has been determined that the available supply of this equipment should be required on all civil airplanes operating in the 48 contiguous states and the District of Columbia at altitudes of 24,000 feet and above after June 30, 1963, if VOR navigational equipment is required.

All DME ground installations serving the high-altitude route structure are scheduled to be completed by January 1, 1964. However, it is anticipated that virtually complete DME coverage for this route structure will be available by June 30, 1963. Other DME ground installations, scheduled for installation and completion after 1963, are proceeding rapidly and DME ground installations serving the United States during the transition period, is considered necessary in view of the existing air carrier safety regulations until such time as the reliable and navigational equipment indicates that a failure is most improbable. However, with respect to airborne DME, the Agency believes that the immediate determination of equipment failure will be such that the public interest would be better served if dual distance measuring equipment is not required at this time. This will assure the commercial operators conducting operations pursuant to Part 42 of the Civil Air Regulations by adding § 40.323(b) and by deleting § 40.323(c) and the related § 40.323–1. Amendments to the rules pertaining to operations conducted pursuant to Parts 41 and 42 to effect the same regulatory changes were also proposed.

As explained in the draft release, the Agency has considered the equipment required for air carrier airplanes, in certain instances, to equip their airplanes with only one VOR and one LF/MF receiver, provided the airplane is so fueled and VOR aids are so located that the airplane could, in the event of a failure of the LF/MF receiver, proceed safely to an airport equipped with only one VOR and one LF/MF navigation receiver for IFR operations within the United States during the transition period, is considered necessary in view of the existing air carrier safety regulations.

All comments received in response to this draft release have been given full consideration. In the judgment of the Agency, deletion of the interim rules contained in the irregular air carrier’s operations specifications, which permitted airplanes equipped with only one VOR and one LF/MF navigation receiver for IFR operations within the United States during the transition period, is considered necessary in view of the existing air carrier safety regulations.

Friday, January 18, 1963

The Agency emphasized that the Rho Theta system of air navigation, toward which the Federal government and the aviation industry has been working, is now in the final stages of development and ready for installation. By that time, it is expected that the Agency will have completed a public symposium in Washington, D.C., in February 1963, to discuss airborne equipment requirements and implementation of the Project Beacon. The Agency emphasized that the high-altitude route structure is virtually complete DME coverage for this route structure will be available by June 30, 1963. Other DME ground installations serving the United States during the transition period, is considered necessary in view of the existing air carrier safety regulations.
Distance measuring equipment is that portion of the Rho Theta System of Short-range Navigation, the standard internationally adopted short-range system of navigation, which indicates to a pilot the distance his aircraft is from his selected direction station. To achieve the maximum safety and efficiency of operation possible from the use of the Rho Theta System of Short-range Navigation, VORTAC and DME as commonly known, distance information is equally as important as bearing or azimuth information. The distance information obtained from distance measuring equipment assists a pilot in staying within the limits of the air space assigned him by his air traffic control clearance. It is invaluable information pertaining with Instrument Flight Rules and proaching terminal areas at high speeds. It reduces the margin of error in estimating position and the proper time to begin a deceleration. Distance information also facilitates the navigation and avoidance of aircraft in the avoidance of severe weather turbulence, in holding, and in rerouting by air traffic control.

In 1957, the President's Air Coordinating Committee on Navigation from Subcommittees 3 and 5 of the Air Navigation Coordinating Committee, concluded that traffic volume, complexity of operations, safety requirements, efficient use of air space, and the separation of aircraft dictate that the maximum use of both the azimuth and distance measuring capabilities of VORTAC be required by at least 1965 in the nation's airspace. The report subject to positive separation and in the performance of air traffic control service for such aircraft. The committee recommended that by that time all aircraft to be operated under Visual Flight Rules and those to be operated under Visual Flight Rules in such a manner that they will be subject to positive separation be required to have both distance measuring and azimuth equipment according to this recommendation, Draft Release No. 61-11 was published.

Subsequent to the publication of Draft Release 61-11, the Task Force on Air Traffic Control, known as Project Beacon, set forth a long-range plan to insure the efficient and safe control of the nation's air traffic. This report, around which the nation's air navigation system is being built, firmly reiterated the need for DME in order to attain the degree of accuracy in navigation necessary for the safe control of all aircraft.

In this connection the Agency conducted a public symposium in Washington, D.C., in February 1962, to discuss airborne DME and its applicaion with implementation of Project Beacon. The Agency emphasized that the RHO THETA system of air navigation, toward which the Federal government and the aviation industry had so long striven required that VOR and DME be used in conjunction with each other. It was pointed out that the system had originally been adopted and developed with the concurrence of industry users and at considerable public expense. It was also stated that maximum safe utilization of the system is dependant on airborne navigation equipment being compatible with the ground navigational equipment, and that consideration must be given to the environment in which the airplane operates in determining the need for all navigational equipment, including the DME equipment.

All civil airplanes operating in the 48 contiguous states and the District of Columbia at altitudes of 24,000 feet and above are operating within the continental United States airspace. Additionally, they are in an environment of very high-speed air traffic which necessitates continuous position fixing capabilities for all airborne navigational information. Therefore, in keeping with the concept that equipment requirements should be determined by the operational environment, it has been determined that distance measuring equipment should be required on all civil airplanes operating in the 48 contiguous states and the District of Columbia at altitudes of 24,000 feet and above after June 30, 1963, and on each of the following dates:


Provided,

That the airplane is equipped with low frequency radio range receiver or ADF receiver need be installed:

Provided, that the airplane is equipped with two VOR receivers, and VORTAC and DME facilities are located and the airplane is so fueled that, in the case of failure of the low frequency radio range or ADF receiver, the flight may proceed to a suitable airport by means of VOR aids and complete air navigation equipment.

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


N. E. HALARY,Administrator.

[FR. Doc. 63-537; Filed, Jan. 17, 1963; 8:47 a.m.]

[Reg. Docket No. 751; Amdt. 43-16]

PART 43—GENERAL OPERATION RULES

Airborne Distance Measuring Equipment Requirement

This amendment provides that after June 30, 1963, an airplane which is required by the Civil Air Regulations to be equipped with VOR navigational equipment and operates at and above 24,000 feet MSL in the 48 contiguous states and the District of Columbia, also must be equipped with a specified distance measuring equipment unit, capable of receiving and indicating distance information from VORTAC facilities. When sufficient VORTAC facilities become available for use in Alaska and Hawaii, DME will also be required in these areas.

The Federal Aviation Agency published as a notice of proposed rule making (26 F.R. 4455) and circulated as Civil Air Regulations Draft Release No. 61-11, dated May 24, 1961, a proposal to amend Parts 313 and 604, and 43 of the Civil Air Regulations to require the installation of distance measuring equipment (DME) in certain United States civil airplanes in accordance with a specific schedule.
and most accurate navigational information available. In view thereof, and in consideration of the fact that large commercial aircraft generally operate at higher speeds, in the higher density terminal areas, and in that airspace in which facilities and procedures are inadequate, the use of DME is needed; therefore, large commercial aircraft operating in the 48 contiguous states and the District of Columbia should be required to have DME installed in accordance with a prescribed schedule. It is further believed that only those general aviation airplanes which operate at and above 24,000 feet MSL in the 48 contiguous states and the District of Columbia, should be required at this time to have DME installed.

The format of this amendment will be subject to such change as may be necessary for its recodification under the Agency's Recodification Program announced in Draft Release No. 61-25 (26 F.R. 10698). Interested persons have been afforded and due consideration has been given to all relevant matter presented.

In consideration of the foregoing, Part 43 of the Civil Air Regulations (14 CFR 43), as amended, is hereby amended by adding a new §43.33 as read follows, effective January 1, 1963:

§43.33 Distance measuring equipment.

(a) No person may operate an airplane in the 48 contiguous states or the District of Columbia, at and above 24,000 feet MSL, unless the airplane is equipped with at least one approved distance measuring equipment unit (DME), if VOR navigational equipment is required under §43.30(c). (2).

(b) If the distance measuring equipment required by paragraph (a) of this section becomes inoperative while operating at and above 24,000 feet MSL, the pilot shall notify Air Traffic Control of the failure, and if the airplane is equipped with at least one VOR, the pilot shall also notify Air Traffic Control of the failure as soon as it occurs, and operations may continue at and above 24,000 feet MSL to the next airport of intended landing where repairs or replacemen of the equipment can be made.


N. E. Halary, Administrator.

F .R. Doc. 63-558; Filed, Jan. 17, 1963; 8:30 a.m.]

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

Temporary Alteration of Restricted Area

On December 19, 1962, a notice of proposed rule making was published in the Federal Register (27 F.R. 12563), stating that the Federal Aviation Agency was considering an amendment to §73.58 of the Federal Aviation Regulations to designate the Harrisburg, Pa., control area extension “and on the W by V-501.” The portion of this control area extension which coincides with R-5802 shall be used only after obtaining prior approval from appropriate authority. The change from the action proposed in the notice is minor in nature. Therefore, separate notice and public procedure thereon are unnecessary.

Interested persons have been afforded an opportunity to participate in the making of the rule including participation in the public hearing held on December 19, 1962, in Rosslyn, Va., and the following action is taken:

1. In §73.58 (27 F.R. 7357, 10382), R-5802, Indiantown Gap, Pa., is amended to read:

R-5802 Indiantown Gap, Pa.

2. §73.58 of the Federal Register is amended as follows:

In Section 2 of the notice which coincides with R-5802 shall be used only after obtaining prior approval from appropriate authority.

The purpose of this amendment to Part 71 (New) of the Federal Aviation Regulations is to substitute the Detroit radio beacon for the Detroit radio range station in the description of Green 2.

The purpose of this amendment to Part 71 (New) of the Federal Register on October 24, 1962, as part of the Agency’s recodification program (27 F.R. 10352, 220-2), effective December 12, 1962.

Since this amendment imposes no additional burden on any person, notice and public procedure hereon are unnecessary.

The purpose of this amendment to Part 71 (New) of the Civil Air Regulations (14 CFR 43), as amended, is hereby amended by adding a new §43.33 as read follows, effective January 1, 1963:

§43.33 Distance measuring equipment.

(a) No person may operate an airplane in the 48 contiguous states or the District of Columbia, at and above 24,000 feet MSL, unless the airplane is equipped with at least one approved distance measuring equipment unit (DME), if VOR navigational equipment is required under §43.30(c) (2).

(b) If the distance measuring equipment required by paragraph (a) of this section becomes inoperative while operating at and above 24,000 feet MSL, the pilot shall notify Air Traffic Control of the failure, and if the airplane is equipped with at least one VOR, the pilot shall also notify Air Traffic Control of the failure as soon as it occurs, and operations may continue at and above 24,000 feet MSL to the next airport of intended landing where repairs or replacement of the equipment can be made.


W. Thomas Deason, Assistant Chief,
Airspace Utilization Division.

[F.R. Doc. 63-558; Filed, Jan. 17, 1963; 8:47 a.m.]
Chapter III—Federal Aviation Agency
SUBCHAPTER C— AIRCRAFT REGULATIONS
[Reg. Docket No. 1554; Amdt. 530]

PART 507—AIRWORTHINESS DIRECTIVES

Bell Model 47 Series Helicopters

Amendment 14, 23 F.R. 9690 (AD 58–23–1), as amended by Amendment 333, 26 F.R. 8668, establishes a service life for the tail rotor pitch control bearing on Bell Models 47B, B3, D, D1, G, G2, and H-1 helicopters. Since the issuance of the AD, there have been additional failures of the bearings which occurred at less than the established service life. Accordingly, this amendment is being adopted to reduce the service life from 200 hours to 100 hours based on the average time of failure.

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

In consideration of the foregoing, and pursuant to the authority delegated to me by the Administrator (23 F.R. 6489), § 507.10(a) of Part 507 (14 CFR Part 507), is amended as follows:

Amendment 14, 23 F.R. 9690, as amended by Amendment 333, 26 F.R. 8668, Bell Model 47 Series helicopters, is further amended by:

1. Deleting the second paragraph and inserting in lieu thereof, the following:

"To preclude the possibility of losing tail rotor control, a service life of 100 hours' time in service has been established for the tail rotor pitch change bearings P/N's R4AF4, 47–641–146–1, SIRP, and 86684. All bearings with 90 or more hours' time in service have been established for joint use of R-6602 and action is authorized by the Administrator (25 F.R. 6489), § 507.10(a) of Part 507 (14 CFR Part 507), is amended as follows:

Accordingly, this amendment is being adopted to reduce the service life from 200 hours to 100 hours' time in service of the above-entitled matter proposed for joint use of R-6602 and action is authorized by the Administrator (25 F.R. 6489), § 507.10(a) of Part 507 (14 CFR Part 507), is amended as follows:"

2. Deleting the number "200" wherever it appears in the third paragraph and inserting in lieu thereof, the number "100".

This amendment shall become effective January 18, 1983.

Issued in Washington, D.C., on January 11, 1983.

George C. Pizzini, Director, Flight Standards Service.

[FR Doc. 83–594; Filed, Jan. 17, 1983; 8:47 a.m.]
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4 Radio Station KFI, Los Angeles, California, and CBS supported the proposal in general but request that the rules also provide for the use of essential mobile stations as relay stations. Specifically, they refer to the “remote control” operation of a remote pickup transmitter situated on a remote mountain peak. Presently, remote pickup stations are operated in a tandem relay system. However, each transmitter must be attended by a qualified operator on duty at the place where the transmitter is located.

5. The rules adopted herein also provide for licensing certain remote pickup stations specifically for emergency purposes. The installation of a remote pickup station to be used for a period of not more than 10 days in any 30-day period will not require further authority of the Commission. The primary purpose of base stations is to communicate with mobile stations. Mobile stations are normally located at the studio or transmitter building or on a broadcast tower. It is not intended to provide for “remote control” of a transmitter located on a distant mountain peak. We believe that KFI is actually describing mobile stations as the transmission frequency to be sure that he will not cause interference to some other program in progress or to some other class of operations conducted with other services. Remote control of a remote pickup transmitter may be employed if the control point is so equipped that the operator can perform all of the essential functions involved in the operation which would be turned on from a remote point. Although we have long recognized a need for this kind of operation by broadcasters, our present rules do not provide for the use of mobile pickup stations because of the hazard of interrupting a program in progress of another licensee if a remotely located transmitter is turned on “blindly”. We have recently been exploring the possibility of the use of a “lock-out” arrangement whereby a signal is transmitted on the frequency of the remotely located transmitter from the base station. Such a system would probably provide the needed safeguard for unlawful operation. This, however, is beyond the present phase of the proceeding and will have to be the subject of a separate rule-making proceeding.

6. Authorizations for the installation of remote pickup base stations are limited to the situations described in the rules adopted herein. The primary purpose of base stations is to communicate with mobile stations. They are not intended to operate unattended and can only be used on a limited basis by the licensee for communications unrelated to the broadcast of programs. Base stations may be installed at places where emergency broadcasts are likely to originate and at suitable locations for relaying emergency programs between broadcasting stations. However, except for periodic tests or drills, such stations may be operated only when an emergency exists or when an emergency is pending. While mobile pickup stations may be sent to or left at the Weather Bureau office, Civil Defense headquarters and the City Hall, as well as various other places where regular “remote” broadcasts originate, these stations can only be used at places where emergency broadcasts are likely to originate and then only if the licensee is a participant in a coordinated emergency broadcast system. Allowing the station to be used for an unlimited number of emergency purposes, licensees may feel that such fixed installations will insure that the transmitting apparatus will be at the place where it will be needed should a sudden emergency develop.

7. Authorizations for the installation of remote pickup mobile stations are limited to situations described in the rules adopted herein. Although the station may be used only for emergency purposes, licensees may not be permitted to operate unattended and can only be used on a limited basis by the licensee for communications unrelated to the broadcast of programs. Mobile pickup stations may be employed if the control point is so equipped that the operator can perform all of the essential functions involved in the operation which would be turned on from a remote point. Although we have long recognized a need for this kind of operation by broadcasters, our present rules do not provide for the use of mobile pickup stations because of the hazard of interrupting a program in progress of another licensee if a remotely located transmitter is turned on “blindly”. A “lock-out” system is required to provide the needed safeguard for unlawful operation. This, however, is beyond the present phase of the proceeding and will have to be the subject of a separate rule-making proceeding.

8. This narrow interpretation is necessary to preclude the use of remote pickup stations for regular fixed program circuits, such as continually broadcast programs. Remote pickup stations are intended to provide a means whereby stations may go to the scenes of newsworthy events for the origination of broadcasts. Since such events are likely to occur at unpredictable locations, portable transmitters which can be quickly dispatched provide the only means for covering such events. Frequencies in the 942–952 Mc/s band are available to broadcasters for regular fixed program circuits under Subpart A of Part 8 of the rules. While the Commission does not ordinarily specify the type of antenna to be used with a mobile station, there may be occasions where the station is desired to exceed the range of permanent or semi-permanent antenna at the scene of a recurring remote broadcast. We are including a provision for the granting of permission to exceed such an antenna upon appropriate application therefor, in the rules adopted herein.

9. ABC and NIAC question the need for an amendment to § 4.431(a) which permits a remote pickup station to be used for a period of not more than 10 days in any 30-day period without further authority of the Commission. The present rules contemplate authorization for the use of remote pickup stations away from the area in which they are licensed to operate without prior authority of the Commission. The amendment adopted herein provides that applications for permission to use portable transmitters which may be used for emergency purposes, licensees may feel that such fixed installations will insure that the transmitting apparatus will be at the place where it will be needed should a sudden emergency develop.
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trative burden on the licensee and the Commission.

10. NIAC states that the proposed amendments do not provide sufficient incentive to broadcasters to encourage them to invest heavily in remote pickup equipment which would be available to provide emergency communications. NIAC also is of the opinion that the paperwork involved in the licensing of such stations should be minimal. They recommend that we relax the rules to permit fuller use of remote pickup facilities in the day-to-day operation of the broadcasting station. We realize that many broadcasters would like to use their remote pickup facilities for regular fixed program circuits, as a private mobile telephone service for station personnel, both technical and management, for teleconferencing whenever convenient or necessary is not provided for large-scale nonbroadcast purposes. We wish to point out, however, that the frequencies available for remote broadcast pickup purposes are intended to provide for variety in programing, coverage of newsworthy events, and to otherwise keep the public informed and entertained. Loading the frequencies with non-broadcast activities merely to induce broadcasters to purchase equipment would not be in the public interest. Most of the nonbroadcast activities can be carried out under licenses in the Business or Commercial radio service or with facilities obtained from communications common carriers. It has been argued that the frequencies available in the Business or Citizens band are too congested but this merely points up the fact that the remote pickup bands should not be opened up for large-scale nonbroadcast purposes.

11. KFJ, ABC, and NIAC recommended that we permit testing of emergency communication circuits more often than once a week. This restriction in the proposed rule was not aimed at equipment testing. It was intended to restrict the conduct of drills and simulated emergency tests designed to ascertain the reliability of the emergency circuit. The simple turning on of individual transmitters for maintenance and adjustment whenever convenient or necessary is not restricted.

12. In view of the foregoing we are disposed to adopt the amendments as proposed with minor editorial changes in language for the sake of clarity. We have added two definitions designed to set forth clearly the meaning of "attended" and "remote control" operation.

13. Authority for the adoption of the amendments herein is contained in sections 4(1) and 503(b) of the Communications Act of 1934, as amended.


Adopted: January 9, 1963.

Released: January 10, 1963.

FEDERAL COMMUNICATIONS COMMISSION
[SEAL] BERNARD F. WALTER Acting Secretary.

1. The following definitions now appearing in § 2.1 are amended to read as follows:

§ 2.1 Definitions.

Remote pickup broadcast base station. A base station licensed for communicating with remote pickup broadcast mobile stations.

Remote pickup broadcast mobile station. A land mobile station licensed for the transmission of program material and related communications from the scene of events which occur outside a studio or broadcasting station, and for communicating with other remote pickup broadcast base and mobile stations.

2. New § 2.41, and a new center heading to precede it, are added to read as follows:

SPECIAL PROVISIONS

§ 4.21 Operation during an emergency.

(a) In an emergency where normal communication facilities have been disrupted, such as have been caused by storms, floods or other disasters, the stations licensed under the rules of this part may be operated for the purpose of transmitting essential communications intended to alleviate distress, dispatch aid, assist in rescue operations, maintain order, or otherwise promote the safety of life and property.

(b) Whenever such operation involves the use of frequencies shared with other stations, the licenses are expected to cooperate fully to avoid unnecessary or disruptive interference.

§ 4.403 Frequency selection to avoid interference.

(b) The following order of priority of transmissions shall be observed on all frequencies except those listed in § 4.402 (a) (2):

(1) The transmission of program material for broadcast.

(2) The transmission of cues and orders immediately necessary thereto.

(3) Operational communications.

(4) Tests or drills to check the performance of stand-by emergency circuits.

Note: During an emergency or impending emergency, transmissions directly related to the safety of life and property shall take precedence over all other transmissions.
5. Section 4.431 is amended to read as follows:

§ 4.431 Permissible service.

(a) Remote pickup broadcast mobile stations may be used for the transmission of broadcast program material from the scene of events which occur outside a studio and for the transmission of cues and orders and other related communications necessary to the accom- 

ishment of such broadcasts. The pro-

gram material transmitted over a remote pickup broadcast mobile station shall be intended for simultaneous or deferred broadcast either by its associated broadcasting station or some other broadcasting station or stations. Edit-

ing or rearranging such material to suit

the needs of the broadcasting station is

not precluded.

(b) Remote pickup broadcast base

stations may be used for the transmis-

sion of cues, orders, and instructions to remote pickup broadcast mobile stations. Such material may be relayed from an associated, and with other remote pickup broadcast mobile stations. Remote pickup broadcast mobile stations may relay the transmis-

sions of an associated base station and other remote pickup broadcast mobile stations.

(c) Remote pickup broadcast base

stations may be used for the transmission of program material to the remote pickup

unit, if necessary. Remote pickup broad-

cast base stations may also be used to

relay transmissions to and from remote pickup broadcast mobile stations. Remote pickup broadcast base stations may be licensed pursuant to the provisions of § 4.432(d) and (e) and (f) and (g) may communicate with other remote pickup broadcast base stations.

(d) Remote pickup broadcast base and mobile stations in Alaska, Guam, Hawaii, Puerto Rico, and the Virgin Islands shall be authorized to operate on only one frequency for direct reception by the general public.

(e) Remote pickup broadcast base

and mobile stations may be used for

operation on only one frequency for the transmission of program material by other remote pickup stations.

(f) In the event of damage or im-

pairment of the regular communication and program circuits of a broadcasting station due to storms, floods, fires, strikes, equipment failures, or other similar causes, remote pickup broadcast base and mobile stations may be used to provide such temporary circuits as may be needed to continue the broadcasting

operation, pending the restoration of the regular circuits.

(g) Remote pickup broadcast base and mobile stations associated with broadcasting stations participating in the Emer-

gency Broadcast System, or a similar emergency survival communications sys-


tem, may be used: (1) For the transmis-

sion, for broadcasting, of warnings, in-

structions, and information relating to

war, threat of war, a state of public peril, disaster, or other national, state, or local emergency constituting a threat to the safety of life or property; (2) for co-

ordination of effort in connection with such broadcasts; and (3) for periodic tests or drills to ascertain the reliability of the circuit. Drills should not be con-

ducted more than once a week and

should be completed as quickly as pos-

sible. Individual transmissions may be

organized, performed, and recorded

whenever necessary. The conduction of a test or drill is subject to the condition that no interference will be caused to remote pickup broadcast base or mobile stations engaged in the trans-

mission of program material, the prepa-

ration for such transmission, or other

authorized operation.

(h) Remote pickup broadcast mobile stations may be operated in conjunction with other broadcasting stations in the area in which it is licensed, at the discretion of the licensee. Remote pick-

up broadcast mobile stations may be operated in conjunction with broadcasting stations in other areas without prior au-

thority of the Commission, provided that

whenever the remote pickup broadcast equipment is used out of the area in which it is licensed to operate, for more than one
day, the Commission in Washington, D.C., the Engineer-in-charge of the radio dis-

trict in which the operation will occur, are notified in writing in advance of such operation. In cases where the decision to continue operation for more than one day is not made until the operation has begun, the advance notice requirement is waived and the written notice shall be furnished after such decision has

been made. The same Commission offices shall be notified when the transmitting equipment has been returned to its li-
senced area. The licensee of the remote pick-

up station shall be responsible for

the proper use and operation of the equipment regardless of whether it is used with its associated broadcasting station or with other broadcasting sta-

tions in the same or in other areas.

(i) The license of a remote pickup broadcast base of mobile station authorizes operation on only one of the assigned

frequencies at any one time. A license

may operate two or more remote pickup broadcast base or mobile stations simul-

taneously on different frequencies.

6. Section 4.432 is amended to read as follows:

§ 4.432 Licensing policies.

(a) A license for a remote pickup broadcast base or mobile station will be issued only to the licensee of a standard, FM, or TV station. More than one remote pickup broadcast base and mobile station may be author-

ized to a single licensee. A separate li-

sence is required for each transmitter.

(b) An application for a new remote pickup broadcast base or mobile station shall specify the frequency or frequencies de-

sired and the transmitter shall be capable of operating on each frequency requested.

(c) The applicant shall specify the broadcasting station with which the remote pickup station is to be used, principally and the area of operation shall be considered to be the community which the associated broadcasting station is li-

censed to serve and the surrounding area, the broadcast station. In cases where the applicant is the licensee of more than one class of broadcasting station (standard, FM, or TV), the station with which the distant pickup broadcast mobile stations will not be licensed for operation in more than one area; such operation may be conducted pursuant to the provisions of § 4.431(f).

(d) Portable transmitters designed to be carried to the scene of events to be broadcast or mobile transmit-

ters, i.e., those permanently installed in vehicles or portable equipment, shall be operated while in motion as well as during halts at unspecified places, will both be licensed as remote pickup mobile stations. Portable transmitters on one station may operate in a single or in other areas.

(e) Remote pickup broadcast mobile stations associated with broadcasting stations shall be considered to be the community which the associated broadcasting station is licensed to serve and the surrounding area.
(2) To provide one-way or two-way voice communication between the studio and transmitter of a broadcasting station which is the licensee of an aural or television broadcast STL station used for program transmission between the same two points or to provide such voice communication between the point of origin and the destination of an aural or television broadcast intercity relay system operated by the same licensee. Such operation is limited to the frequencies listed in Groups I and J of § 4.402. Automatic relay stations will not be authorized.

(3) To operate as program circuits between the studio and the transmitter, or to relay programs between broadcasting stations in Alaska, Guam, Hawaii, Puerto Rico, or the Virgin Islands. Except in emergencies, such use is not permitted within the 48 contiguous United States or the District of Columbia. Any of the frequencies listed in § 4.402 as available in the above place may be requested by applicant.

(4) Base stations may be authorized at suitable locations to provide:

(i) Stand-by program circuits from places where official broadcasts may be made during a war, threat of war, or a state of public peril or disaster or other national, state, or local emergency constituting a threat to the safety of life and property; and

(ii) Circuits to interconnect broadcasting stations participating in the Emergency Broadcast System or a similar emergency survival communications system. An applicant may request the assignment of any of the frequencies listed in § 4.402 for this purpose.

Title 33—NAVIGATION AND NAVIGABLE WATERS

Chapter I—Coast Guard, Department of the Treasury

SUBCHAPTER D—NAVIGATION REQUIREMENTS FOR CERTAIN INLAND WATERS

[CGFR 82-54]

PART 82—BOUNDARY LINES OF INLAND WATERS

Changes in Descriptions

The purpose of the amendments in this document is to bring the descriptions of certain boundary lines up to date, to have as names for reference points those currently in use and to correct descriptions to agree with those published in Coast Guard pamphlets.

With respect to the description for the boundary line for Charleston Harbor, 33 CFR 82.35 is amended by changing description of reference points used. The light in the former Charleston Light—Holm has been replaced by a new light at the Sullivan’s Island Coast Guard Station. The former Charleston Light—house is now designated Charleston Day Beacon. This change does not involve any change of the southern demarcation line off Charleston Harbor, but it does make a minor shift (approximately 50 yards) of the northern end of the demarcation line.

The establishment of the boundary line from Mobile Bay, Alabama, to Mississippi Passes, Louisiana, in 33 CFR 82.46 and the line from Mississippi Passes, Louisiana, to Sabine Pass, Texas, in 33 CFR 82.103, were prescribed at different times. However, in 33 CFR 82.45 the reference point from Pass a Loutre Abandoned Lighthouse is a “point 5.1 miles, 107° true,” while in 33 CFR 82.103 the reference point from Pass a Loutre Abandoned Lighthouse is a “point 5.1 miles, 106° true.” The published regulations in “Rules of the Road—International—Inland,” CO-13-5, state the reference point in both sections as “point 5.1 miles, 107° true.” Therefore, 33 CFR 82.103 is amended to change the reference point to agree with that used in 33 CFR 82.45.

In 33 CFR 82.137 the boundary line for Moss Landing Harbor is corrected by changing a reference from the “pier located 0.3 mile to the south” to the “pier located 0.3 mile to the south.”

In accordance with Public Law 87-402, approved February 2, 1962, the amendment to 33 CFR 82.151 changes the name from “Playa del Rey” to “Marina del Rey.”

Because the amendments to the regulations in this document are editorial or corrections, it is hereby found that compliance with the Administrative Procedure Act (respecting notice of proposed rule making, public rule-making procedures thereon, and effective date requirements) is impracticable and unnecessary.

By virtue of the authority vested in me as Commandant, United States Coast Guard, by Treasury Department Order 120 dated July 31, 1960 (15 P.R. 6521), to promulgate rules and regulations in accordance with the Act of February 19, 1935, as amended, the following amendments are prescribed and shall become effective upon date of publication of this document in the Federal Register:

ATLANTIC COAST

1. Section 82.35 is amended to read as follows:

§ 82.35 Charleston Harbor.

A line drawn from Charleston Light on Sullivan’s Island to Lighted Whistle Buoy 3C; thence to Charleston Day Beacon off Morris Island.

GULF COAST

2. Section 82.103 is amended to read as follows:

§ 82.103 Mississippi Passes, Louisiana, to Sabine Pass, Texas.

A line drawn from a point 0.5 miles, 107° true, from Pass a Loutre Abandoned Lighthouse to a point 1.7 miles, 113° true, from South Pass West Jetty Light; thence to a point 1.1 miles, 180° true, from South West Pass Entrance Light; thence to Shell Shoal Lighthouse; thence to a point 10.2 miles, 172° true, from Calcasieu Pass Entrance Range Front Light; thence to a point 2.5 miles, 183° true, from Sabine Pass East Jetty Light.

PACIFIC COAST

3. Section 82.137 is amended to read as follows:

§ 82.137 Moss Landing Harbor.

A line drawn from the west end of Moss Landing Harbor North Breakwater to the west end of the pier located 0.3 mile to the south of Moss Landing Harbor North Breakwater.

4. Section 82.151 is amended to read as follows:

§ 82.151 Marina del Rey.

A line drawn from the southwest end of Marina del Rey North Jetty to the southwest end of Marina del Rey Middle Jetty.

(Sec. 2, 78 Stat. 672, as amended; 33 U.S.C. 181)


[SEAL]

E. J. ROLAND,
Admiral, U.S. Coast Guard,
Commandant.

[F.R. Doc. 63-560; Filed, Jan. 17, 1963; 8:50 a.m.]
DEPARTMENT OF AGRICULTURE

Agricultural Marketing Service

[7 CFR Part 980 ]

ONION IMPORTS

Notice of Proposed Rule Making

Notice is hereby given that the Secretary of Agriculture is considering an amendment to §980.101 Onion import regulation (27 F.R. 7953, 10320), applicable to the importation of onions into the United States. This Regulation is effective under the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601-674; Public Law 87-128).

Under section 8e of the act, whenever two or more marketing orders for a commodity are in effect, the importation of such commodity shall be prohibited unless it complies with the grade, size, quality, and maturity provisions of the order which, as determined by the Secretary of Agriculture, regulates the commodity produced in the area with which the imported commodity is in most direct competition.

Onion import regulation §980.101 (27 F.R. 7953; 10320), effective from September 4, 1963, through June 30, 1963, complies with the grade, size, and quality requirements for onions marketed under Marketing Order No. 958 (§983.307; 27 F.R. 7953; 10320), and grade, size, and quality regulations have also been issued to become effective February 4, 1963, through June 30, 1963, under Marketing Order No. 959, as amended.

Consideration will be given to any data, views, or arguments pertaining to the proposed determination and amendment which are filed with the Director, Fruit and Vegetable Division, Agricultural Marketing Service, U.S. Department of Agriculture, Washington 25, D.C., not later than five days following publication of this notice in the FEDERAL REGISTER. The proposed determination is as follows:

It is determined that during the current onion marketing season, on and after February 4, 1963, imports of white onions, and on and after March 18, 1963, imports of all other varieties, are in most direct competition with onions produced in the South Texas production area which are marketed under grade, size, and quality regulations issued pursuant to Marketing Order No. 959, as amended (§983.303; 28 F.R. 61).

The proposed amendment is as follows:

Effective as of the dates and for the periods for the respective varieties, hereby set forth, §980.101 Onion import regulation (27 F.R. 7953, 10320) is amended by revising the introductory paragraph and paragraphs (a) and (b) as set forth below. Paragraph (b) is republished for information.

§980.101 Onion import regulation.

During the period beginning February 4, 1963, for white onions, and March 18, 1963, for all other varieties, except red onions, and continuing through June 30, 1963, no person may import dry onions unless such onions are inspected and meet the requirements of this section.

(a) Minimum grade and size requirements—(1) Grade. Not to exceed 20 percent defects of U.S. No. 1 grade. In percentage grade lots, tolerances for serious damage shall not exceed 10 percent including not more than 2 percent decay. Double the lot tolerance shall be permitted in individual packages in percentage grade lots. Application of tolerances in U.S. Grade Standards shall apply to in-grade lots.

(2) Size. White onions—1 inch minimum diameter; all other (except red) varieties—1 ¼ inches minimum diameter.

(b) Condition. Due consideration shall be given to the time required for transportation and entry of onions into the United States. For onions with transit time from country of origin to entry into the United States of ten or more days, onions otherwise meeting import quality and size requirements may be entered if they meet an average tolerance for decay of not more than 5 percent.

(b) Definitions. For the purpose of this section, "Onions" means all varieties of Allium cepa marketed dry, except dehydrated, canned and frozen onions, onion sets, green onions, and pickling onions. Onions commonly referred to as "braided," that is, with tops, may be imported if they meet the grade and size requirements except for top length. The term "U.S. No. 1" shall have the same meaning as set forth in the United States Standards for Bermuda-Granex-Granato Type Onions (§§ 51.3195-51.3309 of this title), or in the United States Standards for Grades of Onions (§§ 51.2830-51.2850 of this title), which ever is applicable to a particular variety.

Tolerances for size shall be those in the United States Standards. Onions meeting the requirements of Canada No. 1 grade shall be deemed to comply with the requirements of U.S. No. 1 grade. "Importation" means release from customs of the United States Bureau of Customs.

Due consideration will be given to the time required for transportation and entry of onions into the United States. For onions with transit time from country of origin to entry into the United States of ten or more days, onions otherwise meeting import quality and size requirements may be entered if they meet an average tolerance for decay of not more than 5 percent.


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

[FO R. Doc. 63-550; Filed, Jan. 17, 1963; 8:49 a.m.]
tions to require the door of a flight crew compartment of a large passenger-carrying airplane operated by an air carrier or commercial operator to be closed and locked during en route flight. That Draft Release stated that consideration would be given to all comments received on or before January 21, 1963.

Representatives of the Air Line Pilots Association have requested additional time for study and evaluation of the proposed amendments "because of the importance of this proposal to its membership". Therefore, the time within which comments on Civil Air Regulations Draft Release No. 62-54 will be received is extended to February 14, 1963.


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

[F.R. Doc. 63-555; Filed, Jan. 17, 1963; 8:30 a.m.]

PROPOSED RULE MAKING

CERTIFICATION AND OPERATION RULES FOR AGRICULTURAL AIRCRAFT OPERATIONS

Extension of Comment Period

The Flight Standards Service of the Federal Aviation Agency proposed in Draft Release 62-47, published in the Federal Register on November 7, 1962 (27 F.R. 10848), a new Part 55 of the Civil Air Regulations to prescribe certification and operation rules applicable to agricultural aviation. That Draft Release stated that consideration would be given to all comments received on or before January 15, 1963.

Representatives of the Helicopter Association of America have requested additional time for study and evaluation of the proposal in order that its convention be scheduled "meeting the 13 through 16, 1963, may consider it. Therefore, the time within which comments on Civil Air Regulations Draft Release No. 62-47 will be received is extended to January 21, 1963.


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

[F.R. Doc. 63-554; Filed, Jan. 17, 1963; 8:30 a.m.]

[14 CFR Part 55]


FEDERAL AIRWAYS AND CONTROLLED AIRSPACE

Proposed Revocation

Pursuant to the authority delegated to me by the Administrator (14 CFR 11.65 [New]), notice is hereby given that the Federal Aviation Agency is considering an amendment to Part 71 [New] of the Federal Aviation Regulations, the substance of which is indicated below.

Blue Federal airway No. 21 extends from the intersection of the southeast course of the Andrews, Md., radio range and the south course of the Baltimore, Md., radio range to the Baltimore radio range station.

The Federal Aviation Agency is considering the revocation of B-21. The IFR peak day airway traffic survey for B-21, as of the low frequency movement chart, shows aircraft movements between Baltimore and ShadySide, Md., 5 aircraft movements between ShadySide and Huntingtown, Md., and 19 aircraft movements between Huntingtown and Coles Point, Va. Therefore, it appears that the segment of B-21 between Baltimore and Huntingtown is unjustified as an assignment of airspace. The segment of B-21 from Huntingtown and Coles Point is no longer necessary for the efficient management of that portion of the traffic. Accordingly, the Federal Aviation Agency proposes to revoke B-21 and its associated control areas. Adoption of this proposal would not result in the discontinuance of the navigational aids associated with this airway. Any proposals to discontinue one or more of these aids would be circularized separately and interested persons would be afforded the opportunity to comment.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Assistant Chief, Air Traffic Division, Federal Aviation Agency, Federal Building, New York 20, N.Y.

Any comments on or before January 21, 1963, may be made by contacting the Regional Air Traffic Division Chief, or the Chief, Airspace Utilization Division, Federal Aviation Agency, Washington 25, D.C. Any data, views or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to be considered for the record of consideration. The proposal contained in this notice may be changed in the light of comments received.

The official Docket will be available for examination by interested persons at the Docket Section, Federal Aviation Agency, Room A-103, 1711 New York Avenue NW, Washington 25, D.C. An informal docket will also be available for examination at the office of the Regional Air Traffic Division Chief.

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


W. Thomas Deason, Assistant Chief, Airspace Utilization Division.

[F.R. Doc. 63-532; Filed, Jan. 17, 1963; 8:47 a.m.]

Special Use Airspace and Controlled Airspace

Proposed Revocations, Designations and Alterations

Pursuant to the authority delegated to me by the Administrator (14 CFR 11.65 [New]) and in consonance with ICAO International Standards and Recommended Practices, notice is hereby given that the Federal Aviation Agency (FAA) is considering amendment to Parts 71 [New] and 73 [New] of the Federal Aviation Regulations. A proposal relates to navigable airspace both within and outside of the United States. Applicability of International Standards and Recommended Practices, by the Air Traffic Service, in areas outside domestic airspace of the U.S. is governed by Article 12 and Annex 11 to the Convention on International Civil Aviation (ICAO). Annex 11 to the Convention on International Civil Aviation provides, whenever applicable, that the establishment of air navigation facilities and services necessary to promoting safe, orderly and expeditious flow of civil air traffic. It is the responsibility of the Federal Aviation Agency to ensure that the establishment of air navigation facilities and services necessary to promoting safe, orderly and expeditious flow of civil air traffic is carried out under uniform conditions designed to improve the safety and efficiency of air operations.

The International Standards and Recommended Practices to civil aircraft in a manner consistent with that adopted for airspace under its domestic jurisdiction. In accordance with Article 3 of the Convention on International Civil Aviation, 1944, state aircraft are exempt from the provisions of Annex 11 and its Standards and Recommended Practices. As a contracting state the U.S. agreed by Article 3.9 that its state aircraft will be operated in International airspace with due regard for the safety of civil aircraft.
FEDERAL REGISTER

Friday, January 18, 1963

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Tyndall AFB and Eglin AFB restricted airspace areas in order to properly separate military and civil aircraft from nonparticipating aircraft and to provide air traffic control service to both military and civil aircraft in areas which are presently not designated as controlled airspace. It is proposed to revoke some presently designated as controlled traffic control service to both military and civil aircraft; and would provide for joint use within these areas. In addition, R-915 would be expanded to include approximately 1,140 square miles of airspace where BOMARC missiles and weather probes are now fired outside of restricted airspace on a controlled firing basis. Approximately 6 square miles in the extreme southwest portion of R-2915 would be revoked so as to permit unrestricted access to the Navarre, Fla., Airport. The Eglin transition area would be designated to include all of the airspace within R-2914 and R-2915 as proposed herein so as to provide for joint use within these areas. Designated altitudes of both restricted areas would be reduced from "unlimited" to "surface to 2500 feet MSL", to allow for joint use with other aviation activities. In consideration of the foregoing, the following actions are proposed:

1. Designation of a control zone at Panama City, Fla. (Tyndall AFB) within a 5-mile radius zone to the Tyndall AFB instrument approach point of beginning.

2. Designation of a transition area at Panama City, Fla. (Tyndall AFB) and proposed Panama City-Bay County Airport instrument approach and departure procedures to be established at the Panama City-Bay County Airport upon the commissioning of an FAA proposed TVOR to be established in the immediate vicinity of the Panama City-Bay County Airport approximately May of 1963. The portion extending upward from 300 feet above the surface to 7,000 feet MSL, to the south and west of the airport, excluding the portion west of R-2915 and R-915 as proposed herein so as to provide for joint use within these areas. Designated altitudes of both restricted areas would be reduced from "unlimited" to "surface to 2500 feet MSL", to allow for joint use with other aviation activities. In consideration of the foregoing, the following actions are proposed:

1. Designation of a control zone at Panama City, Fla. (Tyndall AFB) within a 5-mile radius zone to the Tyndall AFB instrument approach point of beginning.

2. Designation of a transition area at Panama City, Fla. (Tyndall AFB) and proposed Panama City-Bay County Airport instrument approach and departure procedures to be established at the Panama City-Bay County Airport upon the commissioning of an FAA proposed TVOR to be established in the immediate vicinity of the Panama City-Bay County Airport approximately May of 1963. The portion extending upward from 300 feet above the surface to 7,000 feet MSL, to the south and west of the airport, excluding the portion west of R-2915 and R-915 as proposed herein so as to provide for joint use within these areas. Designated altitudes of both restricted areas would be reduced from "unlimited" to "surface to 2500 feet MSL", to allow for joint use with other aviation activities. In consideration of the foregoing, the following actions are proposed:

1. Designation of a control zone at Panama City, Fla. (Tyndall AFB) within a 5-mile radius zone to the Tyndall AFB instrument approach point of beginning.

2. Designation of a transition area at Panama City, Fla. (Tyndall AFB) and proposed Panama City-Bay County Airport instrument approach and departure procedures to be established at the Panama City-Bay County Airport upon the commissioning of an FAA proposed TVOR to be established in the immediate vicinity of the Panama City-Bay County Airport approximately May of 1963. The portion extending upward from 300 feet above the surface to 7,000 feet MSL, to the south and west of the airport, excluding the portion west of R-2915 and R-915 as proposed herein so as to provide for joint use within these areas. Designated altitudes of both restricted areas would be reduced from "unlimited" to "surface to 2500 feet MSL", to allow for joint use with other aviation activities. In consideration of the foregoing, the following actions are proposed:

1. Designation of a control zone at Panama City, Fla. (Tyndall AFB) within a 5-mile radius zone to the Tyndall AFB instrument approach point of beginning.
PROPOSED RULE MAKING

R-2912 Panama City, Fla.

Boundaries. Beginning at latitude 30°04' 20" N., longitude 85°44' 20" W.; to latitude 30°42' 00" N., longitude 85°04' 00" W.; to latitude 30°56' 10" N., longitude 85°27' 06" W.; to latitude 29°47' 00" N., longitude 84°32' 00" W.; to latitude 29°55' 00" N., longitude 84°39' 00" W.; thence 3 nautical miles from and parallel to the shoreline to point of beginning.

Designated altitudes. FL 200 to FL 700.

Time of designation. Continuous.


7. Redesignation of R-2912 Panama City, Fla., as follows:

R-2912C Panama City, Fla.

Boundaries. Beginning at latitude 31°28' 30" N., longitude 86°15' 15" W.; thence clockwise along the 100 nautical mile radius arc of the Tyndall AFB (latitude 31°38' N., longitude 85°27'06" W.) to latitude 29°40' 45" N., longitude 83°34' 00" W.; thence 3 nautical miles from and parallel to the shoreline to latitude 29°34' 30" N., longitude 83°40' 00" W.; to latitude 29°47' 00" N., longitude 83°50' 00" W.; to latitude 29°55' 00" N., longitude 83°54' 00" W.; to latitude 29°58' 10" N., longitude 83°46' 00" W.; and with a 7-mile radius of Eglin AFB, Fla. (latitude 30°35' 30" N., longitude 86°55' 45" W.) and within a 10-mile radius of Hurlburt AFB, Fla. (latitude 30°29' 10" N., longitude 86°31' 55" W.) and within a 5-mile radius of Eglin AFB (latitude 30°29' 10" N., longitude 86°31' 55" W.) ; within 2 miles either side of the 011° True bearing from the Destin (Eglin AFB) RBN extending from the 5-mile radius zone to the RBN, and within 2 miles either side of the extended centerline of the Eglin AFB Runway 30, extending from the 5-mile radius zone to 6 miles southeast of the Eglin AFB ILS middle marker. This control zone would provide protection for aircraft executing prescribed instrument approach and departure procedures at the Eglin and Hurlburt AFBs. It is proposed to redesignate this control zone within a 5-mile radius of Eglin AFB (latitude 30°29'10" N., longitude 86°31'55" W.) ; within 2 miles either side of the 011° True bearing from the Destin (Eglin AFB) RBN extending from the 5-mile radius zone to the RBN, and within 2 miles either side of the extended centerline of the Eglin AFB Runway 30, extending from the 5-mile radius zone to 6 miles southeast of the Eglin AFB ILS middle marker. This control zone would provide protection for aircraft executing prescribed instrument approach and departure procedures at the Eglin AFB. This redesignation would also change the place name identification of the subject control zone from Valparaiso, Fla., to Eglin AFB, Fla.

9. Revocation of the Valparaiso, Fla., control area extension which is presently designated as that airspace bounded by a line beginning at latitude 30°43'00" N., longitude 86°38'02" W.; extending to latitude 30°29'01" N., longitude 86°27'08" W.; thence to latitude 30°29'01" N., longitude 86°42'55" W.; thence to latitude 30°29'01" N., longitude 86°42'38" W.; thence to latitude 30°29'01" N., longitude 86°45'38" W.; thence to latitude 30°20'59" N., longitude 86°38'40" W.; thence to latitude 30°09'41" N., longitude 86°40'59" W.; thence to latitude 30°06'55" N., longitude 86°28'57" W.; thence to latitude 30°25'00" N., longitude 86°22'26" W.; thence to latitude 30°25'00" N., longitude 86°23'00" W.; thence to latitude 30°37'00" N., longitude 86°25'30" W.; thence to latitude 30°43'10" N., longitude 86°27'37" W.; thence to point of beginning. This control area extension would no longer be required with the designation of the proposed transition area at Eglin AFB.

10. Designation of a transition area at Eglin AFB, Fla., to extend upward from 700 feet above the surface within a 10-mile radius of Eglin AFB (latitude 30°25'00" N., longitude 86°22'26" W.; to latitude 29°43'00" N., longitude 85°32'00" W.; to latitude 30°42'45" N., longitude 86°09'00" W.; to latitude 30°24'00" N., longitude 85°56'00" W.; thence 3 nautical miles from and parallel to the shoreline to latitude 30°19'45" N., longitude 86°23'45" W.; to latitude 30°20'50" N., longitude 86°23'50" W.; to latitude 30°30'00" N., longitude 86°25'30" W.; to latitude 30°37'00" N., longitude 86°27'37" W.; thence to point of beginning. This control area extension would no longer be required with the designation of the proposed transition area at Eglin AFB.

11. Designation of a transition area extending upward from 700 feet above the surface within a 10-mile radius of Hurlburt AFB, Fla. (latitude 30°29'10" N., longitude 86°31'55" W.) and within a 7-mile radius of Hurlburt AFB, Fla. (latitude 30°25'40" N., longitude 86°41'20" W.); and the airspace above 2,100 feet above the surface within the 3 nautical mile limit, this transition area and the warning area would also be depicted on aeronautical charts as warning area. The warning area would be used periodically by the Air Force to conduct hazardous activities. Interruptions of air traffic control service within the offshore portions of the transition area to accommodate such activities would be limited to instances where the Air Force clearly shows its need for the airspace and air traffic control operations can function properly without the airspace.

12. Redesignation of R-2915 Valparaiso, Fla., as follows:

R-2915 Valparaiso, Fla.

Boundaries. Beginning at latitude 30°38'45" N., longitude 86°55'00" W.; to latitude 30°34'45" N., longitude 86°55'00" W.; thence 3 nautical miles from and parallel to the shoreline to latitude 30°29'30" N., longitude 86°45'45" W.; to latitude 30°24'50" N., longitude 86°45'45" W.; to latitude 30°22'50" N., longitude 86°40'00" W.; to latitude 30°21'00" N., longitude 86°35'00" W.; thence 3 nautical miles from and parallel to the shoreline to latitude 30°23'50" N., longitude 86°25'50" W.; to latitude 30°37'00" N., longitude 86°25'30" W.; to latitude 30°37'00" N., longitude 86°25'30" W.; to latitude 30°37'00" N., longitude 86°25'30" W.; thence to point of beginning.

Designated altitudes. Surface to FL 500.

Time of designation. Continuous.


Using agency. Commander, Air Proving Ground, Eglin AFB, Fla.

13. Amendment of § 71.151 by adding the following:

R-2912B.

R-2912C.

R-2013.

R-2015.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Assistant Administrator, Southern Region, Attn: Chief, Air Traffic Division, Federal Aviation Agency, 52 Fairlie Street, Atlanta 6, Georgia. All communications received within twenty-five days after publication 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 conference with Federal Aviation Agency officials may be made by contacting the Regional Air Traffic Division Chief, or the Chief, Airspace Utilization Division, Federal
Cracks have occurred in the magnet bore of the transmitter motor mounting frame releasing hazardous quantities of fuel into the powerplant compartment. Failure is attributed to improper chamfer and corner radius of the magnet bore and also, the thickness of the magnet bore back wall. To prevent bore failures, accomplish one of the following:

(a) Replace the transmitter with a transmitter complying with Bendix (Pioneer-Central) Service Bulletin No. FF-19 or Bendix (Eclipse-Pioneer) Service Bulletin No. 245; or

(b) Verify that the transmitter has been inspected and found to comply with Bendix (Eclipse-Pioneer) Service Bulletin No. 245; or

(c) Disassemble the transmitter, accomplish inspections and install, if necessary, replacement motor mounting frame Bendix P/N PD-50297-1 as outlined in Bendix Service Bulletin No. FF-19.

Transmitters complying with (a), (b), or (c) shall be marked with a 1/4 inch external white X on the autosyn end of the frame as described in Service Bulletin No. FF-19.

(Bendix Corporation, Pioneer-Central Division, Davenport, Iowa, Service Bulletin No. FF-19 dated October 11, 1962, and superseded Bendix Service Bulletin No. 245 cover this same subject.)


GEORGE C. PILL, Director,
Flight Standards Service.

[FR Doc. 63-520; Filed, Jan. 17, 1963; 8:46 a.m.]

[14 CFR Part 507]

AIRWORTHINESS DIRECTIVES

Bendix Fuel Flow Transmitters

Pursuant to the authority delegated to me by the Administrator (§11.45, 27 F.R. 3838), I am advised and hereby given that the Federal Aviation Agency has under consideration a proposal to amend Part 507 of the regulations of the Administrator to include an airworthiness directive requiring replacement of the Bendix 0054 vane type, fuel flow transmitter installed in various models of civil aircraft.

Interested persons may participate in the making of the proposed rule by submitting such written data, views or arguments as they may desire. Communications should be submitted in duplicate to the Docket Section of the Federal Aviation Agency, Room A-103, 1711 New York Avenue NW., Washington 25, D.C. All communications received on or before February 19, 1963, will be considered by the Administrator before taking action on the proposed rule. The proposals contained in this notice may be changed in light of comments received. All comments submitted will be available in the Docket Section for examination by interested persons at any time. This proposal will not be given further distribution as a draft release.

This amendment is proposed under the authority of sections 313(a), 601 and 803 of the Federal Aviation Act of 1958 (72 Stat. 749; 49 U.S.C. 1354(a), 1421, 1423).

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

Bendix Fuel Flow Transmitters

Cracks have occurred in the magnet bore of the transmitter motor mounting frame releasing hazardous quantities of fuel into the powerplant compartment. Failure is attributed to improper chamfer and corner radius of the magnet bore and also, the thickness of the magnet bore back wall. To prevent bore failures, accomplish one of the following:

(a) Replace the transmitter with a transmitter complying with Bendix (Pioneer-Central) Service Bulletin No. FF-19 or Bendix (Eclipse-Pioneer) Service Bulletin No. 245; or

(b) Verify that the transmitter has been inspected and found to comply with Bendix (Eclipse-Pioneer) Service Bulletin No. 245; or

(c) Disassemble the transmitter, accomplish inspections and install, if necessary, replacement motor mounting frame Bendix P/N PD-50297-1 as outlined in Bendix Service Bulletin No. FF-19.

Transmitters complying with (a), (b), or (c) shall be marked with a 1/4 inch external white X on the autosyn end of the frame as described in Service Bulletin No. FF-19.

(Bendix Corporation, Pioneer-Central Division, Davenport, Iowa, Service Bulletin No. FF-19 dated October 11, 1962, and superseded Bendix Service Bulletin No. 245 cover this same subject.)


GEORGE C. PILL, Director,
Flight Standards Service.

[FR Doc. 63-531; Filed, Jan. 17, 1963; 8:46 a.m.]

[14 CFR Part 507]

AIRWORTHINESS DIRECTIVES

McCaucley Propellers

Amendment 335, 26 F.R. 8832 (AD 61-19-4), requires inspection of McCaucley propellers with certain serial numbers installed on various single-engine, tractor-type aircraft to include an airworthiness directive except propellers with blade serial numbers with a K prefix above Serial Number K20510 and plain Serial Numbers above 27064 and to all propellers with blades with a "Y" following the blade serial number. (These may be found on such aircraft as Bellanca 14-19-3, 14-19-3; CalAir A-6; Cessna 180 Series, 182 Series, 185 Series, 210 Series, 305B, 321; Cessna 172 "Doyu" Conversion; Fletcher FU-24 Series; Lockheed 402-2; Meyers 200, 200A; Mooney Mark 20A, 20B, 20C(21); Navion "B", "D", "E", "G"; Piper PA-24-180", PA-24 "350", and Taylorcraft 20.)

Compliance required as indicated.

Because of cracking of the blade threaded shank of several propellers, accomplish the following:

(a) Propellers with blades having accumulated the maximum time in service as listed in Table I-B of McCaucley Service Bulletin No. 48-B dated November 12, 1962, before the effective date of this AD, shall be inspected in accordance with McCaucley Service Bulletin No. 48-B dated November 12, 1962, prior to the accumulation of 25 hours' time in service after the effective date of this AD.

(b) Propellers with blades having accumulated at least the minimum time in service as listed in Table I-B of McCaucley Service Bulletin No. 48-B dated November 12, 1962, prior to the accumulation of 25 hours' time in service after the maximum time in service listed in Table I-B of McCaucley Service Bulletin No. 48-B dated November 12, 1962, shall be in service after the effective date of this AD.

(c) Propellers with blades having accumulated less than the minimum time in service as listed in Table I-B of McCaucley Service Bulletin No. 48-B dated November 12, 1962, if inspected prior to the minimum time in service shall be inspected in accordance with the instructions in McCaucley Service Bulletin No. 48-B dated November 12, 1962.

(d) Propellers with blades for which the time in service cannot be determined shall be inspected in accordance with Table I-B of McCaucley Service Bulletin No. 48-B dated November 12, 1962, prior to the accumulation of 25 hours' time in service.

(e) Identification of propeller blade serial numbers shall be determined in accordance with McCaucley Service Bulletin No. 48-B dated November 12, 1962.

This amendment is proposed under the authority of sections 313(a), 601 and 803 of the Federal Aviation Act of 1958 (72 Stat. 752, 775, 776; 49 U.S.C. 1354(a), 1421, 1423).


GEORGE C. PILL, Director,
Flight Standards Service.

[FR Doc. 63-531; Filed, Jan. 17, 1963; 8:46 a.m.]

FEDERAL REGISTER
DEPARTMENT OF THE TREASURY

Comptroller of the Currency
FIRST NATIONAL CITY BANK AND FIRST NATIONAL CITY TRUST CO.

Notice of Decision Granting Application to Merge

On November 30, 1962, the First National City Bank, New York, New York, and the First National City Trust Company, New York, New York, applied to the Comptroller of the Currency for permission to merge under the charter and title of the former.

On January 8, 1963, the Comptroller of the Currency granted this application, effective on or after January 15, 1963.


On January 7, 1963, the Comptroller of the Currency reported that considering the size of the applicant banks, the economy of the area, and the presence of larger banks, approval of the merger would have no adverse effect upon competition.

Copies of this report are available on request to the Comptroller of the Currency, Washington 25, D.C.


A. J. FAULSTICH,
Administrative Assistant to the Comptroller of the Currency.

FIRST STATE BANK AND SECURITY TRUST COMPANY OF ROCHESTER

Report on Competitive Factors Involved in Proposed Purchase of Assets


On January 7, 1963, the Comptroller of the Currency reported that the amount of resources which will change hands is small and no loss of competition is foreseen.

Copies of this report are available on request to the Comptroller of the Currency, Washington 25, D.C.


A. J. FAULSTICH,
Administrative Assistant to the Comptroller of the Currency.

PEOPLES BANK OF GLEN ROCK AND CODORUS NATIONAL BANK IN JEFFERSON

Report on Competitive Factors Involved in Merger Application


On January 8, 1963, the Comptroller of the Currency reported that considering the size of the applicant banks, the economy of the area, and the presence of larger banks, approval of the merger would have no adverse effect upon competition.

Copies of this report are available on request to the Comptroller of the Currency, Washington 25, D.C.


A. J. FAULSTICH,
Administrative Assistant to the Comptroller of the Currency.

UNION TRUST COMPANY OF MARYLAND, AND PEOPLES LOAN, SAVINGS AND DEPOSIT BANK

Report on Competitive Factors Involved in Merger Application

On December 3, 1962, the Board of Governors of the Federal Reserve System, pursuant to 12 U.S.C. 1828(c), requested the Comptroller of the Currency to report on the competitive factors involved in the proposed merger of the $10.3 million Peoples Loan, Savings and Deposit Bank, Cambridge, Maryland, into the Union Trust Company of Maryland, Baltimore, Maryland.

On January 4, 1963, the Comptroller of the Currency reported that since Maryland permits state-wide branching and no public need for the merger is discernible, its effect upon banking competition would be unfavorable.

Copies of this report are available on request to the Comptroller of the Currency, Washington 25, D.C.


A. J. FAULSTICH,
Administrative Assistant to the Comptroller of the Currency.

Office of the Secretary

4 PERCENT TREASURY BONDS OF 1988-93

Notice of Sale

JANUARY 14, 1963.

On January 8, 1963, the Treasury Department sold to a syndicate headed by C. J. Devine and Company, Salomon Bros. and Hutzler, Bankers Trust Company, Chase Manhattan Bank, First National City Bank of New York, Chemical Bank New York Trust Company, and the First National Bank of Chicago, and 85 others, the $250 million Treasury Bonds of 1988-93 offered in the Secretary of the Treasury's Invitation to Bid dated December 20, 1962. This invitation appeared at page 12780 of the Federal Register for December 27, 1962. The price paid for the bonds was $99,111.11 per $100 of face amount with a 4 percent coupon, resulting in a net basis cost of money to the Treasury of 4.00821 percent, calculated to maturity.

The bonds were sold at the date Januay 17, 1963, and will bear interest at the rate of 4 percent from that date payable on a semiannual basis on August 15, 1963, and thereafter on February 15 and August 15 in each year until the principal amount becomes payable. They will mature February 15, 1963, but may be redeemed at the option of the United States on and after February 15, 1968, at par and accrued interest, on any interest day, on four months' notice of redemption given in such manner as the Secretary of the Treasury shall prescribe. From the date of redemption designated in any such notice, interest on the bonds called for redemption shall cease.

If the bonds are owned by a decedent at the time of his death, the proceeds may constitute a part of his estate. They will be redeemed at par and accrued interest at the option of the representative of the estate, provided the Secretary of the Treasury is authorized by the decedent's estate in writing to effect the proceeds of redemption to payment of the Federal estate taxes on such decedent's estate.

The bonds will be acceptable to secure deposits of public monies.

The proceeds from the bonds will be subject to all taxes imposed under the Internal Revenue Code of 1954. The bonds will be subject to estate, inheritance, gift, or other excise taxes, whether federal or state, but will be exempt from all taxation now or hereafter imposed on the principal or interest thereof by any State, or any of the possessions of the United States, or by any local taxing authority.

[SEAL]
JOHN K. CARLOCK,
Fiscal Assistant Secretary.

DEPARTMENT OF AGRICULTURE
Agricultural Marketing Service
ORGANIZATION, FUNCTIONS, AND DELEGATIONS OF AUTHORITY

Pursuant to authority (19 F.R. 74, as amended) delegated to the Administrator, Agricultural Marketing Service, the material appearing at 26 F.R. 9739, as amended by material appearing at 27 F.R. 125, and 27 F.R. 10178, is hereby revoked and the following is substituted therefor:
The Office of the Administrator, Marketing Research, is responsible for:

1. Participating with the Administrator in the over-all planning and formulation of all policies, programs and activities of AMS; and

2. Directing and coordinating the administration and development of programs relating to marketing and distribution to improve and facilitate the marketing of agricultural commodities involving marketing technology, market news, standardization, inspection, grading, and classing, and related activities; and civil defense and defense mobilization activities, and other related programs and activities. These programs and activities are carried out by two functional research Divisions, the Market Quality Research, and Transportation and Facilities Research Divisions, located at Washington, D.C., and by functional field branch offices of these Divisions.

3. Serving as the focal point in AMS on Research and Marketing Act Advisory Committee activities.

The Deputy Administrator for Marketing Services is responsible for:

1. Participating with the Administrator in the over-all planning and formulation of all policies, programs and activities of AMS; and

2. Directing and coordinating the administration and development of programs relating to marketing and distribution to improve and facilitate the marketing of agricultural commodities involving marketing technology, market news, standardization, inspection, grading, and classing, and related activities; and civil defense and defense mobilization activities, and other related programs and activities. These programs and activities are carried out by seven commodity Divisions (Cotton, Dairy, Fruit and Vegetable, Grain, Livestock, Poultry, and Tobacco) and the Food Distribution Division located at Washington, D.C., and by functional field branch offices of these Divisions.

The Deputy Administrator, Regulatory Programs, is responsible for:

1. Participating with the Administrator in the over-all planning and formulation of all policies, programs and activities of AMS; and

2. Directing and coordinating the administration of marketing regulatory programs and activities involving the Packers and Stockyards, Standard Containers, Export Apple and Pear, Perishable Agricultural Commodities, Federal Seed, Vegetables and Floral Stores, Produce Agency, Export Grape and Plum, and the Tobacco Plant and Seed Exportation Acts; freight rate services under section 201 of the Agricultural Act of 1949, as amended; and the Food Distribution Division located at Washington, D.C., and by functional field branch offices of these Divisions.

The Deputy Administrator, Food Distribution, is responsible for:

1. Planning and administering food distribution programs including school lunch, special milk, direct distribution, food stamp, and similar activities authorized by National School Lunch Act, as amended, Public Law 85-478, as amended, section 32 of the Act of August 24, 1935, as amended, and section 416 of the Agricultural Act of 1949, as amended, and other authorities; and

2. Developing and administering programs designed to increase the movement of plentiful foods through normal channels of trade under direction of the Deputy Administrator, Marketing Services; and
(3) Executing civil defense and defense mobilization activities which include acting as food claimant for U.S. civilians, and working with the Office of Civil and Defense Mobilization on problems of emergency food supply and distribution.

In addition to the central office located at Washington, D.C., this program is carried on through Area and Sub-Area Offices and through food stamp project offices in assigned field locations.

Sec. 4. Marketing Research. The Market Quality Research and Transportation and Facilities Research Divisions under the direction and supervision of the Deputy Administrator for Marketing Research are responsible as follows:

(a) Market Quality Research Division. The Market Quality Research Division is responsible for:

(1) Planning and administering marketing research programs involving the measurement, improvement and protection of marketing services and products as they pass through the marketing system with emphasis on the physiological, biochemical, pathological and entomological problems encountered in physical and biological evaluation of quality factors, and related activities; and

(2) Executing assigned civil defense and defense mobilization activities.

(b) Transportation and Facilities Research Division. The Transportation and Facilities Research Division is responsible for:

(1) Planning and administering marketing research programs to improve the physical handling of farm and food products, including transportation, containerization, wholesaling, retailing, handling methods, equipment, marketing facilities, and related activities; and

(2) Executing assigned civil defense and defense mobilization activities.

Sec. 5. Marketing Services and Regulatory Programs. The Commodity Divisions, consisting of the Cotton, Dairy, Fruit and Vegetable, Grain, Livestock, Poultry, and Tobacco Divisions, and the Packers and Stockyards, Milk Marketing Orders, and Special Services Divisions, under administrative direction of the Administrator and the functional and technical direction of the Deputy Administrators for Marketing Services and Regulatory Programs, are responsible as follows:

(a) Cotton Division. The Cotton Division is responsible for:

(1) Planning and administering marketing services (market news, standardization, inspection, and grading), surplus removal, expansion of market outlets, and related programs for cotton, cotton linters, cottonseed, cotton products, and other vegetable fibers and related commodities as authorized by Cotton Futures provisions of Internal Revenue Code of 1954, U.S. Cotton Standards Act, as amended, Cotton Statistics and Estimates Act, as amended, section 32 of the Act of August 24, 1935, as amended, Agricultural Marketing Act of 1946, as amended, and other authorities; and

(2) Executing assigned civil defense and defense mobilization activities.

(b) Dairy Division. The Dairy Division is responsible for:

(1) Planning and administering marketing services (market news, standardization, inspection, and grading), surplus removal, expansion of market outlets, and related programs for milk and dairy products as authorized by section 32 of the Act of August 24, 1935, as amended, Agricultural Marketing Act of 1946, as amended, and other authorities;

(2) Directing market news services on poultry and poultry products, and domestic rabbits, and related programs for milk, poultry products, domestic rabbits, and related commodities as authorized by the Wool, Cotton, Tobacco Stocks and Standards Act, section 32 of the Act of August 24, 1935, as amended, Agricultural Marketing Act of 1946, as amended, and other authorities; and

(3) Executing assigned civil defense and defense mobilization activities.

(c) Fruit and Vegetable Division. The Fruit and Vegetable Division is responsible for:

(1) Planning and administering marketing services (market news, standardization, inspection, and grading), surplus removal, expansion of market outlets, and related programs for fruits and vegetables, their products and other assigned commodities as authorized by the Standard Container Act of 1928, as amended, Produce Agency Act, as amended, Perishable Agricultural Commodities Act, 1930, as amended, Export Apple and Pear Act, Export Grape and Plum Act, section 32 of the Act of August 24, 1935, as amended, section 8e of the Agricultural Adjustment Act of 1933, as added August 28, 1954, and amended, Agricultural Marketing Act of 1946, as amended, and other authorities;

(2) Planning and administering marketing agreement and order programs authorized by the Agricultural Marketing Agreement Act of 1937, as amended, for fruits, vegetables, tree nuts, hops, and the products thereof, and such other commodities as may be assigned; and

(3) Executing assigned civil defense and defense mobilization activities.

(d) Grain Division. The Grain Division is responsible for:

(1) Planning and administering marketing services (market news, standardization, inspection, and grading), market regulation, surplus removal, expansion of market outlets, and related programs for grain, grain products, seeds, beans, peas, rice, hay and related commodities as authorized by the U.S. Grain Standards Act, as amended, Federal Seed Act, as amended, section 32 of the Act of August 24, 1935, as amended, and other authorities; and

(2) Executing assigned civil defense and defense mobilization activities.

(e) Livestock Division. The Livestock Division is responsible for:

(1) Planning and administering marketing services (market news, standardization, and grading), surplus removal, expansion of market outlets, and related programs for livestock, meat, meat products, wool, mohair, and related commodities as authorized by the Wool, Cotton, Tobacco Stocks and Standards Act, section 32 of the Act of August 24, 1935, as amended, Agricultural Marketing Act of 1946, as amended, and other authorities; and

(2) Executing assigned civil defense and defense mobilization activities.

(f) Poultry Division. The Poultry Division is responsible for:

(1) Planning and administering marketing services (market news, standardization, inspection, and grading), surplus removal, expansion of market outlets, and related programs for poultry, poultry products, domestic rabbits, and related commodities as authorized by Poultry Products Inspection Act (71 Stat. 441), section 32 of the Act of August 24, 1935, as amended, Agricultural Marketing Act of 1946, as amended, and other authorities;

(2) Planning and administering marketing agreement and order programs authorized by the Agricultural Marketing Agreement Act of 1937, as amended, for turkeys, eggs and such other commodities as may be assigned; and

(3) Executing assigned civil defense and defense mobilization activities.

(g) Tobacco Division. The Tobacco Division is responsible for:

(1) Planning and administering marketing services (market news, standardization, inspection, and grading), market regulation, surplus removal, expansion of market outlets, statistical reporting and related programs for tobacco, tobacco products and byproducts, tobacco stores, and related commodities as authorized by Tobacco Stocks and Standards Act of 1929, as amended, Tobacco Inspection Act, as amended, Tobacco Export and Foreign Commerce Act, section 32 of the Act of August 24, 1935, as amended, and other authorities;

(2) Planning and administering marketing agreement and order programs authorized by the Agricultural Marketing Agreement Act of 1937, as amended, for tobacco, and the products thereof, and such other commodities as may be assigned; and

(3) Executing assigned civil defense and defense mobilization activities.

(h) Packers and Stockyards Division. The Packers and Stockyards Division is responsible for:

(1) Administering provisions of the Packers and Stockyards Act, as amended; and

(2) Executing assigned civil defense and defense mobilization activities.

(i) Special Services Division. The Special Services Division is responsible for:

(1) Administering the U.S. Warehouse Act, as amended; and

(2) Administering provisions of section 201 of the Agricultural Adjustment Act of 1938, section 203(1) of the Agric
(1) Planning and administering the organization, classification, wage and salary, employment, employee relations, training, safety, and health phases of a personnel program to meet requirements of the over-all programs and activities of AMS.

(d) Area Administrative Divisions. Area Administrative Divisions are responsible for:

(1) Planning and carrying out administrative services, budget, fiscal, and personnel management, and related programs necessary to meet requirements of the over-all programs and activities of AMS within assigned geographic and functional areas.

(e) Operations Analysis Staff. The Operations Analysis Staff is responsible for:

(1) Planning and administering a broad program of review, research, analysis and coordination in program management as it relates to the efficiency and effectiveness of AMS program operations.

DELEGATIONS OF AUTHORITY

Sec. 6. Management Services. The Administrative Services, Budget and Finance, and Personnel Divisions, the Area Administrative Divisions, and the Operations Analysis Staff, under the direction and supervision of the Deputy Administrator for Management are responsible as follows:

(a) Administrative Services Division. The Administrative Services Division is responsible for:

(1) Planning and administering procurement, real and personal property, forms, reports, paperwork, and related management services programs necessary to meet requirements of the over-all programs and activities of AMS;

(2) Approving, for administrative feasibility and for conformance with governing rules and regulations, cooperative agreements and related documents, and contracts for research work under the Agricultural Marketing Act of 1946, as amended;

(3) Developing standards and procedures for the preparation of program dockets and authorities, and clearing for conformity with governing rules and regulations materials to be published in the Federal Register and the Code of Federal Regulations;

(b) Providing staff assistance to the Deputy Administrator, Management, with respect to committee management activities in AMS.

(b) Budget and Finance Division. The Budget and Finance Division is responsible for:

(1) Planning and administering the budget, fiscal, and related financial programs necessary to meet the requirements of the over-all programs and activities of AMS; and

(2) Developing and assisting in establishing required controls with respect to agreements, obligations, and expenditures of available funds; and

(c) Developing, implementing, and revising accounting systems, methods and procedures for control committees and the administrators operating under marketing agreements and orders assigned to AMS.

(c) Personnel Division. The Personnel Division is responsible for:

FEDERAL REGISTER 499

Sec. 7. Deputy Administrators. Under the direction and supervision of the Administrator, the Deputy Administrator, Marketing Research, the Deputy Administrator, Marketing Services and Regulatory Programs, the Deputy Administrator, Operations, and the Deputy Administrator, Marketing Research, and the Directors of the Cotton, Dairy, Fruit and Vegetable, Grain, Livestock, Poultry, Tobacco, Packers and Stockyards, Milk Marketing Orders, and Special Services Divisions are hereby delegated authority, in connection with the respective functions herein assigned to each of them, to perform all the duties and to exercise all the functions and powers (including the power of redelegation except when specifically prohibited) which are now, or which may hereafter be, vested in the Administrator.

Sec. 8. Staff Assistants, Staff Divisions, and the Food Distribution Division. Under the direction and supervision of the Administrator and Associate Administrator, the Director, Matching Fund Program Staff, and Directors of the Marketing Information and the Food Distribution Divisions, are hereby delegated authority, in connection with the respective functions herein assigned to each of them, to perform all the duties and to exercise all the functions and powers (including the power of redelegation except when specifically prohibited) which are now, or which may hereafter be, vested in the Administrator.

Sec. 9. Marketing Research Divisions. Under the direction and supervision of the Deputy Administrator, Marketing Research, the Directors of the Market Quality Research, and the Transportation and Facilities Research Divisions, are hereby delegated authority, in connection with the respective functions herein assigned to each of them, to perform all the duties and to exercise all the functions and powers (including the power of redelegation except when specifically prohibited) which are now, or which may hereafter be, vested in the Administrator.

Sec. 10. Marketing Services and Regulatory Divisions. Under the administrative direction of the Administrator and Associate Administrator and the functional and technical direction of the Deputy Administrators, the Marketing Services and Regulatory Programs, the Directors of the Cotton, Dairy, Fruit and Vegetable, Grain, Livestock, Poultry, Tobacco, Packers and Stockyards, Milk Marketing Orders, and the Special Services Divisions are hereby delegated authority, in connection with the respective functions herein assigned to each of them, to perform all the duties and to exercise all the functions and powers (including the power of redelegation except when specifically prohibited) which are now, or which may hereafter be, vested in the Administrator.

Sec. 11. Management Services Divisions. Under the direction and supervision of the Deputy Administrator for Management, the Directors of the Administrative Services, Budget and Finance, and Personnel Divisions, the Area Administrative Divisions, and the Director of the Operations Analysis Staff, are hereby delegated authority, in connection with the respective functions herein assigned to each of them, to perform all the duties and to exercise all the functions and powers (including the power of redelegation except when specifically prohibited) which are now, or which may hereafter be, vested in the Administrator.

Sec. 12. Concurrent authority and responsibility to the Administrator. No delegation or authorization prescribed herein shall preclude the Administrator, Associate Administrator, or each Deputy Administrator, from exercising any of the powers or functions or from performing any of the duties conferred herein, and any such delegation or authorization is subject at all times to withdrawal or modification by the Administrator, severally, in connection with the respective functions herein assigned to each of them, to perform all the duties and to exercise all the functions and powers (including the power of redelegation except when specifically prohibited) which are now, or which may hereafter be, vested in the Administrator.

Sec. 13. Availability of information and records. Any person desiring information or to make submittals or requests with respect to the programs and functions of AMS should address his request to the Administrator, Marketing Research Service, U.S. Department of Agriculture, Washington 25, D.C., or to the Director of the particular Division or Office, Agricultural Marketing Service, U.S. Department of Agriculture, Washington 25, D.C. The availability of information and records of AMS and its
NOTICES

ATOMIC ENERGY COMMISSION

[Docket No. 50-64]

REGENTS OF UNIVERSITY OF CALIFORNIA

Notice of Issuance of Amendment to Utilization Facility License

Please take notice that the Atomic Energy Commission has issued Amendment No. 5, set forth below, to Facility License No. R-30. The license authorizes The Regents of the University of California (the licensee) to operate nuclear reactor Model AGN-201, Serial No. 112 (the reactor) located on the licensee’s campus in Berkeley, Calif. The amendment authorizes a modification of the required qualifications for the position of Chief Reactor Supervisor as necessary in the public interest since modification of the required qualifications for the position of Chief Reactor Supervisor and operation of the reactor in accordance with the license, as amended, will not present any substantial change in the hazards to the health and safety of the public from those considered and evaluated when the previously approved operation was authorized.

Within fifteen days from the date of publication of this notice in the Federal Register, the licensee may file a request for a hearing, and any person whose interest may be affected by this proceeding may file a petition for leave to intervene. Requests for a hearing and petitions to intervene shall be filed in accordance with the provisions of the Commission’s rules of practice (10 CFR Part 2). If a request for a hearing or a petition for leave to intervene is filed within the time prescribed in this notice, the Commission will issue a notice of hearing or an appropriate order.

For further details with respect to this amendment see (1) the hazards analysis prepared by the Research and Power Reactor Safety Branch of the Division of Licensing and Regulation and (2) the licensee’s application for license amendment dated October 30, 1962, both of which are available for public inspection at the Commission’s Public Document Room, 1717 H Street NW, Washington, D.C. A copy of item (1) above may be obtained at the Commission’s Public Document Room or upon request addressed to the Atomic Energy Commission, Washington, D.C., Attention: Director, Division of Licensing and Regulation.

Dated at Germantown, Md., this 10th day of January 1963.

For the Atomic Energy Commission.

[Signature]

Assistant Director for Facilities Licensing, Division of Licensing and Regulation.

[License No. R-30; Amdt. No. 5]

Facility License No. R-30, as amended, which authorizes The Regents of the University of California (“the licensee”) to operate nuclear reactor Model AGN-201, Serial No. 112 (“the reactor”) located on the licensee’s campus in Berkeley, Calif., is hereby further amended to authorize modification of the required qualifications for the position of Chief Reactor Supervisor as described in the licensee’s application for license amendment dated October 30, 1962. This amendment is effective as of the date of issuance.

Date of issuance: January 10, 1963.

For the Atomic Energy Commission.

[Signature]

Assistant Director for Facilities Licensing, Division of Licensing and Regulation.

[FR Doc. 63-512; Filed, Jan. 17, 1963; 8:45 a.m.]

CIVIL AERONAUTICS BOARD

[Docket No. 13716]

AEROLINEAS PERUANAS, S. A.

Notice of Prehearing Conference

Notice is hereby given that a prehearing conference in the above-entitled matter is assigned to be held on January 30, 1963, at 10 a.m., e.s.t., in Room 1029, Universal Building, Connecticut and Florida Avenues NW, Washington, D.C., before Examiner Leslie G. Donahue.3


[Seal]  FRANCIS W. BROWN, Chief Examiner.

[F.R. Doc. 63-556; Filed, Jan. 17, 1963; 8:50 a.m.]

AEROVIAS PANAMA, S.A.

Notice of Hearing

In the matter of Aerovias Panama, S.A. (APA) Enforcement Proceeding:

Notice is hereby given to the following entities: (1) the hazards analysis prepared by the Research and Power Reactor Safety Branch of the Division of Licensing and Regulation and (2) the licensee’s application for license amendment dated October 30, 1962, both of which are available for public inspection at the Commission’s Public Document Room, 1717 H Street NW, Washington, D.C. A copy of item (1) above may be obtained at the Commission’s Public Document Room or upon request addressed to the Atomic Energy Commission, Washington, D.C., Attention: Director, Division of Licensing and Regulation.


[Seal]  FRANCIS W. BROWN, Chief Examiner.

[F.R. Doc. 63-537; Filed, Jan. 17, 1963; 8:50 a.m.]

BOAC-CUNARD LTD.

Notice of Postponement of Prehearing Conference

In the matter of Aerovias Panama, S.A. (APA) Enforcement Proceeding:

Notice is hereby given to the following entities: (1) the hazards analysis prepared by the Research and Power Reactor Safety Branch of the Division of Licensing and Regulation and (2) the licensee’s application for license amendment dated October 30, 1962, both of which are available for public inspection at the Commission’s Public Document Room, 1717 H Street NW, Washington, D.C. A copy of item (1) above may be obtained at the Commission’s Public Document Room or upon request addressed to the Atomic Energy Commission, Washington, D.C., Attention: Director, Division of Licensing and Regulation.


[F.R. Doc. 63-558; Filed, Jan. 17, 1963; 8:50 a.m.]
FEDERAL REGISTER

Friday, January 18, 1963

[Docket No. 14219]

TACA INTERNATIONAL AIRLINES, S.A.
Notice of Postponement of Prehearing Conference

In the matter of the application of TACA International Airlines, S.A., pursuant to section 402 of the Federal Aviation Act of 1958, as amended, for renewal of its foreign air carrier permit:

Upon the request of the attorney for the applicant, and it appearing that no other-party has any objection, the prehearing conference in the above-entitled proceeding presently scheduled to be held on January 17, 1963 is postponed to the 22nd day of January 1963, at 10:00 a.m., est., in Room 911, Universal Building, Connecticut and Florida Avenues NW, Washington, D.C., before Examiner Leslie G. Donahue.


[Seal]

LESLIE G. DONAHUE,
Hearing Examiner.

[F.R. Doc. 63-504; Filed, Jan. 17, 1963; 8:51 a.m.]

FEDERAL COMMUNICATIONS COMMISSION

[Docket Nos. 12880; 19881; FCC 63M-70]

KANSAS BROADCASTERS, INC. AND SALINA RADIO, INC.

Order Scheduling Prehearing Conference


It is ordered, This the 11th day of January 1963, that a prehearing conference in the above-entitled proceeding will be held on Friday, January 18, 1963, beginning at 9:00 a.m. in the offices of the Commission, Washington, D.C.

Released: January 14, 1963.

FEDERAL COMMUNICATIONS COMMISSION.

[Seal]

BEN F. WAPLE,
Acting Secretary.

[F.R. Doc. 63-504; Filed, Jan. 17, 1963; 8:51 a.m.]

FARM CREDIT ADMINISTRATION

[Farm Credit Administration Order No. 694]

CERTAIN OFFICERS

Authority and Order of Precedence To Act as Deputy Governor and Director of Land Bank Service

JANUARY 14, 1963

1. George R. Burns, Deputy Director of Land Bank Service (Chief of Appraisals), is hereby authorized to exercise and perform all functions, powers, authority, and duties pertaining to the office of Deputy Governor and Director of Land Bank Service in the event that the Deputy Governor and Director is unavailable to act by reason of his absence or for any other cause.

2. Marion K. Mathews, Jr., Deputy Director of Land Bank Service, is hereby authorized to exercise and perform all functions, powers, authority, and duties pertaining to the office of Deputy Governor and Director of Land Bank Service in the event that the Deputy Governor and Director and Deputy Director (Chief of Appraisals) Burns are unavailable to act by reason of absence or for any other cause.

3. Paul Tomassello, Chief of FLBA Operations, is hereby authorized to exercise and perform all functions, powers, authority, and duties pertaining to the office of Deputy Governor and Director of Land Bank Service in the event that the Deputy Governor and Director, Deputy Director (Chief of Appraisals) Burns, and Deputy Director (Chief of Appraisals) Mathews are unavailable to act by reason of absence or for any other cause.

This order shall be and become effective on the date above written and supersedes Farm Credit Administration Order No. 689 (26 F.R. 2423).

R. B. TOOTELL,
Governor.

Farm Credit Administration.

[F.R. Doc. 63-546; Filed, Jan. 17, 1963; 8:46 a.m.]

FEDERAL POWER COMMISSION

[Docket Nos. CP63-90, CP63-91]

CITY OF MONROE CITY, MISSOURI, AND CITY OF PERRY, MISSOURI

Notice of Applications

JANUARY 11, 1963.

Take notice that on October 9, 1962, as supplemented on November 5, 1962, the City of Monroe City, Missouri (Monroe) filed in Docket No. CP63-90 an application pursuant to section 7(a) of the Natural Gas Act for an order of the Commission directing Panhandle Eastern Pipe Line Company (Panhandle) to establish physical connection of its transmission facilities with the proposed facility of and to sell natural gas to Monroe for resale and distribution in Monroe, all as more fully set forth in the application, as supplemented, on file with the Commission and open to public inspection.

Monroe, located 25 miles north of Panhandle’s main transmission line in Missouri, states that it proposes to construct and operate a transmission pipeline from the proposed connection with Panhandle’s pipeline to the City gate. Monroe will transport its own natural gas requirements as well as those of the City of Perry, Missouri, and the City of Monroe. Monroe’s pipeline will also construct and operate a distribution system within its borders.

Monroe’s estimated third year peak day and annual requirements are shown to be 1,983 Mcf and 274,374 Mcf, respectively.

The total cost of Monroe’s facilities is estimated to be $750,000, which cost will...
be financed by the issuance of gas revenue bonds.

Take further notice that on October 9, 1962, as supplemented on December 20, 1962, the City of Perry, Missouri (Perry) filed in Docket No. CP63-91 an application (the application) to cease and desist from the Natural Gas Act for an order of the Commission directing Panhandle to sell natural gas to Perry for resale and distribution in said city, all as more fully set forth in the application, as supplemented, on file with the Commission and open to public inspection.

Perry will construct and operate a transmission pipeline from its city gate to a connection with the pipeline which Monroe proposes to construct as set forth in the latter's application in Docket No. CP63-90. Monroe will receive Perry's natural gas from Panhandle at the connection proposed in Docket No. CP63-90 and transport and deliver such gas to Perry at the interconnection of Perry's and Monroe's proposed pipelines. Perry will also construct and operate a distribution system within its borders.

Perry's estimated third year peak day and annual requirements are shown to be 722 Mcf and 58,556 Mcf, respectively. The total cost of Perry's facilities is estimated to be $215,000, which cost will be financed by the issuance of gas revenue bonds.

On November 15, 1962, Panhandle filed its answer to the subject applications stating that it has no objection to rendering the requested service.

The proposed periodic rate increase of

RI63-295

is based on a 2.0 cents per Mcf.

The proposed periodic rate increase of Humble Oil & Refining Company for gas sold from the Vinegarrone Field, Val Verde County, Texas (Railroad Commission District No. 1) to El Paso Natural Gas Company, are equal to or below the increased ceiling but should be suspended because the gas may be nonpipeliner quality gas.

The proposed changed rates and charges may be unjust, unreasonable, unduly discriminatory, or preferential, or otherwise unlawful.

The Commission finds: It is necessary and proper in the public interest and to aid in the enforcement of the provisions of the Natural Gas Act that the Commission enter upon hearings concerning the lawfulness of the three proposed changes, which constitute increased rates and charges, are designated as follows:

<table>
<thead>
<tr>
<th>Docket No.</th>
<th>Rate schedule No.</th>
<th>Rate increase reported</th>
<th>Rate in effect</th>
<th>Effective date unless suspended</th>
<th>Date suspended until</th>
<th>Rate in effect unless suspended</th>
<th>Rate increased rate</th>
<th>Cents per Mcf</th>
<th>Rate in effect subject to reduction in Docket No.</th>
</tr>
</thead>
<tbody>
<tr>
<td>RI63-295</td>
<td>J. Mike Rowan (Operator), et al., 1301 North Market St., Waller, 250 Cravens Bldg., Oklahoma City, Okla.</td>
<td>Jernigan &amp; Morgan Transmission Co. (East Victor Field, Lincoln County, Okla.)</td>
<td>$1,360</td>
<td>12-19-62</td>
<td>1-25-63</td>
<td>5-24-63</td>
<td>9.0</td>
<td>$10.0</td>
<td></td>
</tr>
<tr>
<td>RI63-294</td>
<td>Irving Abell, Jr., et al., 329 Mockingbird Valley Rd., Los Angeles, California</td>
<td>El Paso Natural Gas Co. (Vinegarrone Field, Val Verde County, Texas)</td>
<td>868</td>
<td>12-14-62</td>
<td>1-14-63</td>
<td>6-14-63</td>
<td>+12.5</td>
<td>+14.0</td>
<td></td>
</tr>
<tr>
<td>RI63-293</td>
<td>Humble Oil &amp; Refining Co.</td>
<td>P.O. Box 2180, Houston 1, Texas</td>
<td>5,683</td>
<td>12-19-62</td>
<td>1-19-63</td>
<td>6-19-63</td>
<td>+12.5</td>
<td>+13.5</td>
<td></td>
</tr>
</tbody>
</table>

1. The stated effective date is the effective date proposed by respondent.
2. Periodic rate increase.
3. The stated effective date is the date that the application was filed with the Commission.
4. Contract provides for maximum sulphur content of 000 grains total sulphur per 100 cubic feet of gas. (Treating charges not available.)
5. Redetermined rate increase.
6. The expiration date of the suspension period for gatherer's proposed rate increase.

The proposed periodic rate increase of J. Mike Rowan (Operator), et al. (Rowan), is for gas sold from East Victor Field, Lincoln County, Oklahoma (Other Oklahoma Area) to Jernigan & Morgan Transmission Company (the gatherer) for resale to Cities Service Gas Company (Cities Service) and is geared to the gatherer's resale contract. The proposed rate is based on a 2.0 cents per Mcf differential for resale of the gas by gatherer to Cities Service which was suspended by the Commission's order issued December 13, 1962, in Docket No. RI63-294, until May 24, 1963, and thereafter until March 31, 1964, as more fully set forth in the manner prescribed by the Natural Gas Act. Under the circumstances, the terminal date of the suspension period for Rowan's filing was May 24, 1963.

The proposed determined rate increase of Irving Abell, Jr., et al., and the periodic rate increase of Humble Oil & Refining Company for gas sold from the Vinegarrone Field, Val Verde County, Texas (Railroad Commission District No. 1) to El Paso Natural Gas Company, are equal to or below the increased ceiling but should be suspended because the gas may be nonpipeliner quality gas.

The proposed changed rates and charges may be unjust, unreasonable, unduly discriminatory, or preferential, or otherwise unlawful.

The Commission finds: It is necessary and proper in the public interest and to aid in the enforcement of the provisions of the Natural Gas Act that the Commission enter upon hearings concerning the lawfulness of the three proposed changes and that the above-designated supplements be suspended and the use thereof deferred as hereinafter ordered.

The Commission orders:

(A) Pursuant to the authority of the Natural Gas Act, particularly sections 4 and 15 thereof, the Commission's rules of practice and procedure, and the regulations under the National Gas Act (18 CFR, Chapter I), public hearings shall be held upon dates to be fixed by notices from the Secretary concerning the lawfulness of the three proposed changed rates and charges contained in the above-designated supplements.

(B) Pending hearings and decisions thereon, the above-designated rate supplements are hereby suspended and the use thereof deferred until the date indicated in the above "Date Suspended Until" column, and thereafter until such further time as they are made effective in the manner prescribed by the Natural Gas Act.

(C) Neither the supplements hereby suspended, nor the rate schedules so suspended, nor the rate schedules so used, shall be changed until these proceedings have been disposed of or until the periods of suspension have expired, unless otherwise ordered by the Commission.

(D) Notices of intervention or petitions to intervene may be filed with the Federal Power Commission, Washington 25, D.C., in accordance with the rules of practice and procedure (18 CFR 1.8 and 1.37(c)) on or before February 27, 1963.

By the Commission.

J. MIKE ROWAN ET AL.

Order Providing for Hearings on and Suspension of Proposed Changes in Rates


J. Mike Rowan (Operator), et al., Docket No. RI63-293; Irving Abell, Jr., et al., Docket No. RI63-294; Humble Oil & Refining Company, Docket No. RI63-295.

The above-named respondents have tendered for filing proposed changes in presently effective rate schedules for sales of natural gas subject to the jurisdiction of the Commission. The three sales hereinafter described are made at a pressure base of 14.65 psia. The proposed changes, which constitute increased rates and charges, are designated as follows:
Gas Company, Applicant in Docket No. CI63-641. Jefferson County Gas Company presently sells the Humphrey gas to Pennsylvania Gas Company and proposes to continue to do so under the authorization involved in Docket Proceeding CI63-641.

Each of the abandonment Applicants, except in Docket No. CI62-1142, has filed a notice of cancellation of its related FPC gas rate schedule. No rate schedules involved in Docket Proceeding CI63-641 are for the sale proposed to be abandoned in Docket No. CI62-1142.

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

Take further notice that, pursuant to the authority contained in and subject to the jurisdiction conferred upon the Federal Power Commission by sections 7 and 15 of the Natural Gas Act, and the Commission’s rules of practice and procedure (18 CFR 1.8 or 1.10) on or before February 28, 1963, at 9:30 a.m., e.s.t., in a Hearing Room of the Federal Power Commission, 441 G Street NW, Washington, D.C., concerning the matters involved in and the issues presented by the application which is on file with the Commission, and notice of intervention be served thereon for such disposition as may be appropriate.

Take further notice that, pursuant to section 7(c) of the Natural Gas Act for permission and approval of the Commission to abandon natural gas service as hereinafter described and as more fully set forth in the Application, and in the respective applications which are on file with the Commission and open to public inspection.

The notice that the applications herein, except in Docket No. CI63-641, have been consolidated is hereby served and in the respective applications which are on file with the Commission and open to public inspection.

In each of the abandonment applications herein, except in Docket No. CI63-633, the Applicant states that the supply of natural gas is depleted to the point where it is no longer economically feasible to continue the operation under the basic contract. The Applicant in Docket No. CI63-633, Humphrey Industries, Inc., states that it has sold its physical gas producing properties and leases to the purchaser of the gas, Jefferson County

* Other sales also authorized in this docket.

FEDERAL REGISTER

BANK OF JAMESTOWN

Order Approving Merger of Banks

In the matter of the application of Bank of Jamestown for approval of merger with Clymer State Bank.

There has come before the Board of Governors, pursuant to the Bank Merger Act of 1960 (12 U.S.C. 1828(c)), an application by Bank of Jamestown, Jamestown, New York, a member bank of the Federal Reserve System, for the Board’s prior approval of the merger of that bank and the Clymer State Bank, Clymer, New York, under the charter and title of the former. As an incident to the merger, the sole office of Clymer State Bank would be operated as a branch of the Bank of Jamestown. Notice of the proposed merger, in form approved by the Board, has been published pursuant to said Act.

Upon consideration of all relevant material in the light of the factors set forth in said Act, including reports furnished by the Comptroller of the Currency, the Federal Deposit Insurance Corporation, and the Department of Justice on the competitive factors involved in the proposed merger.

[FR. Doc. 63-539; Filed, Jan. 17, 1963; 8:48 a.m.]
NOTICES

SECURITIES AND EXCHANGE COMMISSION

[File No. 812-1544]

CANADIAN INTERNATIONAL GROWTH FUND, INC., ET AL.

Notice of Filing of Application for Order Temporarily Exempting Advisory Contracts From Stockholder Approval Requirements

JANUARY 14, 1963.

In the matter of Canadian International Growth Fund, Inc., 201 Notre Dame Street West, Montreal, Quebec, Canada, Van Strum & Towne, Inc., 85 Broad Street, New York, New York, Van Strum & Towne (Canada) Ltd., 637 Craig Street West, Montreal, Quebec, Canada;

Notice is hereby given of the filing of a joint application pursuant to Section 6(c) of the Investment Company Act of 1940 ("Act") by Canadian International Growth Fund Limited ("CIGF") a Canadian corporation and an open-end management investment company registered under the Act pursuant to Rule 7d-1 thereunder, and Van Strum & Towne (Canada) Ltd. ("VS&T-Canada"), investment advisers of CIGF, for an order of the Commission exempting VS&T and VS&T-Canada, during the period from February 15, 1963 until the annual meeting of shareholders of CIGF to be held on March 1, 1963, from the provisions of section 15(a) of the Act to the extent that such provisions would prohibit VS&T and VS&T-Canada from serving as investment advisers of CIGF without the approval by shareholders of CIGF of new investment advisory contracts entered into by CIGF with VS&T and VS&T-Canada effective February 15, 1963, the effective date of the Exchange Offers described below.

All interested persons are referred to said application on file with the Commission for a complete statement of the representations therein which are summarized below.

VS&T and VS&T-Canada are wholly-owned subsidiaries of Channing Corporation ("Channing"). Pursuant to a registration statement filed under the Securities Act of 1933, File No. 2-20121, Channing Financial Corporation ("Financial") proposes to offer 2,020,454 shares of its common stock in exchange for capital stock of Channing, 910,308 shares of its common stock in exchange for capital stock of Federal Life and Casualty Company, Secured Insurance Company and Wolverine Insurance Company, and 618,120 shares of its convertible preferred stock in exchange for capital stock of Agricultural Insurance and Indemnity Company (the "Exchange Offers"). Financial was incorporated in March 1962 under the name Exchequer Incorporated, its present name having been adopted in November 1962. The company proposes to act as a holding company for the shares received pursuant to the Exchange Offers and has outstanding 50 shares of common stock, held by Channing. Of the 10 members of the board of directors of Financial, 13 are directors of Channing. The Exchange Offers, which commenced in December 1962, will become effective February 15, 1963 if accepted by holders of 51 percent or more of the outstanding capital stock of Channing.

The present investment advisory contracts between VS&T and CIGF and between VS&T-Canada and CIGF contain the provisions required by section 15(a) of the Act, that such contracts will automatically terminate in the event of assignment by the investment adviser. The transfer of shares of Channing pursuant to the Exchange Offers may be considered an indirect transfer of shares of VS&T and VS&T-Canada and an "assignment" of the existing contracts within the meaning of the Act, as such contracts are not assignments of the financial company, except pursuant to a written contract, which contract ** has been approved by the vote of a majority of the outstanding voting securities of such financial company **.

Section 6(c) of the Act authorizes the Commission to exempt any person, security, or transaction, or any class or classes of persons, securities, or transactions from any of the provisions of the Act and the Rules and Regulations thereunder, if to the extent that such exemption is necessary; or appropriate in the public interest and consistent with the protection of investors fairly intended by the policy and provisions of the Act.

The Exchange Offers now proposed are similar to offers contemplated by Financial in June 1962. The shareholders of CIGF at a special meeting held on June 15, 1962, approved new investment advisory contracts, identical in all material respects with the contracts now proposed, pursuant to the provisions of the Act and the Rules and Regulations promulgated thereunder, and if to the extent that such exemption is necessary or appropriate in the public interest and consistent with the protection of the investors fairly intended by the policy and provisions of the Act.

The Exchange Offers now proposed are similar to offers contemplated by Financial in June 1962. The shareholders of CIGF, at a special meeting held on June 15, 1962, approved new investment advisory contracts, identical in all material respects with the contracts now proposed, pursuant to the provisions of the Act and the Rules and Regulations promulgated thereunder, and if to the extent that such exemption is necessary or appropriate in the public interest and consistent with the protection of the investors fairly intended by the policy and provisions of the Act. Since June 1962, changes have been made in the preceding exchange ratios and in the terms of the convertible preferred stock of Financial, convertible into the capital stock of the guaranteeing insurance companies. In addition, the percentage of outstanding shares of Channing required to be tendered in order for the exchange offers to become effective has been reduced.
from 80 percent to 51 percent. There has not been a substantial change in the identity of the shareholders of CIGF since the June meeting. Of the shares outstanding at November 29, 1962, 2.1 percent were issued subsequent to the June meeting. Of the shares outstanding, the proportion held by shareholders of CIGF was reduced from 80 percent to 51 percent. There were no changes in the number of shares owned by any interested person.

Applicant states that plans for the applicant to operate as an employee's investment company have been abandoned and that the shareholders have voted for the company's dissolution. None of the company's stock has been issued other than to the original incorporators, and none will be issued. As of November 28, 1962, all assets had been distributed and all 11,000 outstanding shares of common stock had been surrendered for liquidation.

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

Notice is further given that any interested person may, not later than January 31, 1963, at 5:30 p.m., submit to the Commission in writing a request for a hearing on the matter accompanied by a statement as to the nature of his interest, the reason for such request and the issues of fact or law proposed to be controverted, or he may request that he be notified if the Commission shall order a hearing thereon. Any such communication should be addressed: Secretary, Securities and Exchange Commission, Washington 25, D.C. A copy of such request shall be served personally or by mail (air mail if the person being served is located more than 500 miles from the point of mailing) upon applicants at the addresses set forth above. Proof of such service (by affidavit or in case of an attorney-at-law by certificate) shall be filed contemporaneously with the request. At any time after said date, as provided by Rule 6-5 of the rules and regulations promulgated under the Act, an order granting the application may be issued by the Commission upon the basis of the showing contained in the application, unless an order for hearing upon said application shall be issued upon request or upon the Commission's own motion.

By the Commission.

Oryal L. DuBois,
Secretary.

FEDERAL REGISTER

OFFICE OF EMERGENCY PLANNING

GEORGE BAKER

Appointee's Statement of Changes in Business Interests

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

RAILTON PURINA COMPANY, Vice president.

First Investors Corp., Wellington Fund, Inc., The First Pennsylvanians Banking & Trust Co., custodian-stockholder.

This amends statement published in the Federal Register (27 F.R. 10308), October 20, 1962.


GEOFFREY BAKER.

[FR Doc. 63-513; Filed, Jan. 17, 1963; 8:45 a.m.]

GERHARD D. BLEICKEN

Appointee's Statement of Changes in Business Interests

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

Senior vice president and secretary, John Hancock Mutual Life Insurance Co., Boston, Mass.

Director, Robinson Technical Products, Inc., Teterboro, N.J.

Director, High Vacuum Equipment Corp., Hingham, Mass.

Trustee, B & M Real Estate Trust, Hingham, Mass.

This amends statement published in the Federal Register, October 20, 1962 (27 F.R. 10308).

Dated: December 26, 1962.

GERHARD D. BLEICKEN.

[FR Doc. 63-514; Filed, Jan. 17, 1963; 8:45 a.m.]

HAROLD M. BOTKIN

Appointee's Statement of Changes in Business Interests

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

American Telephone and Telegraph Co. (General Electric Co., Cuban American Co.

Eastern Telephone and Telegraph Co. American Telephone and Telegraph Co. of Arkansas.

American Telephone and Telegraph Co. of Baltimore City.

American Telephone and Telegraph Co. of Delaware.

The East Pittsburgh Telephone Co.

The American Telephone and Telegraph Co. of Illinois.

American Telephone and Telegraph Co. of Indiana, Inc.

American Telephone and Telegraph Co. of Michigan.

American Telephone and Telegraph Co. of New Jersey.

The Ohio Telephone and Telegraph Co.

The American Telephone and Telegraph Co. of Pennsylvania.

American Telephone and Telegraph Co. of Rhode Island.

American Telephone and Telegraph Co. of Virginia.

The American Telephone and Telegraph Co. of Wisconsin.

American Telephone and Telegraph Co. of Wyoming.

Transoceanic Cable Ship Company, Inc.

Transoceanic Communications, Inc.
K. G. FLORY
Appointee’s Statement of Changes in Business Interests
The following statement lists the names and concerns required by subsection 710(b)(6) of the Defense Production Act of 1950, as amended.
None
No change since last statement published October 25, 1962 (27 F.R. 10430).
Dated: December 26, 1962.

K. G. FLORY

ROBERT J. HARBISON III
Appointee’s Statement of Changes in Business Interests
The following statement lists the names and concerns required by subsection 710(b)(6) of the Defense Production Act of 1950, as amended.

ROBERT J. HARBISON III

JOSEPH D. KEENAN
Appointee’s Statement of Changes in Business Interests
The following statement lists the names and concerns required by subsection 710(b)(6) of the Defense Production Act of 1950, as amended.
Bought:
American Tel & Tel. American Tobacco.
General Motors.
Libby, McNeil & Libby.
Rheems Mfg.
Scot Lad Foods, Inc.
Simo Foods (in exchange for Chemoll).
Sold:
Chemoll Industries.
This amends statement published October 25, 1962 (27 F.R. 10430).

JOSEPH D. KEENAN

RICHARD O. LANG
Appointee’s Statement of Changes in Business Interests
The following statement lists the names and concerns required by subsection 710(b)(6) of the Defense Production Act of 1950, as amended.
S. C. Johnson & Son, Inc.
Van Camp Sea Food, Inc.
The Chemical Fund.

RICHARD O. LANG

MORRIS A. LIEBERMAN
Appointee’s Statement of Changes in Business Interests
The following statement lists the names and concerns required by subsection 710(b)(6) of the Defense Production Act of 1950, as amended.
Allied Stores.
American Telephone & Telegraph.
Chicago, Rock Island & Pacific Railroad.
Consolidated Foods.
Canadian Delhi Oil Co.
LaClede Gas Co.
Marmount Automotive Products.
Mississippi River & Fuel Co.
Ohio Edison Co.
Standard Oil of California.
Real Estate Research Corp.
This amends statement published May 1, 1962 (27 F.R. 4158).

MORRIS A. LIEBERMAN

LEROY LUTES
Appointee’s Statement of Changes in Business Interests
The following statement lists the names and concerns required by subsection 710(b)(6) of the Defense Production Act of 1950, as amended.
Small stockholder in following companies:
Western Pacific Railway.
International Bank (D.C.).
Transcontinental Gas Pipe Line.
Protective Security Co., Los Angeles, Calif.
No conflict of interest with Government in above.
Deletions in stock holdings since last report.
Bell & Howell.
Martin Co.
Reading Railroad.
Erie Lackawanna R.R.
Atlantic Coast Line R.R.
This amends statement published March 7, 1962 (27 F.R. 2219).

LEROY LUTES

RUSSELL C. McCARTHY
Appointee’s Statement of Changes in Business Interests
The following statement lists the names and concerns required by subsection 710(b)(6) of the Defense Production Act of 1950, as amended.
Biddle Airlines, Inc.
Gimbels, Inc.
Trans-Coast Investment Co.
Scherling Corp.

RUSSELL C. McCARTHY
FEDERAL REGISTER

No change since last statement published July 25, 1962 (27 F.R. 7081).


OSCAR F. RENZ

[FR. Doc. 63-528; Filed, Jan. 17, 1963; 8:46 a.m.]

JAMES B. ROSSER

Appointee's Statement of Changes in Business Interests

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

Pullman-Standard Division, Pullman Inc., officer.

National Lead Co., stockholder.

American Bakeries Co., stockholder.

Commonwealth Edison Co., stockholder.

Northern Illinois Gas Co., stockholder.

Evans Products Co., stockholder.

Pullman Inc., stockholder.


JAMES B. ROSSER

[FR. Doc. 63-529; Filed, Jan. 17, 1963; 8:46 a.m.]

INTERSTATE COMMERCE COMMISSION

FOURTH SECTION APPLICATIONS FOR RELIEF


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

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

Grounds for relief: Modified short-line distance formula and grouping.

Tariff: Supplement 26 to Southwestern Freight Bureau tariff I.C.C. 4464.

FSA No. 38115; T.O.F.C. service—Commodity rates from and to southwestern territory. Filed by Southwestern Freight Bureau, Agent (No. B-8329), for interested rail carriers. Rates on iron or steel articles, lamp posts, and empty freight or tank trailers, loaded in or on trailers and transported on railroad flat cars, between points in Alabama, Georgia, and Kentucky, on the one hand, and points in southwestern territory, on the other.

Grounds for relief: Modified short-line distance formula and grouping.

Tariff: Supplement 26 to Southwestern Freight Bureau tariff I.C.C. 4464.

FSA No. 38116; Joint motor-rail rates—Middlewest Motor Freight. Filed by Middlewest Motor Freight Bureau, Agent (No. 331), for interested carriers. Rates on property moving over class and commodity rates over joint routes of applicant rail and motor carriers, from, to, and between points in middlewest, central States, and southwestern territories.

Grounds for relief: Motor-truck competition.

Tariffs: Middlewest Motor Freight Bureau tariff MF-I.C.C. 374, and other schedules named in the application.

By the Commission.

By the Commission.

Harold D. McCoy, Secretary.

[FR. Doc. 63-532; Filed, Jan. 17, 1963; 8:49 a.m.]

MOTOR CARRIER TRANSFER PROCEEDINGS


Synoposes of orders entered pursuant to section 212(b) of the Interstate Commerce Act, and rules and regulations prescribed thereunder (49 CFR Part 779), appear below:

As provided in the Commission's special rules of practice any interested person may file a petition requesting consideration of the following numbered proceedings within 20 days from the date of publication of this notice. Pursuant to section 17(8) of the Interstate Commerce Act, the filing of such a petition will postpone the effective date of the order in that proceeding pending its disposition. The matters relied upon by petitioners must be specified in their petitions with particularity.

No. MC-FC 65461. By order of January 11, 1963, the Transfer Board approved the transfer to J. Franklin Bul- lard, W. J. Rabon, Edwin Harrelson, and Frances Harrelson, a partnership, doing business as Super Motor Lines Co., P.O. Box 49, Whiteville, N.C., of Certificate No. MC 74107, issued October 5, 1953, to Joe Pearl Smith, doing business as J. P. Smith, Route 1, Whiteville, N.C., authorizing the transportation of: (1) Livestock, from Whiteville, N.C., and 100
miles thereof, to Salisbury, N.C., Richmond, Va., and Baltimore, Md.; (2) fertilizer and fertilizer materials, from Richmond, Va., and Wilmington, N.C., to Whiteville, N.C., and points in South and North Carolina within 100 miles; (3) brick and tile, from Cheraw and Blue Brick, S.C., and Sanford, S.C., to Whiteville, and 100 miles; (4) stock and poultry feeds, from Norfolk, Va., to Whiteville, N.C., and points in South Carolina and Virginia; (5) lumber, from Whiteville, N.C., and points within 25 miles to points in South Carolina and Virginia; (6) general commodities, excluding household goods, commodities in bulk, and other specified commodities, from Wilmington, N.C., to Whiteville, N.C., and points in North and South Carolina, within 100 miles; (7) agricultural commodities, from Whiteville, and points within 50 miles to points in Virginia, Maryland, Pennsylvania, and the District of Columbia, and empty agricultural containers on return.


No. MC–FC 65543. By order of January 11, 1963, the Transfer Board approved the transfer to Heavy Haulers, Inc., Fredericksburg, Va., of Certificate No. MC 61863, issued November 5, 1962, to Hilldrup Transfer & Storage Co., Inc., Fredericksburg, Va., authorizing the transportation of heavy machinery, over irregular routes, between Charlottesville, Culpeper, Fredericksburg, Irvington, Manassas, Reidsville, Richmond, Tappahannock, Warrenton, and Warsaw, Va., on the one hand, and, on the other, Washington, D.C., Annapolis, Baltimore, Frederick, Hagerstown, and Rising Sun, Md. John C. Godin, 10 South 10th Street, Richmond 19, Va., attorney for applicant.

[SEAL] HAROLD D. MCCOY, Secretary.