Pages 471–509

FEDERAL REGISTER

VOLUME 28 NUMBER 13

Washington, Friday, January 18, 1963

Contents

(*Continued on next page*)

miss Helen Clark

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.

Monthly, quarterly, and annual cumulative guides, published separately from the daily issues, include the section numbers as well as the part numbers affected.

3 CFR

EXECUTIVE ORDERS:

10082 (superseded and revoked by EO 11075) 473
10170 (superseded and revoked by EO 11075) 473
10401 (superseded and revoked by EO 11075) 473
10741 (superseded and revoked by EO 11075) 473
11030 (see EO 11075) 473
11051 (amended by EO 11075) 473
11075 473
11076 477

7 CFR

PROPOSED RULES:

980 491

14 CFR

40 479
41 480
42 482
43 484
71 [New] (2 documents) 485
73 [New] (2 documents) 485
507 486

PROPOSED RULES:

40 491
41 491
42 491
55 492
71 [New] (2 documents) 492
73 [New] 492
507 (2 documents) 495

21 CFR

PROPOSED RULES:

121 (2 documents) 491

33 CFR

82 490

47 CFR

2 486
4 486

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Telephone WOrth 3-3261

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Presidential Documents

Title 3—THE PRESIDENT

Executive Order 11075

ADMINISTRATION OF THE TRADE EXPANSION ACT OF 1962

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 of the stricken text the following: "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:

(1) Executive Order No. 10082 of October 5, 1949.

(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.

JOHN F. KENNEDY

THE WHITE HOUSE,
January 15, 1963.

[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.

JOHN F. KENNEDY

THE WHITE HOUSE,
January 15, 1963.

[F.R. Doc. 63-595; Filed, Jan. 16, 1963; 1:33 p.m.]

Rules and Regulations

Title 14—AERONAUTICS AND SPACE

Chapter I—Federal Aviation Agency

SUBCHAPTER A—CIVIL AIR REGULATIONS

[Reg. Dockets Nos. 751, 912; Amdt. 40–38; Supp. 37]

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. Turboprop 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, it deletes the authority presently contained in § 40.232(c) which permits 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 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 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 of both the 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 service 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 in such 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 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 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 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 capabilities and very accurate 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, 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 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 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 safety and 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 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, and commercial operators conducting operations pursuant to Part 40, 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 their airplanes must be equipped with dual radio navigational and communications equipment in order to provide a high level of safety in the event of equipment failure. This concept will continue to be reflected in the regulations until such time as the reliability of the equipment indicates that a failure is most improbable. However, with respect to airborne DME, 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 distance measuring equipment is not 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. 9430) and circulated for comment Civil Air Regulations Draft Release No. 61–22. This draft release proposed to amend Part 40 of the Civil Air Regulations by amending § 40.232(b) and by deleting § 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 LF/MF receiver during the period of transition from an LF/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 the rapidly diminishing number of LF/MF routes. It was, therefore, proposed to require all air carrier airplanes, which are to be operated IFR utilizing VOR aids, to 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 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 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 Agency, deletion of the provision contained in § 40.232(c), which permitted airplanes to be 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 requirement for 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 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 the few remaining LF/MF route segments until such time as these route segments are completely replaced by VOR airways, if an adequate alternate VOR routing 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 40 of the Civil Air Regulations (14 CFR Part 40, as amended) is hereby amended as follows, effective July 1, 1963:

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

§ 40.232 Radio equipment for operation under VFR over 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 received 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 required by 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 altitude flown, when operating within the 48 contiguous states and the District of Columbia after the following dates:

(1) Turbojet airplanes—June 30, 1963;

(2) Turboprop 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.

(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.

§ 40.232–1 [Deletion]

2. By deleting § 40.232–1.

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

Issued in Washington, D.C., on January 11, 1963.

N. E. HALABY,
Administrator.

[F.R. Doc. 63–535; Filed, Jan. 17, 1963; 8:47 a.m.]

[Reg. Dockets Nos. 751 and 912; Amdt. 41–2]

PART 41—CERTIFICATION AND OPERATION RULES FOR CERTIFICATED ROUTE AIR CARRIERS ENGAGING IN OVERSEAS AND FOREIGN AIR TRANSPORTATION AND AIR TRANSPORTATION WITHIN HAWAII AND ALASKA

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:

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2. Turboprop 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, it deletes the authority presently contained in § 41.232(c) which permits operations 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 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 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 of both the 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 service 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 in such 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 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 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 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 capabilities and very accurate 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, 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 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 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 safety and 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 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 their airplanes must be equipped with dual radio navigational and communications equipment in order to provide a high level of safety in the event of equipment failure. This concept will continue to be reflected in the regulations until such time as the reliability of the equipment indicates that a failure is most improbable. However, with respect to airborne DME, 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 distance measuring equipment is not 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. 9430) and circulated for comment 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(b) and by deleting § 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 LF/MF receiver during the period of transition from an LF/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 the rapidly diminishing number of LF/MF routes. It was, therefore, proposed to require all air carrier airplanes, which are to be operated IFR utilizing VOR aids, to 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 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 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 Agency, deletion of 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 during the transition period, 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 VOR routing 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 (Revised) 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 (c) and adding a new paragraph (d) to read as follows:

§ 41.232 Radio equipment for operations under VFR over 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 required by paragraph (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 altitude flown, when operating in the 48 contiguous states and the District of Columbia after the following dates:

(1) Turbojet airplanes—June 30, 1963;

(2) Turboprop 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.

(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.

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

Issued in Washington, D.C., on January 11, 1963.

N. E. HALABY,
Administrator.

[F.R. Doc. 63–536; Filed, Jan. 17, 1963; 8:47 a.m.]

[Reg. Dockets Nos. 751, 912; Amdt. 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 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. Turboprop 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 authority presently contained 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) 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 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 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 turbulance, 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 of both the 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 service 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 in such 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 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 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 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 capabilities and very accurate 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, 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 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 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 safety and 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 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, 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 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 their airplanes must be equipped with dual radio navigational and communications equipment in order to provide a high level of safety in the event of equipment failure. This concept will continue to be reflected in the regulations until such time as the reliability of the equipment indicates that a failure is most improbable. However, with respect to airborne DME, 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 distance measuring equipment is not 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. 9430) and circulated for comment 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(b) and by deleting § 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 LF/MF receiver during the period of transition from an LF/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 the rapidly diminishing number of LF/MF routes. It was, therefore, proposed to require all air carrier airplanes, which are to be operated IFR utilizing VOR aids, to 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 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 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 Agency, deletion of the interim rules contained in the irregular air carrier's operations specifications, which permitted airplanes to be 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 requirement for 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 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 the few remaining LF/MF route segments until such time as these route segments are completely replaced by VOR airways if an adequate alternate VOR routing 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. At that time paragraph 48, Radio Navigation Equipment, of the Part 42 Operations Specifications which are a part of the operating certificates of air carriers and commercial operators conducting operations pursuant to Part 42, will be deleted.

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 42 of the Civil Air Regulations (14 CFR Part 42, as amended) is hereby amended as follows, effective July 1, 1963:

1. By amending § 42.23 by adding new paragraphs (d), (e), and (f) to read as follows:

§ 42.23 Radio communications system and navigational equipment for large airplanes.

* * * * *

(d) Whenever VOR navigational receivers are required by paragraph (b) or (f) of this section, at least one approved distance measuring equipment unit (DME), capable of receiving and in-

dicating 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 altitude flown, when operating in the 48 contiguous states and the District of Columbia after the following dates:

(1) Turbojet airplanes—June 30, 1963;

(2) Turboprop 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.

(e) 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.

(f) In the case of operation over routes on which navigation is based on low frequency radio ranges 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 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.

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

Issued in Washington, D.C., on January 11, 1963.

N. E. HALABY,
Administrator.

[F.R. 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, 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.

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 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 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 of both the 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 service 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 in such 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 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 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 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 capabilities and very accurate 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, if VOR navigational equipment is required.

At the Symposium in February 1962, the FAA also advised industry that, although DME would ultimately be required on all aircraft operating in the IFR system, the applicable TSO's would recognize the need for less sophisticated equipment (i.e., low cost, lightweight) for general aviation aircraft operating in the system. These TSO's are presently in the development stage.

The industry was also advised at the Symposium that the FAA plans eventually to extend positive controlled airspace to the lower operating altitudes and to certain high density terminal areas. It may be expected, therefore, that all civil airplanes operating in these areas will also be required to have DME installed. Accordingly, the requirement for DME on general aviation airplanes may well be extended beyond the provisions of this amendment when the FAA determines that (a) there is a safety need for such, (b) a sufficient supply of satisfactory general aviation DME is available, and (c) when FAA ground installation of DME has progressed to a point which will assure adequate reception coverage for all routes at the lower altitudes.

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 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 DME meeting appropriate standards, have been considered in the preparation of this amendment and in those which pertain to the operation of air carriers. They will also be considered in future rule making as it pertains to general aviation operations.

Public safety requires that all air carrier operations be conducted with the highest level of safety and 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 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 an opportunity to participate in the making of this regulation (26 F.R. 4455), 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 Part 43, as amended) is hereby amended by adding a new § 43.33 to read as follows, effective July 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, after June 30, 1963, unless the airplane is equipped with at least one approved distance measuring equipment unit (DME), if VOR navigaitonal 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 such 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 this equipment can be made.

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

Issued in Washington, D.C., on January 11, 1963.

N. E. HALABY,
Administrator.

[F.R. Doc. 63–538; Filed, Jan. 17, 1963; 8:47 a.m.]

SUBCHAPTER E—AIRSPACE [NEW]

[Airspace Docket No. 62–CE–84]

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

Alteration of Federal Airway

Green Federal airway No. 2 is designated in part from the Detroit, Mich., radio range station to the Windsor, Ont., Canada, radio range station. The Federal Aviation Agency is converting the Detroit radio range station to a radio beacon approximately March 7, 1963. 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.

Part 71 [New] was published in 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. However, since it is necessary that sufficient time be allowed to permit appropriate changes to be made on aeronautical charts, this amendment will become effective more than 30 days after publication.

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

Section 71.103 (27 F.R. 220–3, November 10, 1962) is amended as follows:

In G–2 "From the Detroit, Mich., RR" is deleted and "From the Detroit, Mich., RBN" is substituted therefor.

This amendment shall become effective 0001 e.s.t., March 7, 1963.

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

Issued in Washington, D.C., on January 11, 1963.

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

[F.R. Doc. 63–533; Filed, Jan. 17, 1963; 8:47 a.m.]

[Airspace Docket No. 62–EA–82]

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

PART 73—SPECIAL USE AIRSPACE [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. 12583), stating that the Federal Aviation Agency was considering an amendment to § 73.58 of the Federal Aviation Regulations to designate the Indiantown Gap, Pa., Restricted Area R–5802, from 0800 to 1800 e.s.t., February 23 and February 24, 1963, from the surface to 9,000 feet MSL on a joint use basis with the New York ARTC Center as the controlling agency.

The Department of Army has stated the area is required by the Pennsylvania National Guard for essential training which could not be accomplished in 1962 during the regular time designation of this restricted area. Therefore, action is taken herein to designate this area for the period requested by the Department of the Army.

No adverse comments were received regarding the proposed amendment.

Subsequent to the publication of the notice, the FAA determined that due to an oversight the existence of R–5802 was not referenced in the description of the Harrisburg, Pa., control area extension. The action taken herein alters the description of the Harrisburg control area extension by adding the notation that the portion of Harrisburg, Pa., control area extension within 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 rules herein adopted.

The substance of the proposed amendment has been published, therefore, pursuant to the authority delegated to me by the Administrator (25 F.R. 12582) and for the reasons stated in the notice, the following actions are taken:

1. In § 73.58 (27 F.R. 7357, 10352), R–5802, Indiantown Gap, Pa., is amended to read:

R–5802 Indiantown Gap, Pa.

Boundaries. Beginning at latitude 40°28'–45" N., longitude 76°35'30" W.; to latitude 40°26'05" N., longitude 76°35'30" W.; to latitude 40°24'55' N., longitude 76°36'55" W.; to latitude 40°23'45" N., longitude 76°–43'11" W.; to latitude 40°24'20" N., longitude 76°44'40" W.; to latitude 40°28'45" N., longitude 76°37'40" W.; to point of beginning.

Designated altitudes. Surface to 9,000 feet MSL on February 23 and 24, 1963; surface to 18,000 feet MSL thereafter.

Time of designation. 0800 to 1800 e.s.t., February 23 and 24, 1963; thereafter, continuous June 1 through August 31; 0800 to 1800 e.s.t., Saturday and Sunday March 1 through May 31; and 0800 to 1800 e.s.t., Saturday and Sunday September 1 through November 30.

Controlling agency. Federal Aviation Agency, New York ARTC Center.

Using agency. Commanding General, Second United States Army, Fort Meade, Md.

2. Section 71.165 (27 F.R. 220–59, November 10, 1962) is amended as follows: In the Harrisburg, Pa., control area extension "and on the W by V–501." is deleted and "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." is substituted therefor.

This amendment shall become effective 0800 e.s.t., February 23, 1963.

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

Issued in Washington, D.C., on January 15, 1963.

LEE E. WARREN,
Acting Director,
Air Traffic Service.

[F.R. Doc. 63–549; Filed, Jan. 17, 1963; 8:49 a.m.]

[Airspace Docket No. 62–WA–118]

PART 73—SPECIAL USE AIRSPACE [NEW]

Alteration of Restricted Area

The purpose of this amendment to § 73.66 of the Federal Aviation Regulations is to remove the designation of Camp Pickett, Va., Restricted Area R–

6602 as joint use and to specify the Agency responsible for issuing NOTAMS concerning the time of designation of this area.

On May 31, 1962, the Camp Pickett, Va., Restricted Area R–6602 was altered to increase its size, to change its time of designation and to reflect joint use of the area.

The Federal Aviation Agency has determined that there is no requirement for joint use of R–6602 and action is therefore taken herein to delete the designation of a controlling agency for this area. Joint use of this restricted area is not required for the control of IFR flights, and VFR flights may penetrate the area if permission is obtained from the using agency.

Time of designation of R–6602 is as follows: Continuous from June 1 through September 8; 0600 e.s.t., Saturday to 2200 e.s.t., Sunday from September 9 through May 31; other times as published by NOTAMS at least 48 hours in advance. Action is also taken herein to specify that the using agency of R–6602 is responsible for issuing NOTAMS extending its time of designation.

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

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

In § 73.66 *Virginia* (27 F.R. 7362, 10356), R–6602 Camp Pickett, Va., Restricted Area is amended to read:

R–6602 Camp Picket, Va.

Boundaries. Beginning at latitude 37°–05'37" N., longitude 77°51'54" W.; to latitude 37°04'25" N., longitude 77°51'45" W.; along State Highway No. 40 to latitude 37°–03'55" N., longitude 77°51'05" W.; to latitude 37°00'56" N., longitude 77°50'55" W.; to latitude 36°57'54" N., longitude 77°53'19" W.; to latitude 36°58'12" N., longitude 77°–57'42" W.; to latitude 37°01'50" N., longitude 77°58'40" W.; to latitude 37°01'50" N., longitude 77°55'58" W.; to latitude 37°05'37" N., longitude 77°56'00" W.; to the point of beginning.

Designated altitudes. Surface to 22,000 feet MSL.

Time of designation. Continuous from June 1 through September 8; 0600 e.s.t., Saturday to 2200 e.s.t., Sunday from September 9 through May 31; other times after issuance of NOTAMS by the using agency at least 48 hours in advance. When activated by NOTAM, another NOTAM shall be issued upon termination of use.

Using agency. Commanding General, Second United States Army, Fort Meade, Md.

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

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

Issued in Washington, D.C., on January 15, 1963.

LEE E. WARREN,
Acting Director,
Air Traffic Service.

[F.R. Doc. 63–548; Filed, Jan. 17, 1963; 8:48 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 (25 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 7R4AXIC. All bearings with 90 or more hours' time in service shall be retired within the next 10 hours' time in service after the effective date of this amendment, except that tail rotor pitch change bearings with 190 or more hours' time in service as of the effective date of this amendment shall be retired prior to the accumulation of 200 hours' time in service."

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, 1963.

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

Issued in Washington, D.C., on January 11, 1963.

GEORGE C. PRILL,
Director,
Flight Standards Service.

[F.R. Doc. 63–534; Filed, Jan. 17, 1963; 8:47 a.m.]

Title 47—TELECOMMUNICATION

Chapter I—Federal Communications Commission

[Docket No. 14660; FCC 63–37]

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

PART 4—EXPERIMENTAL, AUXILIARY AND SPECIAL BROADCAST SERVICES

Miscellaneous Amendments

1. On June 6, 1962, the Commission adopted a notice of proposed rule making in the above-entitled matter proposing to amend Part 4 of its rules to provide for certain kinds of operation during an emergency or during periods when an emergency may be impending. Interested parties were invited to submit comments on or before July 16, 1962, and replies to such comments on or before July 26, 1962.

2. Comments were received from the United States Weather Bureau, the City of New York Office of Civil Defense, the City of New York Municipal Broadcasting System, Salt Lake City Broadcasting Company, Meridith Broadcasting Company, Radio Station KFI, (KFI), American Broadcasting Company, (ABC), Columbia Broadcasting System, (CBS), National Industry Advisory Committee, (NIAC), and the National Educational Television and Radio Center, (NET). All of the comments supported the proposal in general. Some suggested certain modifications. There were no comments filed opposing the proposal.

3. The comment of the Weather Bureau, ABC, and NIAC noted that § 4.21 provides for emergency operation only after normal communications have been disrupted or destroyed. They suggest that there might be a need for the use of remote pickup stations for pre-emergency communication to warn the public in advance of approaching storms. We wish to emphasize that § 4.21 is intended to provide for the operation of licensed stations in a manner other than that authorized by the regular rules governing the class of station involved. This amounts to temporarily unregulated operation and is warranted only in extreme circumstances where regular communications channels have been destroyed or disrupted, and then only for communications involving the safety of life and property. The rules governing the separate classes of stations under Part 4 contain provisions for certain types of operation during emergencies or when an emergency is impending, which are designed to fit the basic service in which the station is licensed. For example, the rules governing the remote pickup broadcast stations provide for the use of these stations before and during an emergency for the purpose of transmitting warnings and information to broad-

casting stations for transmission to the public. The rules adopted herein also provide for licensing certain remote pickup stations specifically for emergency communications.

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 remote pickup stations as relay stations. Specifically, they refer to the "remote control" operation of a remote pickup transmitter situated on a remote mountain peak. Present rules permit remote pickup stations to be operated in a tandem relay system. However, each transmitter must be attended by a qualified operator either on duty at the place where the transmitter is located or at a nearby remote control position. Since the frequencies used by remote pickup stations may be shared by more than one licensee, each licensee is expected to determine that a frequency is not in use before beginning a transmission on that frequency to be sure that he will not cause interference to some other program in progress or to some other class of user in these bands shared 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 that could be performed at the transmitter. In the case of remote pickup stations this includes facilities for monitoring the frequency to be used, from the transmitter site. The provision for remote control is intended to permit the installation of a remote pickup transmitter at some convenient nearby location such as the roof of 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 an unattended automatic relay station 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 unattended operation of remote 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 present on the transmitting frequency of the remotely located transmitter would prevent it from being turned on. Such a system would probably provide the needed safeguard for unattended operation. This, however, is beyond the scope of this proceeding and will have to be the subject of a separate rule-making proceeding.

5. ABC and NIAC recommend that we do away with the classification of remote pickup stations as "base" and "mobile" stations. It is their contention that such classification imposes an unnecessary inflexibility. They use the example of a "base" station located at Civil Defense Headquarters which might be needed at some time to cover a newsworthy event at some other location. Licensed as a remote pickup base station, it could not be operated at any other location. A station in the land mobile service, located at a fixed location and carrying on a service with land mobile stations is by international definition, a base station. Thus, if a broadcast station licensee installs a remote pickup transmitter at a fixed location and does not intend that it be moved about from place to place, it is a base station. Transmitters installed in racks and wired into antennas and power mains are obviously not intended to be moved about freely. On the other hand, a portable transmitter may be taken to the Weather Bureau Office, the ball park, Civil Defense headquarters, a brokerage office or any other place from which a special type of remote broadcast might originate and used to transmit the program material to a broadcast station for broadcasting. It may be moved about freely because it is licensed as a "mobile" station.

6. The rules adopted herein are intended to spell out clearly the circumstances under which remote pickup base and mobile stations may be used for various purposes. Remote pickup mobile stations may be used in connection with any valid "remote" broadcast. This may include parades, political rallies, spectacular accidents, fires, and other similar events which occur only once or at least infrequently, as well as regularly recurring events such as baseball games, daily weather broadcasts, aerial traffic reports, religious services and other similar affairs. In the latter case, the remote pickup equipment may be left at the scene of the event for the duration of the series of broadcasts. The duration of the series is not limited by these rules. With this arrangement, a remote pickup mobile (portable) station kept at the local Weather Bureau office for daily weather broadcasts, could be moved to other locations at the discretion of the licensee. While the Commission does not ordinarily specify the type of antenna to be used with a mobile station, there may be occasions where a licensee would desire to erect some sort 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 erect such an antenna upon appropriate application therefor, in the rules adopted herein.

7. 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. The transmitters are normally located at the studio or transmitter site of the associated broadcast station. Under unusual circumstances, base stations may be authorized at other locations for such use, but they will not be permitted to operate unattended and may not be used by persons other than 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 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, base stations will be authorized only at places where emergency broadcasts are likely to originate and then only if the licensee is a participant in a coordinated emergency broadcast system. Although the station may be used only 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.

8. This narrow interpretation is necessary to preclude the use of remote pickup stations for regular fixed program circuits such as studio-transmitter links or intercity relay stations. Remote pickup mobile stations may be used for regularly recurring "remotes", at places where the broadcast is related to the place of origination, i.e., weather broadcasts from the Weather Bureau office, stock market quotations from a brokerage office, etc. The new provision which permits mobile stations to be left at places where a series of programs is to originate is not to be interpreted as meaning that the series of programs may be studio programs or programs relayed to other stations. The program itself must be a valid "remote" broadcast as specified in § 4.431(a) of the rules. The frequencies allocated for remote pickup purposes are intended to provide a means whereby broadcast 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 E of Part 4 of the rules. If we were to permit the establishment of regular fixed circuits on the mobile frequencies, the occupancy plus the fact that regular fixed circuits would be used for substantially longer time periods would greatly reduce the availability of the frequencies for portable or mobile use.

9. ABC and NIAC question the need for an amendment to § 4.431(a) which in the present rules 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 rule contains no provision 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 will allow such use on a one-day basis without further authority of the Commission and will allow such use for whatever period may be needed merely by notification to the Commission's Washington Office and the appropriate Field Office or Offices of the Commission. This amendment provides a greater degree of flexibility for broadcasters and reduces the adminis-

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 could 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 telemetering, and perhaps many other types of use. If such uses were permitted, undoubtedly broadcasters would make much greater use of mobile transmitting equipment and such equipment would be available for use in emergencies. 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 which could be used during emergencies would not be in the public interest. Most of the nonbroadcast activities can be carried out under licenses in the Business or Citizens 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 could similarly become congested with this type of operation. NET agreed generally with the views of ABC and NIAC but concurred in the Commission's view that the remote pickup bands should not be opened up for large-scale nonbroadcast purposes.

11. KFI, 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(i) and 303(b) of the Communications Act of 1934, as amended.

14. *Accordingly, it is ordered,* That effective February 15, 1963, Part 4 of the Commission rules and regulations is amended as set forth below.

Adopted: January 9, 1963.

Released: January 10, 1963.

FEDERAL COMMUNICATIONS COMMISSION,
[SEAL] BEN F. WAPLE,
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, to broadcasting station, and for communicating with other remote pickup broadcast base and mobile stations.

2. New § 4.21, 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 or destroyed 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. In the course of such operation, a station of any class may communicate with stations of other classes and in other services. However, such operation shall be conducted only on the frequency or frequencies for which the station is licensed and the power used shall not exceed the maximum power authorized in the station license. In cases where such operation involves the use of frequencies shared with other stations, licensees are expected to cooperate fully to avoid unnecessary or disruptive interference.

(b) Whenever such operation involves communications of a nature other than those for which the station is licensed to perform, the licensee shall, at the earliest practicable time, notify the Commission in Washington, D.C., and the Engineer-in-charge of the radio district in which the operation occurs, of the nature of the emergency and the use to which the station is being put and shall subsequently notify the same offices when the emergency operation has been terminated.

(c) Emergency operation undertaken pursuant to the provisions of this section shall be discontinued as soon as substantially normal communications facilities have been restored. The Commission may at any time order discontinuance of such operation.

3. Section 4.401 is amended to read as follows:

§ 4.401 Definitions.

Associated broadcasting station. The broadcasting station with which a remote pickup broadcast base or mobile station is licensed as an auxiliary and with which it is principally used.

Attended operation. Operation of a station by a qualified operator on duty at the place where the transmitting apparatus is located with the transmitter in plain view of the operator.

Operational communications. Communications related to the technical operation of a broadcasting station and its auxiliaries, other than the transmission of program material and cues and orders directly concerned therewith.

Remote control operation. Operation of a station by a qualified operator at a control position from which the transmitter is not visible but which control position is equipped with suitable control and telemetering circuits so that the essential functions which could be performed at the transmitter can also be performed from the control point.

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, to broadcasting stations and for communicating with other remote pickup broadcast base and mobile stations. (As used in this part, land mobile station includes hand-carried, pack-carried, and other portable transmitters.)

Remote pickup broadcast stations. The term "remote pickup broadcast station" as used in this subpart includes "remote pickup broadcast base station" and "remote pickup broadcast mobile station" as defined in this section.

Studio. Any room or series of rooms equipped for the regular production of broadcast programs of various kinds. A broadcasting booth at a stadium, convention hall, church, or other similar place is not considered to be a studio.

4. Section 4.403(b) is amended to read as follows:

§ 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) (3):

(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 accomplishment of such broadcasts. The program material transmitted over a remote pickup broadcast mobile station shall be intended for simultaneous or delayed broadcast either by its associated broadcasting station or some other broadcasting station or stations. Editing or rearranging such material to suit the needs of the broadcasting station is not precluded. Remote pickup broadcast mobile stations may communicate with the broadcasting station with which it is operating, with the base station or stations with which it is associated, and with other remote pickup broadcast mobile stations. Remote pickup broadcast mobile stations may relay the transmissions of an associated base station and other remote pickup broadcast mobile station.

(b) Remote pickup broadcast base stations may be used for the transmission of cues, orders, and instructions to remote pickup broadcast mobile stations for the purpose of dispatching them to the scenes of events to be broadcast, and directing their operation on the scene. Cueing may include the transmission of program material to the remote pickup unit, if necessary. Remote pickup broadcast base stations may also be used to relay transmissions to and from remote pickup broadcast mobile stations. Remote pickup broadcast base stations licensed pursuant to the provisions of § 4.432(d) (2) and (4) may communicate with other remote pickup broadcast base stations.

(c) Remote pickup broadcast base and mobile stations in Alaska, Guam, Hawaii, Puerto Rico, and the Virgin Islands may be used for any purpose related to the operation of the broadcasting station except for transmissions intended for direct reception by the general public.

(d) Remote pickup broadcast base and mobile stations may be used for operational communications on condition that such use does not interfere with the transmission of program material or preparations for the transmission of program material by other remote pickup stations.

(e) In the event of damage or impairment 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.

(f) Remote pickup base and mobile stations associated with broadcasting stations participating in the Emergency Broadcast System, or a similar emergency survival communications system, may be used: (1) For the transmission, for broadcasting, of warnings, instructions, and information relating to war, threat of war, a state of public peril or disaster, or other national, state, or local emergency constituting a threat to the safety of life or property; (2) for coordination 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 conducted more than once a week and should be completed as quickly as possible. Individual transmitters may be turned on for alignment, adjustment, and repair whenever necessary. The conduct 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 transmission of program material, the preparation for such transmission, or other authorized operation.

(g) 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 pickup broadcast mobile stations may be operated in conjunction with broadcasting stations in other areas without prior authority of the Commission, provided that whenever the transmitting equipment will be 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 district in which the remote pickup station is licensed to operate, and the Engineer-in-charge of the radio district 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 given when such decision is made. The same Commission offices shall be notified when the transmitting equipment has been returned to its licensed area. The licensee of the remote pickup 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 stations in the same or in other areas.

(h) 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 licensee may operate two or more remote pickup broadcast base or mobile stations simultaneously 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 television broadcasting station. More than one remote pickup broadcast base and mobile station may be authorized to a single licensee. A separate license is required for each transmitter. An application for a new remote pickup broadcast base or mobile station shall specify the frequency or frequencies desired and the transmitter shall be capable of operating on each frequency requested.

(b) 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 licensed to serve and the surrounding area considered to be served by the broadcast station. In cases where the applicant is the licensee of more than one class of broadcasting station (standard, FM, or television) in the same area, it may select one for designation as the associated broadcasting station; such designation does not preclude use with other broadcasting stations in the same area at the discretion of the licensee. Remote 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).

(c) Portable transmitters designed to be carried to the scene of events to be broadcast or mobile transmitters, i.e., those permanently installed in mobile vehicles and capable of being operated while in motion as well as during halts at unspecified places, will both be licensed as remote pickup mobile stations. Portable transmitters should normally be stored at the studio or transmitter location of the associated broadcasting station when not in use. Vehicles equipped with mobile transmitters should be stored, when not in use, so as to be available for inspection upon request by any authorized representative of the Commission. In cases where a series of broadcasts are to be made from the same location, portable or mobile transmitters may be left at such locations for the duration of the series of broadcasts, provided that the transmitting apparatus is properly secured so that it may not be operated by unauthorized persons when unattended and it can be made available for inspection upon request by any authorized representatives of the Commission. Prior Commission authority shall be obtained for the installation of any transmitting antenna which will result in any increase in the height of an existing antenna supporting structure or will increase the height of any natural formation or other manmade structure by more than 20 feet and will be in existence for more than 2 days.

(d) Transmitters permanently installed at fixed locations will be licensed as remote pickup broadcast base stations. The location of the transmitter will be specified in the station license and it may not be operated at any other location without prior authority of the Commission. Base stations will be licensed only for the following purposes:

(1) To provide communication with remote pickup broadcast mobile stations. Base stations licensed for this purpose will normally be located at the studio or transmitter location of the associated broadcasting station. Any of the frequencies listed in § 4.402 may be requested for this purpose.

(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.

[F.R. Doc. 63-568; Filed, Jan. 17, 1963; 8:52 a.m.]

Title 33—NAVIGATION AND NAVIGABLE WATERS

Chapter I—Coast Guard, Department of the Treasury

SUBCHAPTER D—NAVIGATION REQUIREMENTS FOR CERTAIN INLAND WATERS

[CGFR 62-54]

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 Lighthouse has been replaced by a new light at the Sullivan's Island Coast Guard Station. The former Charleston Lighthouse 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 82.95 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 82.95 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 from Pass a Loutre Abandoned Lighthouse is a "point 5.1 miles, 106° true." The published regulations in "Rules of the Road—International—Inland," CG-169, 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 82.95.

In 33 CFR 82.137 the boundary line for Moss Landing Harbor is corrected by changing a reference from the "pier located 3 miles 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, 1950 (15 F.R. 6521), to promulgate rules and regulations in accordance with the Act of February 19, 1895, 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 2C; 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 5.1 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 1.8 miles, 189° true, from South West Pass Entrance Light; thence to Ship 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, 163° 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. 151)

Dated: January 14, 1963.

[SEAL] E. J. ROLAND,
Admiral, U.S. Coast Guard,
Commandant.

[F.R. Doc. 63-559; Filed, Jan. 17, 1963; 8:50 a.m.]

Proposed Rule Making

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, 1962, through June 30, 1963, complies with the grade, size, and quality requirements for onions marketed under Marketing Order No. 958 (§ 958.307; 27 F.R. 6923; 7953; 10206), 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 (§ 959.303; 28 F.R. 61).

The proposed amendment is as follows:

Effective as of the dates and for the periods for the respective varieties, hereinafter set forth, § 980.101 *Onion import regulation* (27 F.R. 7953, 10320) is amended by revising the introductory paragraph and paragraphs (a) and (h) 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—1¾ 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.

* * * * *

(h) *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-Grano Type Onions (§§ 51.3195–51.3209 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 custody of the United States Bureau of Customs.

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

Dated: January 14, 1963.

FLOYD F. HEDLUND,
Director, Fruit and Vegetable Division, Agricultural Marketing Service.

[F.R. Doc. 63–567; Filed, Jan. 17, 1963; 8:51 a.m.]

DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

Food and Drug Administration

[21 CFR Part 121]

FOOD ADDITIVES

Notice of Filing of Petition

Pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (sec. 409(b)(5), 72 Stat. 1786; 21 U.S.C. 348 (b)(5)), notice is given that a petition (FAP 1016) has been filed by Atlas Chemical Industries, Inc., Wilmington 99, Delaware, proposing the issuance of a regulation to provide for the safe use of mannitol in food.

Dated: January 11, 1963.

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

[F.R. Doc. 63–550; Filed, Jan. 17, 1963; 8:49 a.m.]

[21 CFR Part 121]

FOOD ADDITIVES

Notice of Filing of Petition

Pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (sec. 409(b)(5), 72 Stat. 1786; 21 U.S.C. 348 (b)(5)), notice is given that a petition (FAP 631) has been filed by Elanco Products Company, Division of Eli Lilly and Company, Indianapolis 6, Indiana, proposing the issuance of a regulation to provide for the safe use of tylosin phosphate in chicken feed from 4 to 50 grams per ton of feed for growth promotion and feed efficiency.

Dated: January 11, 1963.

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

[F.R. Doc. 63–551; Filed, Jan. 17, 1963; 8:49 a.m.]

FEDERAL AVIATION AGENCY

[14 CFR Parts 40, 41, 42]

[Reg. Docket No. 1522; Draft Release No. 62–54A]

CLOSING AND LOCKING FLIGHT CREW COMPARTMENT DOORS

Extension of Comment Time

By Draft Release 62–54, published in the FEDERAL REGISTER on December 20, 1962 (27 F.R. 12649), the Flight Standards Service of the Federal Aviation Agency proposed amendments to Parts 40, 41, and 42 of the Civil Air Regula-

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 15, 1963.

Issued in Washington, D.C., on January 14, 1963.

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

[F.R. Doc. 63–555; Filed, Jan. 17, 1963; 8:50 a.m.]

[14 CFR Part 55]

[Reg. Docket No. 1464; Draft Release No. 62–47A]

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 scheduled to meet January 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 31, 1963.

Issued in Washington, D.C., on January 14, 1963.

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

[F.R. Doc. 63–554; Filed, Jan. 17, 1963; 8:50 a.m.]

[14 CFR Part 71 [New]]

[Airspace Docket No. 62–EA–74]

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 stated 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 shows a maximum of 7 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 between Huntingtown and Coles Point is used primarily by military aircraft arriving and departing Andrews AFB. However, now that revised air traffic control procedures have been implemented in the Washington area, it appears that retention of the segment of B–21 between Huntingtown and Coles Point is no longer necessary for the efficient management of this 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 low frequency 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 an 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 Administrator, Eastern Region, Attn: Chief, Air Traffic Division, Federal Aviation Agency, Federal Building, New York International Airport, Jamaica 30, N.Y. All communications received within forty-five days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Regional Air Traffic Division Chief, or the Chief, Airspace Utilization Division, Federal Aviation Agency, Washington 25, D.C. Any data, views or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The official Docket will be available for examination by interested persons at the Docket Section, Federal Aviation Agency, Room 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).

Issued in Washington D.C., on January 11, 1963.

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

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

[14 CFR Parts 71 [New], 73 [New]]

[Airspace Docket No. 62–SO–12]

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. This 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, FAA, 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), which pertains to the establishment of air navigation facilities and services necessary to promoting safe, orderly and expeditious flow of civil air traffic. Its purpose is to ensure that civil flying on international air routes is carried out under uniform conditions designed to improve the safety and efficiency of air operations.

The International Standards and Recommended Practices in Annex 11 apply in those parts of the airspace under the jurisdiction of a contracting state, derived from ICAO, wherein air traffic services are provided and also whenever a contracting state accepts the responsibility of providing air traffic services over high seas or in airspace of undetermined sovereignty. A contracting state accepting such responsibility may apply 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, Chicago, 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.D that its state aircraft will be operated in International airspace with due regard for the safety of civil aircraft.

Since this action involves in part the designation of navigable airspace outside the United States, the Administrator has consulted with the Secretary of State and the Secretary of Defense in accordance with the provisions of Executive Order 10854.

The Federal Aviation Agency has under consideration a proposal by the Department of the Air Force to alter the

Tyndall AFB and Eglin AFB restricted area complexes in order to properly segregate hazardous activity 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. The proposal would designate as controlled airspace most of that airspace presently designated as restricted airspace, would revoke some presently designated restricted airspace and would designate some additional restricted airspace.

At the present time, the Tyndall restricted area complex comprises approximately 10,973 square miles of restricted airspace as follows:

R-2911 Port St. Joe, Fla.
85 square miles, surface to unlimited, Monday through Saturday 0630 CST to 1700 CST; R-2912 Panama City, Fla.—4,202 square miles, surface to flight level 400, sunset to sunrise, and sunrise to sunset during Instrument Flight Rule conditions; R-2913 Panama City, Fla.—6,421 square miles, flight level 350 to unlimited, sunset to sunrise; and R-2916 Apalachicola, Fla.—265 square miles, surface to flight level 400, continuous.

The using agency of these four restricted areas is Commander, Tyndall AFB, Fla. Hazardous activities conducted therein are head-in-the-cockpit supersonic maneuvers which prevent the pilot from operating on a see and avoid basis. These maneuvers include radar runs on targets, intercepts, pop-up maneuvers and positioning of aircraft for runs on drone targets with actual firing accomplished in W-151. It is proposed herein to revoke R-2911 and R-2916 and include these areas within R-2912; it is proposed further to revoke approximately 800 square miles of the present western portion of R-2912 below flight level 290. This airspace would be designated as a part of the Tyndall transition area and would be available at all times for traffic between De Funiak Springs and Tyndall AFB. Also, approximately 67 square miles of R-2914 Valparaiso, Fla., would be revoked and designated as a portion of the Tyndall transition area.

R-2912 would be revoked and subdivided into three areas as follows:

R-2912A approximately 3,752 square miles, 1500 feet MSL to but not including 7,000 feet MSL, to be activated by NOTAMs; R-2912B, overlying R-2912A, from 7,000 feet MSL to but not including flight level 290, continuous; R-2912C, overlying R-2912B and the western portion of the Tyndall transition area, flight level 290 to flight level 700, continuous.

The northern and eastern boundary of R-2913 would be expanded to a 100 nautical mile radius of the Tyndall VOR to contain hazardous activities conducted by F-106 aircraft, and would be designated sunset to sunrise from flight level 350 to flight level 700. R-2912A, R-2912B, R-2912C and R-2913 would have the Commander, Tyndall AFB, as the using agency, and the Federal Aviation Agency, Jacksonville ARTC Center, as controlling agency.

In order to permit maximum use of this airspace by non-participating aircraft, a joint use letter of procedure will specify that R-2912A and that portion of R-2912B below 15,000 feet MSL will never be used simultaneously by the using agency, and that upon request flight levels 250, 260 and 270 between the Tallahassee and Tyndall VORs will be made available at all times for non-participating aircraft.

At the present time, the Eglin restricted area complex comprises approximately 1,140 square miles of restricted airspace as follows:

R-2914 Valparaiso, Fla.
871 square miles, surface to unlimited, continuous; R-2915 Valparaiso, Fla.—269 square miles, surface to unlimited, continuous.

The using agency of each area is the Commander, Air Proving Ground, Eglin AFB, Fla. Hazardous activities conducted therein include:

Surface to surface firing; air to ground gunnery and missile delivery; special warfare activities which require close support by aircraft flying at low levels at supersonic speeds delivering bombs and rockets; aircraft survivability and research and development tests; airspace weather probes; and firing of BOMARC missiles.

It is proposed herein to revoke approximately 67 square miles in the southeastern portion of R-2914 and designate this airspace as a part of the Tyndall transition area. In addition, R-915 would be expanded to include approximately 80 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 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 flight level 500".

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 of Tyndall AFB (latitude 30°04'15" N., longitude 85°34'30" W.); within 2 miles either side of the Tyndall AFB TACAN 308° True radial extending from the 5-mile radius zone to 8 miles northwest of the TACAN; within 2 miles either side of the 315° True bearing from the Tyndall RBN extending from the 5-mile radius zone to the RBN, and within 2 miles either side of the Tyndall VOR 313° True radial extending from the 5-mile radius zone to the VOR, excluding the portion within the Panama City, Fla., Restricted Area R-2912C. This control zone would provide protection for military aircraft executing prescribed instrument approach and departure procedures at the Tyndall AFB. Communication and weather reporting service within the proposed control zone would be provided by existing military facilities at Tyndall AFB.

2. Designation of a transition area at Panama City, Fla., to extend upward from 700 feet above the surface within a 5-mile radius of Panama City-Bay County Airport, Panama City, Fla. (latitude 30°12'45" N., longitude 85°40'55" W.), and within 2 miles either side of the 328° True bearing from the Panama City-Bay County Airport extending from the 5-mile radius zone to 8 miles northwest of the airport, excluding the portion within the Panama City (Tyndall AFB) control zone; and that airspace extending upward from 1200 feet above the surface bounded by a line beginning at:

Latitude 29°43'10" N., longitude 85°27'00" W.; to latitude 30°04'00" N., longitude 85°56'00" W.; to latitude 30°24'00" N., longitude 85°56'00" W.; to latitude 30°44'20" N., longitude 86°07'00" W.; thence along the south boundary of V-22 and the west boundary of V-7W to latitude 29°52'00" N., longitude 84°23'40" W.; to latitude 29°52'30" N., longitude 84°34'40" W.; to latitude 29°47'00" N., longitude 84°40'00" W.; to latitude 29°43'35" N., longititude 84°39'00" W.; thence 3 nautical miles from and parallel to the shoreline to the point of beginning.

The portion of the proposed transition area with a floor of 700 feet above the surface would provide protection for aircraft executing instrument approach and departure procedures to be prescribed at the Panama City-Bay County Airport upon the commissioning of an FAA programed TVOR to be established in the immediate vicinity of the Panama City-Bay County Airport approximately May of 1963. The portion extending upward from 1200 feet above the surface would provide protection for aircraft assigned prescribed instrument holding procedures, and egress and ingress transition tracks compatible with prescribed Tyndall AFB and proposed Panama City-Bay County Airport instrument approach and departure procedures. The portion offshore west of Tyndall AFB would provide protection for aircraft being radar vectored in accordance with prescribed Tyndall AFB instrument approach procedures.

3. Revocation of R-2911, R-2912 and R-2916.

4. Designation of R-2912A Panama City, Fla., as follows:

R-2912A Panama City, Fla.
Boundaries. Beginning at latitude 30°42'10" N., longitude 85°53'05" W.; to latitude 30°42'45" N., longitude 85°14'00" W.; to latitude 29°55'00" N., longitude 84°32'00" W.; to latitude 29°47'00" N., longitude 84°40'00" W.; to latitude 29°43'35" N., longitude 84°39'00" W.; thence 3 nautical miles from and parallel to the shoreline to latitude 29°55'40" N., longitude 85°32'15" W.; to latitude 30°00'40" N., longitude 85°22'45" W.; to point of beginning.
Designated altitudes. 1,500 feet MSL to but not including 7,000 feet MSL.
Time of designation. As activated by NOTAM issued by the using agency at least 12 hours in advance.
Controlling agency. Federal Aviation Agency, Jacksonville ARTC Center.
Using agency. Commander, Tyndall AFB, Fla.

5. Designation of R-2912B Panama City, Fla., as follows:

R-2912B Panama City, Fla.
Boundaries. Beginning at latitude 30°42'10" N., longitude 85°53'05" W.; to latitude 30°42'45" N., longitude 85°14'00" W.; to latitude 29°55'00" N., longitude 84°32'00" W.; to latitude 29°47'00" N., longitude 84°40'00" W.; to latitude 29°43'35" N., longitude 84°39'00" W.; thence 3 nautical miles from and parallel to the shoreline to latitude 29°55'40" N., longitude 85°32'15" W.; to latitude 30°-

00'40" N., longitude 85°22'45" W.; to point of beginning.

Designated altitudes. 7,000 feet MSL to but not including FL 290.

Time of designation. Continuous.

Controlling agency. Federal Aviation Agency, Jacksonville ARTC Center.

Using agency. Commander, Tyndall AFB, Fla.

6. Designation of R–2912C Panama City, Fla., as follows:

R–2912C Panama City, Fla.

Boundaries. Beginning at latitude 30°04'-20" N., longitude 85°45'20" W.; to latitude 30°42'00" N., longitude 86°05'40" W.; to latitude 30°42'45" N., longitude 85°14'00" W.; to latitude 29°55'00" N., longitude 84°32'00" W.; to latitude 29°47'00" N., longitude 84°-40'00" W.; to latitude 29°43'35" N., longitude 84°39'00" W.; thence 3 nautical miles from and parallel to the shoreline to point of beginning.

Designated altitudes. FL 290 to FL 700.

Time of designation. Continuous.

Controlling agency. Federal Aviation Agency, Jacksonville ARTC Center.

Using agency. Commander, Tyndall AFB, Fla.

7. Redesignation of R–2913 Panama City, Fla., as follows:

R–2913 Panama City, Fla.

Boundaries. Beginning at latitude 31°28'-30" N., longitude 86°18'15" W.; thence clockwise along the 100 nautical mile radius arc of the Tyndall VOR (latitude 29°58'18" N., longitude 85°27'08" 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°43'35" N., longitude 84°39'00" W.; to latitude 29°47'00" N., longitude 84°40'00" W.; to latitude 29°55'00" N., longitude 84°32'00" W.; to latitude 30°42'45" N., longitude 85°14'00" W.; to latitude 30°42'18" N., longitude 85°52'15" W.; to point of beginning.

Designated altitudes. FL 350 to FL 700.

Time of designation. Sunset to sunrise.

Controlling agency. Federal Aviation Agency, Jacksonville ARTC Center.

Using agency. Commander, Tyndall AFB, Fla.

8. Redesignation of the Valparaiso, Fla. (Eglin AFB), control zone which is presently designated within a 5-mile radius of Eglin AFB and within 2 miles either side of a line extending from the Eglin AFB through the Eglin AFB RBN to 2 miles south of the RBN. 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 action 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°38'-02" W., thence to latitude 30°29'01" N., longitude 86°42'55" W., thence to latitude 30°26'40" N., longitude 86°45'-38" W., thence to latitude 30°20'30" N., longitude 86°45'38" W., thence to latitude 30°20'59" N., longitude 86°38'49" W., thence to latitude 30°09'41" N., longitude 86°41'37" W., thence to latitude 30°06'56" N., longitude 86°26'57" W., thence to latitude 30°25'00" N., longitude 86°22'26" W., thence to latitude 30°25'00" N., longitude 86°25'00" W., thence to latitude 30°33'00" N., longitude 86°25'00" W., thence to latitude 30°33'00" N., longitude 86°25'30" W., thence to latitude 30°37'00" N., longitude 86°25'30" W., thence to latitude 30°37'00" N., longitude 86°27'37" 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°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 extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 30°22'05" N., longitude 86°-56'20" W., thence along a 25-mile radius arc centered at NAAS Saufley Field, Pensacola, Fla. (latitude 30°28'15" N., longitude 87°20'30" W.)

to latitude 30°35'35" N., longitude 86°56'40" W.; to latitude 30°38'45" N., longitude 86°55'00" W.; to latitude 30°42'45" N., longitude 86°45'45" W.; to latitude 30°45'00" N., longitude 86°39'30" W.; to latitude 30°44'-20" N., longitude 86°07'00" W.; to latitude 30°24'00" N., longitude 85°56'00" W.; to latitude 30°11'10" 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 29°54'00" N., longitude 86°16'00" W.; to latitude 29°-54'00" N., longitude 86°45'50" W.; to latitude 30°20'50" N., longitude 86°38'50" W.; thence 3 nautical miles from and parallel to the shoreline to latitude 30°20'15" N., longitude 86°48'00" W.; to latitude 30°23'-20" N., longitude 86°48'00" W.; to point of beginning.

The portion of the proposed transition area with a floor of 700 feet above the surface would provide additional controlled airspace for the protection of aircraft executing prescribed instrument approach and departure procedures at the Eglin and Hurlburt AFB's. The portion extending upward from 1,200 feet above the surface would provide protection for aircraft assigned prescribed instrument holding procedures, and egress and ingress transition tracks compatible with prescribed Eglin and Hurlburt AFB's approach and departure procedures. It should be noted that, beyond the three-mile limit, this transition area and the Panama City transition area proposed in Item No. 2, above, would occupy airspace which 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 transitions areas 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.

11. Redesignation of R–2914 Valparaiso, Fla., as follows:

R–2914 Valparaiso, Fla.

Boundaries. Beginning at latitude 30°43'-10" N., longitude 86°27'37" W.; to latitude 30°43'45" N., longitude 86°10'30" W.; to latitude 30°41'00" N., longitude 86°05'10" W.; to latitude 30°24'00" N., longitude 85°56'00" W.; to latitude 30°11'10" 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°-25'00" N., longitude 86°22'26" W.; to latitude 30°25'00" N.; longitude 86°25'00" W.; to latitude 30°33'00" N., longitude 86°25'00" W.; to latitude 30°33'00" 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°27'37" W.; to point of beginning.

Designated altitudes. Surface to FL 500.

Time of designation. Continuous.

Controlling agency. Federal Aviation Agency, New Orleans ARTC Center.

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

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

R–2915 Valparaiso, Fla.

Boundaries. Beginning at latitude 30°33'-40" N., longitude 86°55'00" W.; to latitude 30°38'45" N., longitude 86°55'00" W.; thence along the L and N Railroad to latitude 30°-42'45" N., longitude 86°45'45" W.; to latitude 30°42'50" N., longitude 86°38'02" W.; to latitude 30°29'01" N., longitude 86°38'02" W.; to latitude 30°20'50" N., longitude 86°38'50" W.; thence 3 nautical miles from and parallel to the shoreline to latitude 30°20'15" N., longitude 86°48'00" W.; to latitude 30°23'20" N., longitude 86°48'00" W.; to latitude 30°-22'50" N., longitude 86°51'30" W.; to latitude 30°23'50" N., longitude 86°51'30" W.; to latitude 30°24'20" N., longitude 86°48'00" W.; to latitude 30°26'30" N., longitude 86°-51'30" W.; thence along the Navarre-Milton Highway to point of beginning.

Designated altitudes. Surface to FL 500.

Time of designation. Continuous.

Controlling agency. Federal Aviation Agency, New Orleans ARTC Center.

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

13. Amendment of § 71.151 by adding the following:

R–2912B.
R–2912C.
R–2913.
R–2914.
R–2915.

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 3, Georgia. All communications received within twenty-five days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Regional Air Traffic Division Chief, or the Chief, Airspace Utilization Division, Federal

Aviation Agency, Washington, 25, D.C. Any data, views or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The official Docket will be available for examination by interested persons at the Docket Section, Federal Aviation Agency, Room 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).

Issued in Washington, D.C., on January 14, 1963.

CLIFFORD P. BURTON,
Chief,
Airspace Utilization Division.

[F.R. Doc. 63–547; Filed, Jan. 17, 1963; 8:48 a.m.]

[14 CFR Part 507]

[Reg. Docket No. 1553]

AIRWORTHINESS DIRECTIVES

Bendix Fuel Flow Transmitters

Pursuant to the authority delegated to me by the Administrator (§ 11.45, 27 F.R. 9585), notice is 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 9054 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 603 of the Federal Aviation Act of 1958 (72 Stat. 752, 775, 776; 49 U.S.C. 1354(a), 1421, 1423).

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

BENDIX. Applies to all aircraft equipped with Bendix (Eclipse-Pioneer) Type 9054 fuel flow transmitters.

Compliance required within the next 150 hours' time in service after the effective date of this AD, unless already accomplished.

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 ¼ inch external white band 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 (Eclipse-Pioneer) Service Bulletin No. 245 cover this same subject.)

Issued in Washington, D.C., on January 11, 1963.

GEORGE C. PRILL,
Director,
Flight Standards Service.

[F.R. Doc. 63–530; Filed, Jan. 17, 1963; 8:46 a.m.]

[14 CFR Part 507]

[Reg. Docket No. 1555]

AIRWORTHINESS DIRECTIVES

McCauley Propellers

Amendment 335, 26 F.R. 8832 (AD 61–19–4), requires inspection of McCauley propellers with certain serial numbers installed on various single-engine, tractor-type aircraft. Since the issuance of Amendment 335, there have been several incidents involving propellers with serial numbers not covered by this directive. It is proposed, therefore, to supersede Amendment 335 with a new directive which includes these serial numbers and refers to the manufacturer's revised service bulletin.

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 603 of the Federal Aviation Act of 1958 (72 Stat. 752, 775, 776; 49 U.S.C. 1354(a), 1421, 1423).

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

MCCAULEY. Applies to McCauley constant speed Models 2A36, B2A36, C2A36, D2A36, 2D36 Series propellers installed on various single-engine, tractor-type aircraft except propellers with blade serial numbers with a K prefix above Serial Number K25150 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 14–19–2, 14–19–3; CallAir A–6; Cessna 180 Series, 182 Series, 185 Series, 210 Series, 305B, 321; Cessna 172 "Doyn" Conversion; Fletcher FU–24 Series; Lockheed 402–2; Meyers 200, 200A; Mooney Mark 20A, 20B, 20C(21); Navion "B", "D", "E", "F", "G"; Piper PA–24 "180", PA–24 "250", 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 McCauley Service Bulletin No. 48–B dated November 12, 1962, before the effective date of this AD, shall be inspected in accordance with McCauley 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 McCauley Service Bulletin No. 48–B dated November 12, 1962, before the effective date of this AD, shall be inspected in accordance with McCauley 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 McCauley Service Bulletin No. 48–B dated November 12, 1962.

(c) Propellers with blades having accumulated less than the minimum time in service, as listed in Table I–B of McCauley 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 McCauley 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 McCauley 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 McCauley Service Bulletin No. 48–B dated November 12, 1962.

(McCauley Service Bulletin 48–B dated November 12, 1962, including supplemental revisions, and Service Manual 620215 cover this subject.)

This supersedes Amendment 335, 26 F.R. 8832, AD 61–19–4.

Issued in Washington, D.C., on January 11, 1963.

GEORGE C. PRILL,
Director,
Flight Standards Service.

[F.R. Doc. 63–531; Filed, Jan. 17, 1963; 8:46 a.m.]

Notices

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.

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

Dated: January 14, 1963.

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

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

FIRST STATE BANK AND SECURITY TRUST COMPANY OF ROCHESTER

Report on Competitive Factors Involved in Proposed Purchase of Assets

On December 6, 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 purchase of assets and assumption of liabilities by the First State Bank, Canisteo, New York, of the Greenwood Branch of Security Trust Company of Rochester, Rochester, New York.

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.

Dated: January 14, 1963.

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

[F.R. Doc. 63-561; Filed, Jan. 17, 1963; 8:50 a.m.]

PEOPLES BANK OF GLEN ROCK AND CODORUS NATIONAL BANK IN JEFFERSON

Report on Competitive Factors Involved in Merger Application

On November 30, 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 $5.9 million Peoples Bank of Glen Rock, Glen Rock, Pennsylvania, and the $1.7 million Codorus National Bank in Jefferson, Codorus, Pennsylvania.

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.

Dated: January 14, 1963.

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

[F.R. Doc. 63-562; Filed, Jan. 17, 1963; 8:51 a.m.]

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.

Dated: January 14, 1963.

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

[F.R. Doc. 63-563; Filed, Jan. 17, 1963; 8:51 a.m.]

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 68 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 $99.85111 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 will be dated January 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, 1988, 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 and thereupon 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 to apply the entire 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 moneys.

The income derived 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.

[F.R. Doc. 63-545; Filed, Jan. 17, 1963; 8:48 a.m.]

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. 9758, as amended by material appearing at 27 F.R. 125, and 27 F.R. 10178, is hereby revoked and the following is substituted therefor:

ORGANIZATION AND FUNCTIONS

SECTION 1. *General.* The Agricultural Marketing Service, hereinafter referred to as "AMS", was created by the Secretary's Memorandum No. 1320, Supplement 4, of November 2, 1953, under the authority of section 161, Revised Statutes (5 U.S.C. 22), Reorganization Plan No. 2 of 1953 (5 U.S.C. 133z–15), and related authorities. AMS is organized to aid in advancing the orderly and efficient marketing and the effective distribution of products from the nation's farms. The domestic marketing and distribution functions of the Department are centered in AMS. The primary functions of AMS include marketing research which is designed to evaluate, maintain and improve the quality of agricultural commodities as they pass through the marketing system and to increase the efficiency of marketing commodities in the broad fields of facilities, handling and transportation; direct distribution and food stamp programs designed to distribute food to the needy and institutions; food trades programs designed to increase the movement of plentiful foods through normal channels of trade; marketing services (market news, standardization, inspection, classing, grading) programs contributing to the efficient and orderly marketing of agricultural commodities; freight rate services to assist in obtaining and maintaining equitable transportation rates and services on farm supplies and products; marketing regulatory programs aimed at protecting farmers and others from financial loss resulting from deceptive, careless, and fraudulent marketing practices; school lunch program aimed at improving the health and well-being of the nation's schoolchildren and broadening the market for agricultural food commodities; surplus removal of agricultural commodities and marketing agreement and order programs designed to maintain prices received by farmers and establish and maintain orderly marketing conditions; and assigned civil defense and defense mobilization activities involving planning for processing and distributing foods and fibers under emergency conditions. AMS has also been delegated authority and is called upon to perform certain other services for Federal, State, and private agencies, on a reimbursable or advance payment basis, such as the special milk program. The central office of AMS is located at Washington, D.C., but a large part of the program activity is carried on through various field offices of the several Washington Divisions.

SEC. 2. *The Office of the Administrator.*—(a) *The Administrator.* The Administrator is responsible for the general direction and supervision of programs and activities assigned to AMS. He reports to the Assistant Secretary for Marketing and Stabilization.

(b) *The Associate Administrator.* The Associate Administrator shares over-all responsibilty with the Administrator for the general direction and supervision of programs and activities assigned to AMS.

(c) *Deputy Administrator, Marketing Research.* The Deputy Administrator for 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 of research and development programs relating to marketing and distribution to improve and facilitate the marketing of agricultural commodities involving marketing technology, transportation and facilities, foreign grants and contract research, assigned 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; and

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

(d) *Deputy Administrator, Marketing Services.* 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 of the marketing services programs including the standardization, inspection, grading, and classing of agricultural commodities; market news; expansion of market outlets, including plentiful foods, assigned 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.

(e) *Deputy Administrator, Regulatory Programs.* The Deputy Administrator for 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 related activities involving the Packers and Stockyards, Standard Containers, Export Apple and Pear, Perishable Agricultural Commodities, Federal Seed, U.S. Warehouse, Naval Stores, Produce Agency, Export Grape and Plum, and the Tobacco Plant and Seed Exportation Acts; freight rate services under section 201 of the Agricultural Adjustment Act of 1938 and section 203 (j) of the Agricultural Marketing Act of 1946, as amended; assigned civil defense and defense mobilization activities; commodity procurement, marketing agreement and order, and export and diversion programs; and, other related programs and activities. These programs are carried out by seven commodity Divisions (Cotton, Dairy, Fruit and Vegetable, Grain, Livestock, Poultry, and Tobacco), and three functional Divisions (Packers and Stockyards, Milk Marketing Orders, and Special Services) located at Washington, D.C., and by functional field branch offices of these Divisions, except milk marketing orders which are carried out through market administrators in the field.

(f) *Deputy Administrator, Management.* The Deputy Administrator for Management 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 integration of the over-all management, budget, fiscal, personnel and administrative services programs necessary to meet the requirements of the marketing and distribution programs of AMS; and, assigned civil defense, defense mobilization, and related programs and activities. These programs and activities are carried out by the Operations Analysis Staff and the Administrative Services, Budget and Finance, and Personnel Divisions located at Washington, D.C., and by three field Area Administrative Divisions.

SEC. 3. *Staff Assistants, Staff Divisions, and Food Distribution Division.*—(a) *Matching Fund Program Staff.* This staff under the direction of the Administrator is responsible for:

(1) Providing leadership and consulting services to assist States in the development and execution of matched-funds marketing service projects, under the provisions of the Agricultural Marketing Act of 1946, as amended, and coordinating similar lines of work between States; and

(2) Reviewing and approving such projects proposed by the State Departments of Agriculture, Bureaus of Markets, and similar State agencies.

(b) *Marketing Information Division.* The Marketing Information Division under the direction and supervision of the Administrator is responsible for planning and administering an information program involving the activities of AMS. In addition to the central office located at Washington, D.C., this program is carried on through Area Offices.

(c) *Food Distribution Division.* The Food Distribution Division under the direction and supervision of the Administrator is responsible for:

(1) Planning and administering food distribution programs including school lunch, special milk, direct distribution, food stamp, and related programs as 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;

(2) Planning 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 quality of agricultural products as they pass through the marketing system with emphasis on the physiological, biochemical, pathological and entomological problems encountered, 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, containers, wholesaling, retailing, handling methods and 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, classing, grading, and testing), surplus removal, expansion of market outlets, marketing regulatory, 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

(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), marketing regulatory, surplus removal, expansion of market outlets, and related programs for fruits and vegetables, their products and other assigned commodities as authorized by the Standard Containers Acts of 1916 and 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, grading, and testing), marketing regulatory, 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, 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 seed and such other commodities as may be assigned;

(3) Planning and administering market news services on molasses and sugar cane syrups; and

(4) 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 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 (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;

(3) Formulating policies for market news services on poultry and poultry products, and domestic rabbits, which are administered by the Dairy Division; and

(4) 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), marketing regulatory, surplus removal, expansion of market outlets, statistical reporting and related programs for tobacco, tobacco products and byproducts, naval stores, and related commodities as authorized by Tobacco Stocks and Standards Act of 1929, as amended, Tobacco Inspection Act, as amended, Tobacco Plant and Seed Exportation Act, Naval Stores 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;

(2) Administering provisions of section 201 of the Agricultural Adjustment Act of 1938, section 203(j) of the Agri-

cultural Marketing Act of 1946, and certain related authorities covering adjustment in freight rates and services for agricultural products and farm supplies;

(3) Acting for, or assisting on assignment from, the Office of the Administrator in directing and coordinating the planning activities and operations assigned AMS with respect to civil defense and defense mobilization; and

(4) Executing other marketing services programs and activities as assigned.

(j) *Milk Marketing Orders Division.* The Milk Marketing Orders Division is responsible for:

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

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

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, records, communications, procedures, 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 conformance with governing rules and regulations materials to be published in the FEDERAL REGISTER and the Code of Federal Regulations; and

(4) 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 apportionments, obligations, and expenditures of available funds; and

(3) Developing, installing and revising accounting systems, methods and procedures for control committees and market administrators operating under marketing agreements and orders assigned to AMS.

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

(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. 7. *Deputy Administrators.* Under the direction and supervision of the Administrator and Associate Administrator, the Deputy Administrator, Marketing Research, the Deputy Administrator, Marketing Services, the Deputy Administrator, Regulatory Programs and the Deputy Administrator, Management are hereby delegated the authority, severally, 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. The authority herein conferred upon each Deputy Administrator shall be exercised by each of such officers in connection with the programs and activities of AMS assigned now or hereafter to the direction and supervision of the respective Deputy Administrator.

SEC. 8. *Staff Assistants, Staff Divisions, and 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 for Marketing Services and Regulatory Programs, the Directors of the Cotton, Dairy, Fruit and Vegetable, Grain, Livestock, Poultry, Tobacco, Packers and Stockyards, Milk Marketing Orders, Food Distribution, 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. 11. *Management Services Divisions.* Under the direction and supervision of the Deputy Administrator for Management, the Directors of the Administrative Services, Budget and Finance, Personnel, and 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 amendment by the Administrator and in their respective fields, by each Deputy Administrator. The officers to whom authority is delegated herein shall (a) maintain close working relationships with the officers to whom they report, (b) keep them advised with respect to major problems and developments, and (c) discuss with them proposed actions involving major policy questions or other important considerations or questions, including matters involving relationships with other Federal agencies, other agencies of the Department, other Divisions or offices of AMS, or other Governmental or private organizations or groups.

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: Administrator, Agricultural Marketing 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

Divisions and offices is governed by the rules of the Secretary in Subpart A of Part 1, Title 7, Code of Federal Regulations.

SEC. 14. *Other authorizations and delegations.* All actions relating to any programs or activities affected hereby and previous delegations of authority with respect to such programs or activities shall remain in effect except as they are inconsistent herewith or are hereafter amended or revoked under proper authority; and nothing herein shall affect the validity of anything heretofore done under previous delegations of authority or assignment of functions. The delegations and authorizations herein to Divisions and Offices of AMS are for exercise pursuant to specific authorizations and instructions as may be issued from time to time by proper authority.

Issued at Washington, D.C., this 15th day of January 1963.

S. R. SMITH,
Administrator.

[F.R. Doc. 63-566; Filed, Jan. 17, 1963; 8:51 a.m.]

ATOMIC ENERGY COMMISSION

[Docket No. 50-84]

REGENTS OF UNIVERSITY OF CALIFORNIA

Notice of Issuance of Amendment to Utilization Facility License

Please take notice that the Atomic Energy Commission has issued Admendment 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 in accordance with the licensee's application for license amendment dated October 30, 1962. The license previously required that the Chief Reactor Supervisor successfully complete Aerojet-General Nucleonics' training program in reactor theory and operation and that he hold a valid operator's license issued by the Commission. As amended the license requires that the Chief Reactor Supervisor "* * * shall have suitable competence in reactor theory and operation and shall hold a valid operator's license issued by the Commission."

The Commission has found that:

(1) 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 undue hazard to the health and safety of the public and will not be inimical to the common defense and security;

(2) The application for amendment complies with the requirements of the Atomic Energy Act of 1954, as amended, and the Commission's regulations set forth in 10 CFR Ch. I;

(3) Prior public notice of proposed issuance of this amendment is not 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 in connection with the previously approved operation.

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.

EDSON G. CASE,
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.

EDSON G. CASE,
Assistant Director for Facilities Licensing, Division of Licensing and Regulation.

[F.R. 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.[1]

Dated at Washington, D.C., January 14, 1963.

[SEAL] FRANCIS W. BROWN,
Chief Examiner.

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

[Docket No. 14110]

AEROVIAS PANAMA, S.A.

Notice of Hearing

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

Notice is hereby given, pursuant to the provisions of the Federal Aviation Act of 1958, as amended, that hearing in the above-entitled proceeding is assigned to be held on February 21, 1963, at 10 a.m., e.s.t., in Room 1029, Universal Building, Connecticut and Florida Avenues NW., Washington, D.C., before Examiner Barron Fredricks.

Dated at Washington, D.C., January 15, 1963.

[SEAL] FRANCIS W. BROWN,
Chief Examiner.

[F.R. Doc. 63-557; Filed, Jan. 17, 1963; 8:50 a.m.]

[Docket No. 14183]

BOAC-CUNARD LTD.

Notice of Postponement of Prehearing Conference

In the matter of the application of BOAC-Cunard, Limited, for a foreign air carrier permit, pursuant to section 402 of the Federal Aviation Act of 1958, as amended:

Pursuant to request of Bureau Counsel prehearing conference in the above-entitled proceeding, now scheduled for January 16, 1963, at 2:30 p.m. is hereby reassigned for 10 a.m., e.s.t., January 24, 1963, in Room 725, Universal Building, 1825 Connecticut Avenue NW., Washington, D.C., before the undersigned examiner.

Dated at Washington, D.C., January 15, 1963.

[SEAL] JOSEPH L. FITZMAURICE,
Hearing Examiner.

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

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[1] Formerly assigned to Examiner William J. Madden.

[Docket No. 14212]

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., e.s.t., in Room 911, Universal Building, Connecticut and Florida Avenues NW., Washington, D.C., before Examiner Leslie G. Donahue.

Dated at Washington, D.C., January 15, 1963.

[SEAL] LESLIE G. DONAHUE,
Hearing Examiner.

[F.R. Doc. 63-564; Filed, Jan. 17, 1963; 8:51 a.m.]

FEDERAL COMMUNICATIONS COMMISSION

[Docket Nos. 12680; 12681; FCC 63M-70]

KANSAS BROADCASTERS, INC. AND SALINA RADIO, INC.

Order Scheduling Prehearing Conference

In re applications of Kansas Broadcasters, Inc., Salina, Kansas, Docket No. 12680, File No. BP-11527; Salina Radio, Inc., Salina, Kansas, Docket No. 12681, File No. BP-11802; for construction permits.

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. 63-569; Filed, Jan. 17, 1963; 8:52 a.m.]

[Docket Nos. 14878; 14879; FCC 63M-71]

PRATTVILLE BROADCASTING CO. AND BILLY WALKER

Order Continuing Hearing

In re applications of Ned N. Butler & Claude M. Gray d/b as The Prattville Broadcasting Company, Prattville, Alabama, Docket No. 14878, File No. BP-14571; Billy Walker, Prattville, Alabama, Docket No. 14879, File No. BP-14729; for construction permits.

Pursuant to the agreements reached at the prehearing conference held on January 11, 1963, the evidentiary hearing in the above-entitled proceeding now scheduled to begin on February 12, 1963, is continued to March 20, 1963.

It is so ordered, This the 11th day of January 1963.

Released: January 14, 1963.

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

[F.R. Doc. 63-570; Filed, Jan. 17, 1963; 8:52 a.m.]

[Docket Nos. 14384, 14390; FCC 63M-72]

YORK-CLOVER BROADCASTING CO., INC. (WYCL) AND RISDEN ALLEN LYON

Order Continuing Hearing

In re applications of York-Clover Broadcasting Company, Incorporated (WYCL), York, South Carolina, Docket No. 14384, File No. BP-13898; Risden Allen Lyon, Charlotte, North Carolina, Docket No. 14390, File No. BP-14661; for construction permits.

The Hearing Examiner has under consideration a motion filed January 10, 1963, by Risden Allen Lyon requesting that the hearing in the above-entitled proceeding now scheduled to be held on January 15, 1963, be continued to January 29, 1963.

A pleading now pending before the Review Board requests the approval of an agreement between the parties looking toward the dismissal of the application of York-Clover Broadcasting Company, Incorporated and the subsequent merger of that corporation with Risden Allen Lyon. Movant anticipates that action on that pleading will be taken during the week of January 14, 1963. The further hearing awaits action on the merger agreement.

Other parties to the proceeding have agreed to the immediate favorable action on this motion for continuance. Good cause for granting the motion has been shown.

It is ordered, This the 14th day of January 1963, that the motion for continuance is granted and the hearing in the above-entitled proceeding is continued from January 15, 1963, to January 29, 1963.

Released: January 14, 1963.

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

[F.R. Doc. 63-571; Filed, Jan. 17, 1963; 8:52 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 Tomasello, 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 Mathews are unavailable to act by reason of absence or for any other cause.

4. 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; 8:48 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 facilities 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, located 10 miles north of Panhandle's pipeline. Monroe 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 pursuant to section 7(a) of 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.

Protests, petitions to intervene or requests for hearing in these related proceedings may be filed with the Federal Power Commission, Washington 25, D.C., in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) on or before February 11, 1963.

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 63–540; Filed, Jan. 17, 1963; 8:48 a.m.]

[Docket Nos. RI63–293—RI63–295]

J. MIKE ROWAN ET AL.

Order Providing for Hearings on and Suspension of Proposed Changes in Rates [1]

JANUARY 11, 1963.

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:

Docket No.	Respondent	Rate schedule No.	Supplement No.	Purchaser and producing area	Amount of annual increase	Date filing tendered	Effective date unless suspended	Date suspended until—	Cents per Mcf		Rate in effect subject to refund in docket Nos.
									Rate in effect	Proposed increased rate	
RI63–293	J. Mike Rowan (Operator), et al., c/o Mr. Barth P. Walker 220 Cravens Bld., Oklahoma City, Okla.	1	2	Jernigan & Morgan Transmission Co. (East Victor Field, Lincoln County, Okla.) (other Oklahoma area).	$1,590	12–13–62	[1] 1–23–63	[6] 5–24–63	9.0	[2] 10.0	----------
RI63–294	Irving Abell, Jr., et al., Mockingbird Valley Road, Louisville, Ky.	1	5	El Paso Natural Gas Co. (Vinegarrone Field, Val Verde County, Tex.) (R.R. District No. 1).	868	12–14–62	[3] 1–14–63	6–14–63	[4] 12.5	[4] [5] 14.0	----------
RI63–295	Humble Oil & Refining Co., P.O. Box 2180, Houston 1, Tex.	134	4	----do----------	5,683	12–19–62	[3] 1–19–63	6–19–63	[4] 12.5	[2] [4] 13.5	----------

[1] The stated effective date is the effective date proposed by respondent.
[2] Periodic rate increase.
[3] The stated effective date is the first day after expiration of the required statutory notice.
[4] Contract provides for maximum sulphur content of 500 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. RI63–234, until May 24, 1963, and thereafter until made effective in the manner prescribed by the Natural Gas Act. Under the circumstances, the terminal date of the suspension period for Rowan's filing should coincide with the terminal date of the suspension period for gatherer's resale rate, May 24, 1963.

The proposed redetermined 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 nonpipeline 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 Natural 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 sought to be altered thereby, 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(f)) on or before February 27, 1963.

By the Commission.

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 63–541; Filed, Jan. 17, 1963; 8:48 a.m.]

[1] This order does not provide for the consolidation for hearing or disposition of the three matters covered herein, nor should it be so construed.

[Docket No. G-14897 etc.]

GULF INTERSTATE CO., ET AL.

Notice of Applications and Date of Hearing and Notice of Severance

JANUARY 11, 1963.

Gulf Interstate Company,[1] Docket No. G-14897; Texas Eastern Transmission Corporation, Docket No. CP63-81; Cabot Corporation (GLC), Docket No. CI62-576; The Superior Oil Company, Docket No. CI62-840; M. J. Moran, Docket No. CI62-937; M. J. Moran, Docket No. CI62-963; Nollem Oil & Gas Company, Docket No. CI62-970; W. H. Hunt, Docket No. CI62-1039; Tidewater Oil Company, Docket No. CI62-1040; Mid-Eastern Gas Company, Inc.[2] Docket No. CI62-1071; The Superior Oil Company, Docket No. CI62-1090; Forest Oil Corporation, Docket No. CI62-1102; Black & Pridemore Gas Company, Docket No. CI62-1142; Anthony J. Tamborello, et al., Docket No. CI62-1172; Gerald Rauch, et al.,[3] Docket No. CI62-1174; Gulf Interstate Company,[1] Docket No. CI62-1178; Philip Lemon, et al., Docket No. CI62-1190; King & Zogg Gas Company, Docket No. CI62-1260; King & Zogg Gas Company, Docket No. CI62-1261; Humphrey Industries, Inc.,[4] Docket No. CI63-353; Grace Oil Company, Docket No. CI63-407; Jefferson County Gas Company, Docket No. CI63-641; Area Rate Proceeding, Docket No. AR61-2, et al.

Take notice that each of the Applicants herein, except Jefferson County Gas Company in Docket No. CI63-641, has filed an application pursuant to section 7(b) of the Natural Gas Act for permission and approval of the Commission to abandon natural gas service as hereinafter described and as more fully described in the Appendix hereto and in the respective applications which are on file with the Commission and open to public inspection.

Take further notice that Jefferson County Gas Company has filed in Docket No. CI63-641 an application pursuant to section 7(c) of the Natural Gas Act for a certificate of public convenience and necessity authorizing the sale of natural gas to Pennsylvania Gas Company for resale, all as more fully set forth in the application which is on file with the Commission and open to public inspection.

In each of the abandonment applications herein, except in Docket No. CI63-353, 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. CI63-353, Humphrey Industries, Inc., states that it has sold its physical gas producing properties and leases to the purchaser of the gas, Jefferson County 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 requested in Docket No. 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 schedule is on file with the Commission for the sale proposed to be abandoned in Docket No. CI62-1142.

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

Take further notice that, pursuant to the authority contained in and subject to the jurisdiction conferred upon the Federal Power Commission by sections 7 and 15 of the Natural Gas Act, and the Commission's rules of practice and procedure, a hearing will be held on 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 such applications: *Provided, however,* That the Commission may, after a noncontested hearing, dispose of the proceedings pursuant to the provisions of § 1.30(c) (1) or (2) of the Commission's rules of practice and procedure. Under the procedure herein provided for, unless otherwise advised, it will be unnecessary for Applicants to appear or be represented at the hearing.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington 25, D.C., in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) on or before February 18, 1963. Failure of any party to appear at and participate in the hearing shall be construed as waiver of and concurrence in omission herein of the intermediate decision procedure in cases where a request therefor is made: *Provided, further,* If a protest, petition to intervene, or notice of intervention be timely filed in any of the above certificate or abandonment dockets, the above hearing date as to that docket will be vacated, and a new date for hearing will be fixed as provided in § 1.20(m)(2) of the rules of practice and procedure.

Take further notice that the application in Docket No. G-14897 heretofore consolidated in the Area Rate Proceeding, Docket No. AR61-2, by the Commission's order of May 10, 1961, is hereby severed therefrom for such disposition as may be appropriate.

JOSEPH H. GUTRIDE,
Secretary.

APPENDIX

Docket No.; Location; Purchaser; and Docket No. in Which Sale Was Authorized

G-14897; Savoy Field, St. Landry Parish, La.; United Fuel Gas Co.; certificate application pending in this docket.

CP63-81; Grand Coulee Field, Acadia Parish, La.; Transcontinental Gas Pipe Line Corp.; G-17958.

CI62-576; Glasgow, Kanawha County, W. Va.; Hope Natural Gas Co.; G-5236.

CI62-840; Kent Bayou Field, Terrebonne Parish, La.; United Gas Pipe Line Co.; G-6172.

CI62-937; Court House District, Lewis County, W. Va.; Equitable Gas Co.; CI61-415.

CI62-963; Glenville District, Gilmer County, W. Va.; Equitable Gas Co.; G-3831.

CI62-970; Mount Lake Park, Garrett County, Md.; Cumberland & Allegheny Gas Co.; G-6922, G-6923, G-6924.

CI62-1039; West Oretta Field, Beauregard Parish, La.; United Gas Pipe Line Co.; G-4787.[1]

CI62-1040; North Holly Beach Field, Cameron Parish, La.; American Louisiana Pipe Line Co.; G-17634.

CI62-1071; Paw Paw District, Marion County, W. Va.; Hope Natural Gas Co.; G-4495.

CI62-1090; Lake Hatch Field, Terrebonne Parish, La.; United Gas Pipe Line Co.; G-12878.

CI62-1102; Pine Bluff Field, Acadia Parish, La.; Transcontinental Gas Pipe Line Corp.; G-2593.

CI62-1142; Duval District, Lincoln County, W. Va.; United Fuel Gas Co.; G-7289.

CI62-1172; South Bayou Mallet Field, Acadia Parish, La.; Transcontinental Gas Pipe Line Corp.; G-3045.

CI62-1174; Vinton Field, Calcasieu Parish, La.; Transcontinental Gas Pipe Line Corp.; G-4334.

CI62-1178; South Crowley Area, Acadia Parish, La.; Transcontinental Gas Pipe Line Corp.; G-12299.

CI62-1190; Union District Ritchie County, W. Va.; Hope Natural Gas Co.; G-18794.

CI62-1260; Center District, Gilmer County, W. Va.; Hope Natural Gas Co.; G-8165.

CI62-1261; Center District, Gilmer County, W. Va.; Hope Natural Gas Co.; G-8163.

CI63-353; Elk and Jefferson Counties, W. Va.; Jefferson County Gas Co.; G-6498.

CI63-407; Blanco Creek Field, Refugio County, Tex.; Tennessee Gas Transmission Co.; G-9941.

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

[1] Successor in interest to Gulf Interstate Oil Company.

[2] Successor in interest to Dunn-Mar Oil & Gas Company.

[3] Successor in interest to Morris Rauch, et al.

[4] Successor in interest to Humphrey Brick & Tile Company.

[1] Other sales also authorized in this docket.

FEDERAL RESERVE SYSTEM

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,

It is hereby ordered, For the reasons set forth in the Board's Statement[1] of this date, that said application be and hereby is approved, provided that said merger shall not be consummated (a) within seven calendar days after the date of this Order or (b) later than three months after said date.

Dated at Washington, D.C., this 14th day of January 1963.

By order of the Board of Governors.[2]

[SEAL] MERRITT SHERMAN, *Secretary.*

[F.R. Doc. 63-542; Filed, Jan. 17, 1963; 8:48 a.m.]

HOUSING AND HOME FINANCE AGENCY

Office of the Administrator

REGIONAL DIRECTOR OF ADMINISTRATION, REGION IV (CHICAGO)

Redelegation of Authority to Execute Legends on Bonds, Notes and Other Obligations

The Regional Director of Administration, Region IV (Chicago), Housing and Home Finance Agency, is hereby authorized within such Region to execute, on behalf of the Housing and Home Finance Administrator, in instances where necessary or appropriate, any legend appearing on any bond, note or other obligation being acquired by the Federal Government from a local public agency on account of a loan to such local public agency pursuant to Title I of the Housing Act of 1949, as amended (63 Stat. 414–421, as amended, 42 U.S.C. 1450–1464), which legend indicates the Federal Government's acceptance of the delivery of the particular bond, note or other obligation and its payments therefor on the date specified in the particular legend.

This redelegation supersedes the redelegation effective March 25, 1957 (22 F.R. 8971, November 7, 1957).

(Reorg. Plan No. 3 of 1947, 61 Stat. 954 (1947); Org. Order 1, 19 F.R. 9303–5 (Dec. 29, 1954); 62 Stat. 1283 (1948) as amended by 64 Stat. 80 (1950), 12 U.S.C. 1701c; Delegation of Authority, 20 F.R. 556 (Jan. 25, 1955))

Effective as of the 18th day of January 1963.

[SEAL] JOHN P. MCCOLLUM, *Regional Administrator.*

[F.R. Doc. 63-565; Filed, Jan. 17, 1963; 8:51 a.m.]

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[1] Filed as part of the original document. Copies available upon request to the Board of Governors of the Federal Reserve System, Washington 25, D.C., or to the Federal Reserve Bank of New York.

[2] Voting for this action: Chairman Martin, and Governors Balderston, Mills, Robertson, and Shepardson. Absent and not voting: Governors King and Mitchell.

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; File No. 812-1544.

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 by Van Strum & Towne, Inc. ("VS&T") 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 proposed to be 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 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 19 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 section 2(a)(4) of the Act, thus terminating the present contracts. Accordingly, applicants propose, as indicated above, to execute new contracts, with provisions identical with those now in effect, to become effective upon the effectiveness of the Exchange Offers. It is proposed, however, that the new contracts not be submitted to the stockholders of CIGF for approval until the annual stockholders meeting of CIGF to be held on March 1, 1963.

Section 15(a) of the Act provides, in pertinent part, that "it shall be unlawful for any person to serve or act as investment adviser of a registered investment 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 registered company * * *"

Section 6(c) authorizes the Commission to exempt any person, security, or transaction, or any class or classes of persons, securities, or transactions, from the provisions of the Act and the Rules promulgated thereunder, if and to the extent that such exemption is necessary or appropriate in the public interest and consistent with the protection of the investors and the purposes 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 existing contracts, to become effective upon the effectiveness of the exchange offers contemplated at that time. Since June 1962, changes have been made in the proposed exchange ratios and in the terms of the convertible preferred stock of Financial. 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 record date for the meeting of shareholders held on June 15, 1962.

The considerable length of time which will have elapsed between the approval given on June 15, 1962 by the shareholders of CIGF and the effective date of the new advisory contracts now proposed, and the other changes mentioned above have raised a question whether the shareholder approval requirements section 15(a) of the Act would be met without approval of shareholders of CIGF of such new contracts.

Applicants estimate that the costs of holding a special meeting of the shareholders of CIGF for the purpose of approving the new contracts prior to their anticipated effective date would be approximately $1,000 to $1,500.

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 0–5 of the rules and regulations promulgated under the Act, an order granting the application herein may be issued by the Commission upon the basis of the showing contained in said application, unless an order for hearing upon said application shall be issued upon request or upon the Commission's own motion.

By the Commission.

[SEAL] ORVAL L. DUBOIS, *Secretary.*

[F.R. Doc. 63–543; Filed, Jan. 17, 1963; 8:48 a.m.]

[File No. 811–965]

FIRST FINANCIAL INVESTMENT CO.

Notice of Application for Order Declaring That Company Has Ceased To Be an Investment Company

JANUARY 14, 1963.

Notice is hereby given that an application has been filed pursuant to section 8(f) of the Investment Company Act of 1940 ("Act") for an order of the Commission declaring that the First Financial Investment Company, 716 North Federal Highway, Fort Lauderdale, Florida ("applicant"), a management closed-end non-diversified investment company, has ceased to be an investment company, All interested persons are referred to the application on file with the Commission for a full statement of the representations therein which are summarized below.

Applicant states that plans for the applicant to operate as an employees' 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 applicant at the address stated 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 such date, as provided by Rule O–5 of the rules and regulations promulgated under the Act, an order disposing of the application herein may be issued by the Commission upon the basis of the showing contained in said application, unless an order for hearing upon said application shall be issued upon request or upon the Commission's own motion.

By the Commission.

[SEAL] ORVAL L. DUBOIS, *Secretary.*

[F.R. Doc. 63–544; Filed, Jan. 17, 1963; 8:48 a.m.]

OFFICE OF EMERGENCY PLANNING

GEOFFREY 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.

Ralston Purina Company, vice president.
First Investors Corp., Wellington Fund, Inc., The First Pennsylvania Banking & Trust Co., custodian-stockholder.

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

Dated: December 13, 1962.

GEOFFREY BAKER.

[F.R. 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 17, 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.

[F.R. 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.

This amends statement published October 20, 1962 (27 F.R. 10308).

Dated: December 14, 1962.

HAROLD M. BOTKIN.

[F.R. Doc. 63-515; Filed, Jan. 17, 1963; 8:45 a.m.]

VICTOR BUSSIE

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.

Gulf Union Corporation, Baton Rouge, La.
Parish Properties, Inc., Baton Rouge, La.

This amends statement published October 20, 1962 (27 F.R. 10308).

Dated: December 14, 1962.

VICTOR BUSSIE.

[F.R. Doc. 63-516; Filed, Jan. 17, 1963; 8:45 a.m.]

CARLTON S. DARGUSCH

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.

The following are the corporations in which I was an officer or director within 60 days preceding my appointment:

Mount Carmel Hospital
The Clark Grave Vault Co.
The Ohio Tuberculosis & Health Association (all of Columbus, Ohio)
Henrite Products Corporation (of Ironton, Ohio)

I own stock in the following companies:

The Clark Grave Vault Co.
Henrite Products Corp.

I am a member of the law firm of Dargusch, Saxbe and Dargusch, 218 East State Street, Columbus, Ohio, which firm represents a substantial number of clients, largely on an annual retainer basis.

This amends statement published October 20, 1962 (27 F.R. 10308).

Dated: December 14, 1962.

CARLTON S. DARGUSCH.

[F.R. Doc. 63-517; Filed, Jan. 17, 1963; 8:45 a.m.]

SAM M. EWING

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.

Youngstown Steel & Alloy Co., Canfield, Ohio.
Farmers National Bank, Canfield, Ohio.

This amends statement published October 20, 1962 (27 F.R. 10309).

Dated: December 20, 1962.

SAM M. EWING.

[F.R. Doc. 63-518; Filed, Jan. 17, 1963; 8:45 a.m.]

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.

[F.R. Doc. 63-519; Filed, Jan. 17, 1963; 8:45 a.m.]

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.

Add to Previous Holdings:

Caterpillar Tractor Co.
Ingersoll Rand Co.
Richardson-Merrell Inc.

This amends statement published July 25, 1962 (27 F.R. 7081).

Dated: December 13, 1962.

ROBERT J. HARBISON III.

[F.R. Doc. 63-520; Filed, Jan. 17, 1963; 8:45 a.m.]

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.
Calumet Hecla.
Edgerton Germeshausen & Grier, Inc.
General Motors.
Libby, McNeill & Libby.
Rheems Mfg.
Scot Lad Foods, Inc.
Szabo Foods (in exchange for Chemoil).
Sold:
Chemoil Industries.

This amends statement published October 25, 1962 (27 F.R. 10430).

Dated: December 11, 1962.

JOSEPH D. KEENAN.

[F.R. Doc. 63-521; Filed, Jan. 17, 1963; 8:45 a.m.]

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.
Riddle Airlines, Inc.
Gimbel Brothers, Inc.
Trans-Coast Investment Co.
Schering Corp.

This amends statement published July 25, 1962 (27 F.R. 7081).

Dated: December 13, 1962.

RICHARD O. LANG.

[F.R. Doc. 63-522; Filed, Jan. 17, 1963; 8:46 a.m.]

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.
Columbia Gas Co.
Consolidated Foods.
Canadian Delhi Oil Co.
LaClede Gas Co.
Maremont 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).

Dated: December 14, 1962.

MORRIS A. LIEBERMAN.

[F.R. Doc. 63-523; Filed, Jan. 17, 1963; 8:46 a.m.]

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.

Self employed management-business consultant. Last contract with Madras Rubber Factory, India. Completed July 1962.

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).

Dated: December 31, 1962.

LEROY LUTES.

[F.R. Doc. 63-524; Filed, Jan. 17, 1963; 8:46 a.m.]

RUSSELL C. McCARTHY

Appointee's Statement of Changes in Business Interests

The following statement lists the names and concerns required by subsec-

tion 710(b)(6) of the Defense Production Act of 1950, as amended.

Eastman Kodak Co.
Taylor Instrument Co.
General Railway Signal Co.
General Electric Co.
Rochester Gas & Elec. Co.
Lincoln-Rochester Trust Co.
Borg-Warner Co.
G. D. Searle & Co.
Union Carbide Co.
Tampax Inc.
General Motors Corp.
Friden Inc.
Standard Oil of N.J.
American Machine & Foundry.
Gulf Oil Co.
Cluett Peabody Co.
Niagra Mowhak Co.
Newport News Shipbuilding & Dry Dock Co.

This amends statement published October 25, 1962 (27 F.R. 10430).

Dated: December 21, 1962.

RUSSELL C. MCCARTHY.

[F.R. Doc. 63-525; Filed, Jan. 17, 1963; 8:46 a.m.]

OTTO L. NELSON, JR.

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.

Addition: Stocks, Bethlehem Steel Corp.

This amends statement published October 25, 1962 (27 F.R. 10430).

Dated: December 26, 1962.

OTTO L. NELSON, Jr.

[F.R. Doc. 63-526; Filed, Jan. 17, 1963; 8:46 a.m.]

PHILIP N. POWERS

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 30, 1962.

PHILIP N. POWERS.

[F.R. Doc. 63-527; Filed, Jan. 17, 1963; 8:46 a.m.]

OSCAR F. RENZ

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 July 25, 1962 (27 F.R. 7081).

Dated: Deccember 29, 1962.

OSCAR F. RENZ.

[F.R. 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.

This amends statement published in the FEDERAL REGISTER, July 25, 1962 (27 F.R. 7081).

Dated: December 13, 1962.

JAMES B. ROSSER.

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

INTERSTATE COMMERCE COMMISSION

FOURTH SECTION APPLICATIONS FOR RELIEF

JANUARY 15, 1963.

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

LONG-AND-SHORT HAUL

FSA No. 38113: *T.O.F.C. service—Glass from, to, and between points in southwestern territory.* Filed by Southwestern Freight Bureau, Agent (No. B-8326), for interested rail carriers. Rates on glass, as described in the application, loaded in or on trailers and transported on railroad flat cars, from, to, and between points in southwestern territory.

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

Tariffs: Supplement 107 to Southwestern Freight Bureau tariff I.C.C. 4345, and other schedules named in the application.

FSA No. 38114: *T.O.F.C. service—Wallboard from Macon, Ga.* Filed by Southwestern Freight Bureau, Agent (No. B-8328), for interested rail carriers. Rates on wallboard, as described in the application, loaded in or on trailers and transported on railroad flat cars, from Macon, Ga., to points in southwestern territory.

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 on 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.

[SEAL] HAROLD D. MCCOY, *Secretary.*

[F.R. Doc. 63-552; Filed, Jan. 17, 1963; 8:49 a.m.]

[Notice 739]

MOTOR CARRIER TRANSFER PROCEEDINGS

JANUARY 15, 1963.

Synopses of orders entered pursuant to section 212(b) of the Interstate Commerce Act, and rules and regulations prescribed thereunder (49 CFR Part 179), appear below:

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

No. MC-FC 65461. By order of January 11, 1963, the Transfer Board approved the transfer to J. Franklin Bullard, 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, and points within 25 miles; (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 65535. By order of January 11, 1963, the Transfer Board approved the transfer to Andy L. Weleski and Anthony L. Weleski, doing business as Weleski Transfer, Tarentum, Pa., of Certificate No. MC 79320, issued April 4, 1960, to Edward C. Neely, Jr., doing business as Fox Transfer and Storage, Harmarville, Pa., authorizing the transportation of: Household goods, between points in Butler, Armstrong, Westmoreland, and Allegheny Counties, Pa., on the one hand, and, on the other, points in Ohio, Maryland, Indiana, Illinois, Michigan, West Virginia, Virginia, New York, New Jersey, and the District of Columbia. John A. Vuono, Delisi, and Wick, 1515 Park Building, Pittsburgh, Pa., attorney for transferee. Arthur J. Diskin, 302 Frick Building, Pittsburgh, Pa., attorney for transferor.

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 61803, 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, Quantico, Reedville, 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. Goddin, 10 South 10th Street, Richmond 19, Va., attorney for applicant.

[SEAL] HAROLD D. McCOY, *Secretary.*

[F.R. Doc. 63-553; Filed, Jan. 17, 1963; 8:49 a.m.]

CUMULATIVE CODIFICATION GUIDE—JANUARY

The following numerical guide is a list of the parts of each title of the Code of Federal Regulations affected by documents published to date during January.

3 CFR

	Page
PROCLAMATIONS:	
Feb. 25, 1895	458
Aug. 24, 1934	107
Apr. 1, 1935	107
Dec. 2, 1935	107
Dec. 28, 1935	107
May 16, 1936	107
Apr. 10, 1937	107
Nov. 25, 1938	107
Dec. 6, 1939	107
Dec. 19, 1939	107
Dec. 22, 1939	107
Dec. 29, 1941	107
2761A	107
2782	107
2867	107
2888	107
2929	107
2949	107
3007	107
3105	107
3140	107
3191	107
3387	107
3394	107
3468	107
3479	107
3511	49
3512	103
3513	107
EXECUTIVE ORDERS:	
8647	320
10072	203
10082	473
10170	473
10401	473
10673	259
10741	473
10772	259
10830	259
10931	259
11030	473
11051	473
11056	203
11072	3
11073	203
11074	259

3 CFR—Continued

	Page
EXECUTIVE ORDERS—Continued	
11075	473
11076	477

5 CFR

	Page
6	51, 117, 207, 303, 443
201	397

6 CFR

	Page
40	279
200	117
321—327	5
321	5, 365
322	5, 365
331—337	5
351	365
352	365
354	366
373	366
381	5
501	56
503	51

7 CFR

	Page
58	56
81	57, 397
401	57, 261
405	58
519	207
722	261
728	345
729	262
730	175, 176
776	303
812	149
827	262
905	20-22, 149-151
907	22, 151, 263, 345
910	118, 151, 345, 366
911	346
912	23, 152, 346
944	24, 152, 347
946	24
947	60
948	118
959	60-61
982	153
990	61

7 CFR—Continued

	Page
1001	62
1003	62
1006	62
1007	62
1008	62
1009	62
1011	62
1013	62
1014	62
1015	62
1016	62
1031	62
1033	62
1036	62
1038	62
1040	62
1045	62
1046	62
1047	62
1048	62
1051	62
1061	62
1063	62
1064	62
1065	62
1067	62
1068	62
1069	62
1070	62
1071	62
1072	62
1073	62
1094	62
1096	62
1098	62
1103	62
1104	62
1105	62
1106	62
1107	62
1120	62
1125	62
1126	62
1127	62
1128	62
1133	62
1135	