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Codification Guide

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Volume 76**UNITED STATES
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[87th Cong., 2d Sess.]

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Rules and Regulations

Title 5—ADMINISTRATIVE PERSONNEL

Chapter I—Civil Service Commission PART 6—EXCEPTIONS FROM THE COMPETITIVE SERVICE

Peace Corps

Effective upon publication in the FEDERAL REGISTER, paragraph (z) is added to § 6.368 as set out below.

§ 6.368 Peace Corps.

(z) The Director and the Deputy Director, Africa Regional Office.

(R.S. 1753, sec. 2, 22 Stat. 403, as amended; 5 U.S.C. 631, 633)

UNITED STATES CIVIL SERVICE COMMISSION,

[SEAL] MARY V. WENZEL,
Executive Assistant to
the Commissioners.

[F.R. Doc. 63-9885; Filed, Sept. 12, 1963; 10:45 a.m.]

Title 6—AGRICULTURAL CREDIT

Chapter III—Farmers Home Administration, Department of Agriculture

SUBCHAPTER A—GENERAL REGULATIONS

[FHA Instructions 442.1, 442.2, 442.4, 443.1, 444.4, 444.5, 471.1]

PART 310—INTEREST, ANNUAL CHARGE, AND REPURCHASE AGREEMENT FOR INSURED LOANS

Subchapter A, Chapter III, Title 6, Code of Federal Regulations, is amended by adding Part 310 to read as follows:

- Sec.
310.1 General.
310.2 Definitions.
310.3 Farm Ownership, Labor Housing, and Soil and Water loans to individuals by lenders other than the United States.
310.4 Labor Housing and Soil and Water loans to organizations by lenders other than the United States.
310.5 Senior Citizens Rental Housing loans to individuals and organizations.
310.6 Loans sold out of the insurance fund.

AUTHORITY: §§ 310.1 to 310.6 issued under sec. 510, 63 Stat. 437, sec. 339, 75 Stat. 318; 42 U.S.C. 1480, 7 U.S.C. 1989; Orders of Sec. of Agr., 19 F.R. 74, 26 F.R. 8403, 27 F.R. 5005, 9957. Additional provisions are cited in parentheses following the sections affected.

§ 310.1 General.

Interest rates, annual charges, and lengths of the fixed periods for nonredemption of loans insured by the Farmers Home Administration shall be as prescribed in this Part 310. However, the Administrator of the Farmers Home Administration may, in his discretion,

by reason of the condition of the money market generally or in specific instances, or the needs of the program, authorize the insurance of any loan or class of loans with a different rate of interest or annual charge, or a different fixed period, or any combination thereof.

§ 310.2 Definitions.

As used in this part, the term:

(a) "Fixed period" means the period during which the holder of an insured loan is not entitled to have the loan purchased by the Government.

(b) "Repurchase agreement" means the provision in the insurance endorsement or other agreement by which the Government agrees to purchase the loan from the holder after the expiration of a specified fixed period.

(c) "Annual charge" means the percentage per annum of the unpaid principal balance of the loan which is retained by the Government out of payments made by borrowers on loans evidenced by promissory notes on forms bearing a form date (or revision date) of January 8, 1959 or later.

(d) "Insurance endorsement" means Form FHA 440-5, "Insurance Endorsement," or other form of insurance endorsement approved by the Farmers Home Administration, which the Government executes at the time it insures the loan.

(e) "Insurance fund" or "the fund" means the Agricultural Credit Insurance Fund made available under section 309 of the Consolidated Farmers Home Administration Act of 1961 for the discharge of obligations of the Farmers Home Administration under its insurance endorsements.

(f) "Individual" means a natural person.

(g) "Organization" means an eligible loan applicant or a borrower other than a natural person.

(h) "Farm Ownership loan" means a Farm Ownership loan insured under the Consolidated Farmers Home Administration Act of 1961 (7 U.S.C. 1921 et seq.).

(i) "Soil and Water loan" means a Soil and Water loan insured under the Consolidated Farmers Home Administration Act of 1961.

(j) "Labor Housing loan" means a domestic Farm Labor Housing loan insured under section 514 of the Housing Act of 1949 (42 U.S.C. 1484).

(k) "Senior Citizens Rental Housing loan" means a Senior Citizens Rental Housing loan insured under section 515 (b) of the Housing Act of 1949 (42 U.S.C. 1485(b)).

§ 310.3 Farm ownership, labor housing, and soil and water loans to individuals by lenders other than the United States.

Farm Ownership, Labor Housing, and Soil and Water loans to individuals made with funds advanced by lenders other than the United States will be insured

at the time of loan closing. The interest rate to the borrower will be 5 percent per year on the unpaid principal balance of the loan. The interest rate to the lender will be $4\frac{1}{4}$ percent with a 6-year repurchase agreement or, at the lender's option, 4 percent with a 3-year repurchase agreement. The annual charge will be three-fourths of one percent if the insurance endorsement contains a 6-year repurchase agreement, or one percent if the insurance endorsement contains a 3-year repurchase agreement.

(Sec. 514, 75 Stat. 186, secs. 307, 308, 75 Stat. 308; 42 U.S.C. 1484, 7 U.S.C. 1927, 1928)

§ 310.4 Labor housing and soil and water loans to organizations by lenders other than the United States.

Labor Housing and Soil and Water loans to organizations made with funds advanced by lenders other than the United States will be insured at the time of loan closing. The interest rate to the organization will not exceed 5 percent.

(a) When the lender agrees to make a loan at an interest rate of $4\frac{1}{4}$ percent to the lender, the annual charge will be three-fourths of one percent, the fixed period 6 years, and the interest rate to the borrower 5 percent.

(b) When the lender agrees to make a loan at a rate between 4 percent and $4\frac{1}{4}$ percent, the annual charge will be the difference between the rate to the lender and 5 percent and the fixed period will be 3 years. The interest rate to the borrower will be 5 percent.

(c) When the lender agrees to make a loan at 4 percent or less, the annual charge will be one percent and the fixed period will be 3 years. The interest rate to the borrower will be the rate to the lender plus the one percent annual charge.

(Sec. 514, 75 Stat. 186, secs. 307, 308, 75 Stat. 308; 42 U.S.C. 1484, 7 U.S.C. 1927, 1928)

§ 310.5 Senior citizens rental housing loans to individuals and organizations.

Senior Citizens Rental Housing loans will be made out of the insurance fund and insured at the time the loan is sold to the lender. The interest rate to the borrower will be $5\frac{3}{4}$ percent, unless a lower rate is fixed pursuant to § 310.1 of this Part 310. The annual charge and length of fixed period, if any, will be determined by negotiation as provided in § 310.6 of this Part 310.

(Sec. 515(b), 76 Stat. 671; 42 U.S.C. 1485(b))

§ 310.6 Loans sold out of the insurance fund.

Loans to individuals and organizations made out of the insurance fund and loans previously insured and purchased by the fund, may be sold to lenders singly or in blocks and will be insured or reinsured at the time of sale. When loans made out of the fund, other than

Senior Citizens Rental Housing loans, are initially sold, the annual charge and the length of the fixed period will ordinarily be the same as prescribed in this Part 310 for the particular kind of loan, but different annual charges and different fixed periods for any such loan or loans may be determined by negotiation between the Farmers Home Administration and the buyer. For Senior Citizens Rental Housing loans, the annual charge and length of fixed period, if any, will be determined by negotiation with the buyer at the time of sale. Annual charges and lengths of fixed periods for all loans purchased and resold by the fund will likewise be determined by negotiation. In no case will the annual charge be less than one-half of one percent nor the initial fixed period less than 3 years. The initial fixed period will begin on the date of execution of the insurance endorsement.

(Sec. 308, 75 Stat. 308, sec. 515(b), 76 Stat. 671; 7 U.S.C. 1928, 42 U.S.C. 1485(b))

Dated: September 6, 1963.

HOWARD BERTSCH,
Administrator,
Farmers Home Administration.

[F.R. Doc. 63-9788; Filed, Sept. 12, 1963;
8:47 a.m.]

Title 12—BANKS AND BANKING

Chapter II—Federal Reserve System

SUBCHAPTER A—BOARD OF GOVERNORS OF THE FEDERAL RESERVE SYSTEM

[Reg. H]

PART 208—MEMBERSHIP OF STATE BANKING INSTITUTIONS IN THE FEDERAL RESERVE SYSTEM

Federal Fund Transactions

§ 208.105 Federal funds transactions.

(a) It is the position of the Board of Governors of the Federal Reserve System that, for purposes of provisions of law administered by the Board, a transaction in Federal funds involves a loan on the part of the "selling" bank and a borrowing on the part of the "purchasing" bank.

(b) For example, for purposes of section 23A of the Federal Reserve Act (12 U.S.C. 371c), a "sale" of Federal funds by a member bank, whether State or national, to an affiliate of the member bank is subject to the limitations prescribed in that section. Similarly, as the Board has heretofore held in § 222.110 (published January 13, 1959 (24 F.R. 279)), a "sale" of Federal funds by a banking subsidiary of a bank holding company, whether a State or national bank, to another subsidiary bank in the same holding company system would result in a criminal violation of the provisions of section 6 of the Bank Holding Company Act of 1956 (12 U.S.C. 1845).

(12 U.S.C. 248(1). Interprets 12 U.S.C. 371c and 1845)

Dated at Washington, D.C., this 9th day of September 1963.

BOARD OF GOVERNORS OF THE
FEDERAL RESERVE SYSTEM,
[SEAL] MERRITT SHERMAN,
Secretary.

[F.R. Doc. 63-9779; Filed, Sept. 12, 1963;
8:47 a.m.]

Title 14—AERONAUTICS AND SPACE

Chapter I—Federal Aviation Agency

SUBCHAPTER E—AIRSPACE [NEW]

[Airspace Docket No. 63-SO-46]

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

Alteration of Control Zone and Control Area Extension

The purpose of these amendments to Part 71 [New] of the Federal Aviation Regulations is to alter the description of the Greenwood, Miss., control zone and control area extension.

The Greenwood control zone and control area extension are designated, in part, with reference to the Greenwood radio range. The FAA has scheduled the decommissioning of this facility on or about September 15, 1963, as it is no longer required for air traffic control purposes. Therefore, action is taken herein to revoke the portions of the Greenwood control zone and control area extension based on this navigational aid. Controlled airspace requirements for this area will be reviewed at a later date under the CAR Amendments 60-21/60-29 implementation program.

Since the changes effected by these amendments are less restrictive in nature than the present requirements, notice and public procedure hereon are unnecessary.

In consideration of the foregoing, the following actions are taken:

1. In § 71.171 (27 F.R. 220-91, November 10, 1962), the Greenwood, Miss., control zone is amended to read:

Greenwood, Miss.

Within a 5-mile radius of Greenwood Municipal Airport (latitude 33°29'50" N., longitude 90°11'50" W.), and within 2 miles each side of the Greenwood VOR 066° and 246° radials, extending from the 5-mile radius zone to 10 miles SW of the VOR.

2. In § 71.165 (27 F.R. 220-59, November 10, 1962), the Greenwood, Miss., control area extension is amended to read:

Greenwood, Miss.

That airspace within 6 miles either side of the Greenwood VOR 066° and 246° radials, extending from 20 miles SW to 20 miles NE of the VOR.

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

These amendments shall become effective 0001, e.s.t., September 15, 1963.

Issued in Washington, D.C., on September 5, 1963.

MICHAEL J. BURNS,
Acting Chief,
Airspace Utilization Division.

[F.R. Doc. 63-9769; Filed, Sept. 12, 1963;
8:47 a.m.]

[Airspace Docket No. 63-WA-40]

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

Alteration of Federal Airway

On June 14, 1963, a notice of proposed rule making was published in the FEDERAL REGISTER (28 F.R. 6093) stating that the Federal Aviation Agency (FAA) proposed to realign intermediate altitude Federal airway V-1730 between Prescott, Ariz., and Russell, Kansas.

Interested persons were afforded an opportunity to participate in the rule making through the submission of comments but no comments were received.

The substance of the proposed amendments having been published, and for the reasons stated in the notice, the following action is taken:

In § 71.143 (27 F.R. 220-38, November 10, 1962) V-1730 is amended to read:

V-1730 Prescott, Ariz.; Winslow, Ariz.; Farmington, N. Mex.; Alamosa, Colo.; Lamar, Colo.; Russell, Kans.

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

This amendment shall become effective 0001, e.s.t., November 14, 1963.

Issued in Washington, D.C., on September 5, 1963.

MICHAEL J. BURNS,
Acting Chief,
Airspace Utilization Division.

[F.R. Doc. 63-9770; Filed, Sept. 12, 1963;
8:47 a.m.]

[Airspace Docket No. 63-WA-63]

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

Alteration of Federal Airway

The name of the Fort Worth (Carter), Tex., VORTAC has been changed to Greater Southwest Tex., VORTAC. This change is reflected on aeronautical charts. The purpose of this amendment to Part 71 [New] of the Federal Aviation Regulations is to alter the description of VOR Federal airway No. 161 to reflect this change.

Since this alteration is editorial in nature and will impose no additional burden on any person, compliance with section 4 of the Administrative Procedure Act is unnecessary and it may be made effective upon publication.

In consideration of the foregoing, effective upon publication, the following change is made:

Section 71.123 (27 F.R. 220-6, November 10, 1962) is amended as follows: In

V-161 "From Fort Worth, Tex., via INT of Fort Worth 318°" is deleted and "From Greater Southwest, Tex., via INT of Greater Southwest 318°" is substituted therefor.

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

Issued in Washington, D.C., on September 5, 1963.

MICHAEL J. BURNS,
Acting Chief,
Airspace Utilization Division.

[F.R. Doc. 63-9771; Filed, Sept. 12, 1963;
8:47 a.m.]

[Airspace Docket No. 63-WA-23]

PART 71—DESIGNATION OF FEDERAL AIRWAYS, CONTROLLED AIRSPACE, AND REPORTING POINTS INEW1

Alteration of Positive Control Area

On March 21, 1963, a notice of proposed rule making was published in the FEDERAL REGISTER (28 F.R. 2824) stating that the Federal Aviation Agency (FAA) proposed to include portions of the airspace from flight level 240 to and including flight level 600 which are under the jurisdiction of the Los Angeles, Oakland, Phoenix and Salt Lake City air route traffic control centers in the positive control area. Interested persons were afforded an opportunity to participate in the rule making through submission of comments but no comments were received.

On July 13, 1963, a rule was published in the FEDERAL REGISTER (28 F.R. 7218) designating the major portion of the proposed area as the Los Angeles positive control area effective August 22, 1963. Due to inadequate radar coverage, the designation of a relatively small portion of the proposed area in the vicinity of Yuma, Ariz. was temporarily withheld. This area comprised the airspace within boundaries described as follows: From latitude 32°15'00" N., longitude 114°00'00" W.; to latitude 33°18'00" N., longitude 114°00'00" W.; to latitude 33°22'00" N., longitude 115°00'00" W.; to latitude 33°23'00" N., longitude 116°00'00" W.; to latitude 32°37'40" N., longitude 116°00'00" W.; thence along the U.S./Mexican Border to the point of beginning.

Since adequate radar coverage in the above-described area is now available, the FAA is designating the airspace from flight level 240 to and including flight level 600 in the above area as a part of the Los Angeles positive control area.

In consideration of the foregoing, the following action is taken:

In § 71.193 (27 F.R. 220-157, November 10, 1962; 28 F.R. 7218) the description of the Los Angeles, Calif., positive control area is amended by deleting "thence to latitude 33°18'00" N., longitude 114°00'00" W.; thence to latitude 33°22'00" N., longitude 115°00'00" W.; thence to latitude 33°23'00" N., longitude 116°00'00" W.; thence to latitude 32°37'40" N., longitude 116°00'00" W.;" and substituting therefor "thence to latitude 32°15'00" N., longitude 114°00'00" W.;".

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

This amendment shall become effective 0301, e.s.t., October 17, 1963.

Issued in Washington, D.C., on September 6, 1963.

MICHAEL J. BURNS,
Acting Chief,
Airspace Utilization Division.

[F.R. Doc. 63-9772; Filed, Sept. 12, 1963;
8:47 a.m.]

Chapter III—Federal Aviation Agency

SUBCHAPTER C—AIRCRAFT REGULATIONS

[Reg. Docket No. 1946; Amdt. 616]

PART 507—AIRWORTHINESS DIRECTIVES

Bendix Type 9054 Fuel Flow Transmitters

Amendment 560, 28 F.R. 4164 (AD 63-9-1), requires replacement of the Bendix 9054 vane type, fuel flow transmitters. Because of the great demand for replacement parts, it has not been possible for the manufacturer to provide these parts in sufficient quantity for all to comply within 150 hours' time in service after the effective date of the AD. A reasonable extension of the compliance time to allow for procurement and installation of parts will not adversely affect safety. Accordingly, Amendment 560 is being amended to extend the compliance time from 150 to 400 hours' time in service.

Since this amendment relaxes a requirement and imposes no additional burden on any person, notice and public procedure hereon are unnecessary, and the amendment may be made 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 560, 28 F.R. 4164 (AD 63-9-1), Bendix Type 9054 fuel flow transmitters, is amended by changing the compliance statement to read:

Compliance required within the next 400 hours' time in service after the effective date of this AD, unless already accomplished.

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

This amendment shall become effective September 13, 1963.

Issued in Washington, D.C., on September 6, 1963.

W. LLOYD LANE,
Acting Director,
Flight Standards Service.

[F.R. Doc. 63-9767; Filed, Sept. 12, 1963;
8:47 a.m.]

[Reg. Docket No. 1945; Amdt. 615]

PART 507—AIRWORTHINESS DIRECTIVES

Sud Aviation SE 3130 Alouette II Aircraft

As the result of investigation of fatigue failures, it has been determined that the main rotor shaft P/N 68.00.001 on Sud

Aviation SE 3130 Alouette II aircraft must be replaced or reworked. Therefore, to correct this unsafe condition, an airworthiness directive is being issued.

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 hereby amended by adding the following new airworthiness directive:

SUD AVIATION. Applies to SE 3130 Alouette II aircraft.

Compliance required as indicated.

To prevent fatigue failure in the top fllet radius area of the rotor shaft, P/N 68.00.001, the following shall be accomplished within 10 hours time in service after the effective date of this AD:

(a) Rotor shafts Serial Numbers 307 and 309 shall be replaced with new shafts and the replaced shafts damaged or marked in such a way as to preclude their further use in any helicopter.

(b) Rotor shafts other than those covered in paragraph (a) shall be inspected and reworked or replaced in accordance with Sud Technical Instruction for SE 3130 Alouette II helicopters (Appendix to Service Bulletin 68.11.210A) by Sud or Republic Aviation, unless already accomplished. There is no life limit for shafts that incorporate this modification and are marked on the bottom with D12.13.394 or D12.13.424. Reworked or new rotor shafts may replace unworked shafts when replacement is required.

(Sud Service Bulletin AL II No. 68.11.210/A, including Appendix entitled "Technical Instruction", covers this subject.)

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

This amendment shall become effective September 13, 1963.

Issued in Washington, D.C., on September 6, 1963.

W. LLOYD LANE,
Acting Director,
Flight Standards Service.

[F.R. Doc. 63-9768; Filed, Sept. 12, 1963;
8:47 a.m.]

[Reg. Docket No. 1428; Amdt. 69]

PART 514—TECHNICAL STANDARD ORDERS FOR AIRCRAFT MATERIALS, PARTS AND APPLIANCES

Airborne ILS Localizer Receiving Equipment Operating Within the Radio-Frequency Range of 108-112 Megacycles (For Air Carrier Aircraft)—TSO-C36b

A proposed revision of § 514.61 establishing the minimum performance standards for airborne ILS localizer receiving equipment to be used on civil aircraft of the United States engaged in air carrier operations was published in 27 F.R. 10169 and circulated as regulations of the Administrator Draft Release No. 62-43 dated October 10, 1962. The revision incorporates new environmental test procedures which were developed to be more compatible with existing and

anticipated aircraft environmental conditions. The spurious emission requirements were revised to provide more protection to other electronic equipment in the aircraft. A new FAA Standard replacing RTCA Paper 89-50/DO-59 also was issued.

Interested persons have participated in the making of the amendment by submitting comments in response to the draft release. A complete record of the disposition of comments is available in the docket of this TSO on file with the Federal Aviation Agency, Washington, D.C.

One comment recommended that the vibration requirements be made more severe than those specified in the proposed TSO. This was not adopted since the vibration requirements in the proposed TSO are considered satisfactory and will provide an adequate level of safety for airborne electronic equipment. The TSO specifies only minimum required levels for safety and optimum requirements are not imposed.

A comment was made that TSO's for both localizer and glide slope receiving equipment should place greater emphasis on the type of warning devices used and should cover the method of display to obtain improvement over presently provided but inadequate warning devices. The Agency has this matter under study and should the findings confirm the need for a change, will separately modify the TSO's.

A comment was made that normally the localizer and VOR receiving equipment are included in the same equipment case. It would be logical then to test both the localizer and VOR receiving equipment to the same environmental test procedures. Since this TSO amends the environmental test procedures for the localizer equipment, TSO-C40a covering the VOR receiving equipment should also be amended at an early date to incorporate the same environmental test procedures. The revision to TSO-C40a is underway by the Agency at this time and publication as a notice of proposed rulemaking will occur in the near future.

It was recommended that the title of the TSO be changed to incorporate the frequency range over which the equipment is intended to operate. The Agency concurs with this and the title has been so revised.

In consideration of the foregoing, and pursuant to the authority delegated to me by the Administrator (25 F.R. 6489), Part 514 of the regulations of the Administrator (14 CFR Part 514) is hereby amended by revising § 514.61 as follows:

§ 514.61 Airborne ILS localizer receiving equipment operating within the radio-frequency range of 108-112 megacycles—TSO-C36b.

(a) *Applicability.* (1) Minimum performance standards are hereby established for airborne ILS localizer receiving equipment which is to be used on civil aircraft of the United States engaged in air carrier operations. New models of airborne ILS localizer receiving equipment manufactured for use on civil air

carrier aircraft on or after the effective date of this section shall meet the minimum performance standards contained in Federal Aviation Agency Standard entitled "Minimum Performance Standards for Airborne ILS Localizer Receiving Equipment",¹ dated June 15, 1962, and Radio Technical Commission for Aeronautics Paper 120-61/DO-108 entitled "Environmental Test Procedures Airborne Electronic Equipment",² dated July 13, 1961, with the exceptions to these standards listed in subparagraph (2) of this paragraph.

(2) Radio Technical Commission for Aeronautics Paper 120-61/DO-108 outlines various test procedures which define the environmental extremes over which the equipment shall be designed to operate. Some test procedures have categories established and some do not. Where categories are established, only equipment which qualifies under the following categories, as specified in RTCA Paper 120-61/DO-108, is eligible under this order:

- (i) Temperature-Altitude Test—Categories A, B, C, or D;
- (ii) Humidity Test—Categories A or B;
- (iii) Vibration Test—Categories A, B, C, D, E, or F;
- (iv) Audio-Frequency Magnetic Field Susceptibility Test—Categories A or B;
- (v) Radio-Frequency Susceptibility Test—Category A; and
- (vi) Emission of Spurious Radio-Frequency Energy Test—Category A.

(b) *Marking.* (1) In addition to the markings specified in § 514.3(d), the equipment shall be marked to indicate the environmental extremes over which it has been designed to operate. There are seven environmental test procedures outlined in RTCA Paper 120-61/DO-108 which have categories established. These should be identified on the nameplate by the words "environmental categories" or, as abbreviated, "Env. Cat." followed by seven letters which identify the categories designated in RTCA Paper 120-61/DO-108. Reading from left to right, the category designations shall appear on the nameplate in the following order so that they may be readily identified:

- (i) Temperature-Altitude Test Category;
- (ii) Humidity Test Category;
- (iii) Vibration Test Category;
- (iv) Audio-Frequency Magnetic Field Susceptibility Test Category;
- (v) Radio-Frequency Susceptibility Test Category;
- (vi) Emission of Spurious Radio-Frequency Energy Test Category; and
- (vii) Explosion Test.

(2) Equipment which meets the explosion test requirement shall be identified by the letter "E". Equipment which does not meet the explosion test require-

ment shall be identified by the letter "X". A typical nameplate identification would be as follows: Env. Cat. DABAAAX.

(3) In some cases such as under the Temperature-Altitude Test Category, a manufacturer may wish to substantiate his equipment under two categories. In this case, the nameplate shall be marked with both categories in the space designated for that category by placing one letter above the other in the following manner: Env. Cat. ^ADABAAAX.

(4) Each major component of equipment (antenna, power supply, etc.) shall be identified with at least the manufacturer's name, TSO number, and the environmental categories over which the equipment component is designed to operate.

(c) *Data requirements.* In accordance with the provisions of § 514.2 the manufacturer shall furnish to the Chief, Engineering and Manufacturing Branch, Flight Standards Division, Federal Aviation Agency, in the region in which the manufacturer is located, the following technical data:

- (1) Six copies of the manufacturer's operating instructions and equipment limitations;
- (2) Six copies of the installation procedures with applicable schematic drawings, wiring diagrams, and specifications, indicating any limitations, restrictions, or other conditions pertinent to installation; and
- (3) One copy of the manufacturer's test report.

Effective date. January 1, 1964.

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

Issued in Washington, D.C., on September 5, 1963.

W. LLOYD LANE,
Acting Director,
Flight Standards Service.

[F.R. Doc. 63-9773; Filed, Sept. 12, 1963; 8:47 a.m.]

Title 21—FOOD AND DRUGS

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

SUBCHAPTER B—FOOD AND FOOD PRODUCTS

PART 42—EGGS AND EGG PRODUCTS; DEFINITIONS AND STANDARDS OF IDENTITY

Dried Eggs, Dried Whole Eggs; Confirmation of Effective Date of Order Amending Standard of Identity

Pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (secs. 401, 701, 52 Stat. 1046, 1055, as amended 70 Stat. 919; 21 U.S.C. 341, 371) and in accordance with the authority delegated to the Commissioner of Food and Drugs by the Secretary of Health, Education, and Welfare (25 F.R. 8625), notice is given that no objections were filed to the order published in the FEDERAL REGISTER

¹ Copies may be obtained upon request addressed to Publishing and Graphics Branch, Inquiry Section, MS-158, Federal Aviation Agency, Washington 25, D.C.

² Copies of this paper may be obtained from the RTCA Secretariat, Room 1072, T-5 Building, 16th and Constitution Avenue NW., Washington 25, D.C., at a cost of 75 cents per copy.

of July 31, 1963 (28 F.R. 7776), amending the standard for dried eggs and dried whole eggs to provide for the optional use of less than 2 percent of sodium silicoaluminate as an anticaking ingredient. Accordingly, the amendment to the definition and standard of identity promulgated by that order will become effective September 29, 1963.

(Secs. 401, 701, 52 Stat. 1046, 1055, as amended 70 Stat. 919; 21 U.S.C. 341, 371)

Dated: September 9, 1963.

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

[F.R. Doc. 63-9794; Filed, Sept. 12, 1963; 8:47 a.m.]

SUBCHAPTER C—DRUGS

PART 130—NEW DRUGS

Dextromethorphan Hydrobromide Preparations; Change in Dosage Limitations

There was published in the FEDERAL REGISTER of May 25, 1962 (27 F.R. 4938), notice of a proposal to amend § 130.102 (a) (14) (iv) for the purpose of relaxing the dosage limitations of certain dextromethorphan hydrobromide preparations exempted from the prescription-dispensing requirements of section 503 (b) (1) (C) of the Federal Food, Drug, and Cosmetic Act. The only comment filed within the 30-day period stipulated in the above-identified notice suggested a change that would materially alter the original proposal but raised no question regarding safety of the drug when used as directed in over-the-counter labeling. Therefore, the amendment set forth below is ordered, effective 30 days from the date of publication in the FEDERAL REGISTER, pursuant to authority vested in the Secretary of Health, Education, and Welfare by the Federal Food, Drug, and Cosmetic Act (secs. 503, 505, 701, 65 Stat. 649, 52 Stat. 1052, 1055, as amended 72 Stat. 948; 21 U.S.C. 353, 355, 371) and delegated to the Commissioner of Food and Drugs by the Secretary (25 F.R. 8625).

Section 130.102 (a) (14) (iv) is amended to read as follows:

§ 130.102 Exemption for certain drugs limited by new-drug applications to prescription sale.

(a) * * *

(14) * * *

(iv) The preparation contains not more than 30 milligrams of dextromethorphan hydrobromide per dosage unit, or if it is in liquid form not more than 6 milligrams of dextromethorphan hydrobromide per milliliter.

(Secs. 503, 505, 701, 65 Stat. 649, 52 Stat. 1052, 1055, as amended, 72 Stat. 948; 21 U.S.C. 353, 355, 371)

Dated: September 9, 1963.

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

[F.R. Doc. 63-9795; Filed, Sept. 12, 1963; 8:47 a.m.]

Title 29—LABOR

Subtitle A—Office of the Secretary of Labor

PART 25—RULES FOR THE NOMINATION OF ARBITRATORS UNDER SECTION 11 OF EXECUTIVE ORDER 10988

Pursuant to the above order, I hereby establish the regulations set forth below. The provisions of section 4 of the Administrative Procedure Act (5 U.S.C. 1003) which require notice of proposed rule making, opportunity for public participation, and delay in effective date are not applicable because these rules involve matters which relate only to agency management and personnel. I do not believe such procedures will serve a useful purpose here. Accordingly, these regulations shall become effective immediately.

A new 29 CFR Part 25 is established to read as follows:

Sec.

- 25.1 Purpose and scope.
- 25.2 Definitions.
- 25.3 Requests for nomination of arbitrators: filing, disputes, parties, time.
- 25.4 Contents of requests; service on other parties; answer; intervention.
- 25.5 Action to be taken by the Secretary; nomination and selection.
- 25.6 Time; additional time after service by mail.
- 25.7 Fees; cost; expenses; decisions.
- 25.8 Construction of rules.

AUTHORITY: §§ 25.1 to 25.8 issued under sec. 11, E.O. 10988, 27 F.R. 555.

§ 25.1 Purpose and scope.

These procedures govern the nomination of arbitrators by the Secretary to perform the advisory functions specified under section 11 of Executive Order 10988. Any arbitrators so nominated will be available for either or both of the following purposes: (a) To investigate the facts and issue an advisory decision with respect to the appropriateness of a unit of Federal employees for the purpose of exclusive recognition and as to related issues submitted for consideration; or (b) to determine and advise whether an employee organization represents a majority of employees in an appropriate unit by conducting or supervising an election (wherein a majority of those voting, provided there is a representative vote, cast their ballots for or against representation), or by other appropriate means. A request for a nomination will be considered as contemplating the performance of functions within the above categories if it specifies as a purpose obtaining an advisory decision on one or more questions involved in a unit determination or determination of majority status, such as an advisory decision on the eligibility of voters or the right to appear on the ballot, arising in connection with an election to be held, or on a question relating to matters affecting the results of an election which took place after the agreement to conduct the election had been entered into, provided such

conduct materially affected the results of the election. Subject to compliance with these procedures, the Secretary will nominate an arbitrator whenever he is so requested by an agency or by an employee organization which is seeking recognition as the exclusive representative of Federal employees in a prima facie appropriate unit and which meets all the prerequisites for seeking such recognition.

§ 25.2 Definitions.

When used in these procedures,

(a) "Order" means Executive Order No. 10988;

(b) "Agency", "employee organization", and "employee" have the same meaning as in the Order;

(c) "Recognition" means recognition which is or may be accorded to an employee organization pursuant to the provisions of the Order;

(d) "Secretary" means the Secretary of Labor.

§ 25.3 Requests for nomination of arbitrators: filing, disputes, parties, time.

(a) Requests for nominations should be filed only where there exists a dispute or problem which cannot more appropriately be resolved through regular agency procedures. Parties, therefore, are expected to eliminate from their requests matters not necessary to the resolution of such dispute or problem and to use their best efforts to secure agreement on as many issues as possible before making the request.

(b) Requests for nominations may be filed either by an agency, or by an employee organization as described in § 25.1, or jointly by an agency and one or more employee organizations. Joint requests are encouraged.

(c) Subject to the provisions of paragraph (a) of this section, the Secretary will entertain on its merits a request by an employee organization for nomination of an arbitrator on a question of unit determination which is made within 30 days after receipt of an agency's final unit determination or 75 days after an appropriate request for exclusive recognition and no final unit determination has been received from the agency, provided the organization has observed any reasonable time limits established by the agency for the processing of such requests within the agency. The Secretary will entertain on its merits a request by an employee organization for nomination of an arbitrator on a question of majority representation which is made within 15 days after an agency's decision with respect to a determination of majority representation. Any request by an employee organization for the nomination of an arbitrator will be considered untimely if:

(1) A written request for exclusive recognition was not made prior to the grant of such recognition to another organization provided such grant was preceded by posted notice to all employees in the unit and written notice to all organizations known to represent such employees that a request for ex-

clusive recognition was under consideration.

(2) A written request for exclusive recognition was not made within 5 days after the agency posted appropriate notice of its intention to conduct an election to determine majority status, or more than 10 days before the date of the election.

(3) It was made less than 12 months after an agency's final unit determination with respect to such unit or subdivision thereof in a proceeding in which the organization sought exclusive recognition but failed to file a timely request for arbitration under these rules.

(4) It was made less than 12 months after a unit determination following a section 11 proceeding covering such unit or any subdivision thereof.

(5) The time limits set forth in this paragraph will be applied to all requests filed on or after October 15, 1963.

(d) No request contemplating an advisory determination as to whether an employee organization should become or continue to be recognized as the exclusive representative of employees in any unit will be entertained if the request is filed within 12 months after a prior determination of exclusive status has been made pursuant to the Order with respect to such unit unless the agency has withdrawn exclusive recognition from an employee organization by reason of its failure to maintain its compliance with sections 2 and 3(a) of the Order or with the Standards of Conduct for Employee Organizations and Code of Fair Labor Practices and the agency advises the Secretary that it has no objection to a new determination of exclusive representation being made within the 12-month period.

§ 25.4 Contents of requests; service on other parties; answer; intervention.

(a) Requests for nominations¹ shall be in triplicate and contain the following information:

(1) The name of the agency and the name and address of any office or branch of the agency below the national level that may be involved;

(2) A description of the unit appropriate for exclusive representation or claimed to be appropriate for such representation;

(3) The number of employees in the appropriate unit or any alleged appropriate unit;

(4) If the request is by an employee organization, the name, affiliation, if any, and address of the organization and the names, if known, of all other employee organizations claiming exclusive recognition, or having requested or attained formal or informal recognition with respect to any of the employees in the unit involved;

(5) If the request is by an agency, the names, affiliation, if any, and addresses of the employee organization or organizations claiming exclusive recognition and of any employee organization which has requested or attained formal or informal recognition with respect to any of the employees in the unit involved;

¹ Requests should be on forms which will be supplied by the Secretary upon request.

(6) A brief statement indicating specifically the matter or matters with respect to which an advisory decision or determination is sought;

(7) A brief statement of procedures followed by and before the agency prior to the request, two copies of any appropriate agency determination and two copies of all correspondence relating to the dispute or problem;

(8) If the request is made by an employee organization, an indication of the interest of such organization, including information or data such as membership lists, employee petitions or dues records showing prima facie that the organization has sufficient membership to qualify for formal recognition, and that it represents no less than 30 percent of the employees, in the appropriate unit or alleged appropriate unit; and

(9) Any other relevant facts.

(b) A party making a request shall furnish copies to all other parties or organizations listed in the request in compliance with paragraph (a) of this section; except that membership lists, employee petitions or dues records need not be furnished by the requesting employee organization to the other parties or organizations.

(c) Any employee organization claiming to have an interest in the matter or matters to be considered by an arbitrator as to the appropriateness of a unit or majority representation must have advised the agency of its position, in the manner prescribed by the agency's rules, and must have satisfied all of the requirements of section 5 of the Order and paragraph (a) (8) of this section; except that, any employee organization which has satisfied all of the requirements of section 5 of the Order except for the 10 percent membership requirement shall be entitled to receive notice of the proceeding and to participate therein if it represents at least two members and/or is designated by at least two employees as their representative in the unit alleged to be appropriate by the employee organization seeking exclusive recognition or the unit alleged to be appropriate by the agency, provided, however, that such intervening employee organization may not request a unit different than that sought by the employee organization seeking exclusive recognition or the unit claimed to be appropriate by the agency.

(d) Within fifteen (15) days following the receipt of a copy of any request for a nomination filed with the Secretary, the agency or any employee organization may file a response thereto with the Secretary, raising any matter which is relevant to the request including the adequacy of the showing of interest and the appropriateness of the unit under terms of the Order or these procedures. A copy of any response shall be furnished to other parties and organizations listed in the request, in the manner provided in paragraph (b) of this section.

§ 25.5 Action to be taken by the Secretary; nomination and selection.

(a) Upon receipt of a request and the responses, if any, the Secretary shall make such further inquiries as may be

necessary to determine his authority under the Order and these procedures; whether a timely request for nomination has been made; whether a valid question concerning representation exists in a prima facie appropriate unit; or for the purpose of obtaining a further specification of the issues or matters to be submitted for an advisory decision or determination, or assisting or advising the persons nominated or considered for nomination or otherwise facilitating submission of the matter to such person or persons in a manner that will permit an expeditious decision or determination.

(b) The Secretary will determine the adequacy of the showing of interest administratively, and such determination shall not be subject to collateral attack at a hearing before an arbitrator.

(c) The Secretary shall nominate not less than three arbitrators. Within 5 days the parties may indicate their order of preference from among those nominated. The Secretary will thereafter make a selection from among the nominees listed.

§ 25.6 Time; additional time after service by mail.

(a) In computing any period of time prescribed or allowed by the rules of this part, the date of the act, event, or default after which the designated period of time begins to run, is not to be included. The last day of the period so computed is to be included, unless it is a Saturday, Sunday or a Federal legal holiday, in which event the period runs until the end of the next day which is neither a Saturday, Sunday nor a Federal legal holiday. When the period of time prescribed, or allowed, is less than 7 days, intermediate Saturdays, Sundays and holidays shall be excluded from the computations. Whenever a party has the right or is required to do some act or take some other proceedings within a prescribed period after service of a notice or other paper upon the Secretary or a party and the notice is served upon him by mail, 3 days shall be added to the prescribed period: *Provided, however*, That 3 days shall not be added if any extension of such time may have been granted.

(b) When these rules require the filing of any paper, such document must be received by the Secretary or a party before the close of business of the last day of the time limit, if any, for such filing or extension of time that may have been granted.

§ 25.7 Fees; cost; expenses; decisions.

(a) Arbitrator's fees, per diem and travel expenses, and election expenses for notices, ballots, postage, rentals, assistance, etc., shall be borne entirely by the agency.

(b) The standard fee for the services of an arbitrator should be \$100 per day. Travel and per diem should be paid at the maximum rate payable to Government employees under the Standardized Government Travel Regulations.

(c) The agency should provide the arbitrator with a copy of the transcript of testimony taken at the hearing, such transcript to be returned to the agency

upon the issuance of the arbitrator's advisory decision.

(d) Costs involving assistance rendered by the Secretary's Office in connection with advisory decisions or determinations under section 11 of the order shall be limited to per diem, travel expenses and services on a time-worked basis.

(e) Upon request, the Secretary will make available copies of advisory decisions of arbitrators.

§ 25.8 Construction of rules.

The rules shall be liberally construed to effectuate the purposes and provisions of the order.

Signed at Washington, D.C., this 7th day of September 1963.

W. WILLARD WIRTZ,
Secretary of Labor.

[F.R. Doc. 63-9780; Filed, Sept. 12, 1963;
8:47 a.m.]

Title 46—SHIPPING

Chapter I—Coast Guard, Department of the Treasury

SUBCHAPTER K—MARINE INVESTIGATIONS AND SUSPENSION AND REVOCATION PROCEEDINGS

[CGFR 63-50]

PART 136—MARINE INVESTIGATION REGULATIONS

PART 137—SUSPENSION AND REVOCATION PROCEEDINGS

Payment of Witness Fees, Subsistence and Mileage

The purpose for the amendments to 46 CFR 136.11-10(b) and 137.17-1(b) is to revise the procedures followed in the payment of the witness fees, subsistence

and mileage to agree with current practices. Because the amendments in this document describe procedures and practices, it is hereby found that compliance with the Administrative Procedure Act (respecting notice of proposed rule-making, public rulemaking procedure thereon and effective date requirements) is exempted by specific provisions in section 4 of this Act (5 U.S.C. 1003).

By virtue of the authority vested in me as Commandant, United States Coast Guard by Treasury Department Orders 120 dated July 31, 1950 (15 F.R. 6521), 167-9 dated August 3, 1954 (19 F.R. 5195), 167-14 dated November 26, 1954 (19 F.R. 8026), 167-15 dated January 3, 1955 (20 F.R. 840), 167-17 dated June 29, 1955 (20 F.R. 4976), and 167-20 dated June 18, 1956 (21 F.R. 4894), to promulgate regulations in accordance with the statutes cited with the regulations below, the following amendments are prescribed and shall become effective on the date of publication in the FEDERAL REGISTER.

In Part 136—Marine Investigation Regulations, subpart 136.11—Witnesses and Witness Fees, the introductory sentence only of § 136.11-10(b) is amended to read as follows:

§ 136.11-10 Witness fees, subsistence and mileage.

(b) Upon receipt of such claim (Standard Form 1157) with supporting statement, the Coast Guard authorized certifying officer may certify to the propriety of the claim according to the following scale and submit it to the appropriate disbursing officer for payment:

(R.S. 4405, as amended, 4462, as amended, secs. 2, 633, 63 Stat. 496, 545; 46 U.S.C. 375, 416, 14 U.S.C. 2, 633. Interpret or apply R.S. 4450, as amended, secs. 1, 2, 49 Stat. 1544, 1545, as amended, sec. 17, 54 Stat. 166, as amended, sec. 3, 54 Stat. 347, as amended,

sec. 3, 70 Stat. 152, sec. 93 (e), (f), 63 Stat. 504, secs. 10-13, 18 Stat. 128, as amended, sec. 15, 38 Stat. 1184, as amended, sec. 4, 67 Stat. 462, sec. 3, 68 Stat. 675; 46 U.S.C. 239, 526p, 1333, 390b, 14 U.S.C. 93 (e), (f), 33 U.S.C. 361-364, 365, 43 U.S.C. 1333, 50 U.S.C. 198. Treasury Department Orders 120, July 31, 1950, 15 F.R. 6521; 167-14, November 26, 1954, 19 F.R. 8026; 167-15, January 3, 1955, 20 F.R. 840; 167-17, June 29, 1955, 20 F.R. 4976; 167-20, June 18, 1956, 21 F.R. 4894)

In Part 137—Suspension and Revocation Proceedings, Subpart 137.17—Witness Fees, § 137.17-1(b) is amended to read as follows:

§ 137.17-1 Witness's request for payment of fees.

(b) Upon receipt of the witness's claim (Standard Form 1157) with supporting statement, the Coast Guard authorized certifying officer may certify to the propriety of the claim according to the scale of fees, subsistence, and mileage in § 137.17-5, and submit it to the appropriate disbursing officer for payment.

(R.S. 4405, as amended, 4462, as amended, and sec. 633, 63 Stat. 545; 46 U.S.C. 375, 416, 14 U.S.C. 633. Interpret or apply R.S. 4426, as amended, 4450, as amended, secs. 1, 2, 49 Stat. 1544, 1545, as amended, sec. 7, 54 Stat. 165, as amended, secs. 1 to 12, 60 Stat. 237-244, secs. 1, 2, 68 Stat. 484, sec. 3, 68 Stat. 675, sec. 3, 70 Stat. 152; 46 U.S.C. 239, 239a, 239b, 367, 390b, 404, 526f, 5 U.S.C. 1001-1011, 50 U.S.C. 198. Treasury Department Orders 120, July 31, 1950, 15 F.R. 6521; 167-9, August 3, 1954, 19 F.R. 5195; 167-14, November 26, 1954, 19 F.R. 8026; 167-15, January 3, 1955, 20 F.R. 840; 167-17, June 29, 1955, 20 F.R. 4976; 167-20, June 18, 1956, 21 F.R. 4894)

Dated: August 29, 1963.

[SEAL] D. MCG. MORRISON,
Vice Admiral, U.S. Coast Guard,
Acting Commandant.

[F.R. Doc. 63-9799; Filed, Sept. 12, 1963;
8:47 a.m.]

Proposed Rule Making

DEPARTMENT OF AGRICULTURE

Agricultural Marketing Service

[7 CFR Part 33]

EXPORTATION OF APPLES AND PEARS

Notice of Proposed Rule Making

Notice is hereby given that the Department is considering the proposed amendment of the Regulations (7 CFR, Part 33), as hereinafter set forth, pursuant to the provisions of the Export Apple and Pear Act, as amended (48 Stat. 123; 7 U.S.C. 581-589), and the authority set forth in § 7.48 Stat. 124; 7 U.S.C. 587.

All persons who desire to submit written data, views, or arguments for consideration in connection with the proposed amendments to the regulations should file the same with the Director, Fruit and Vegetable Division, Agricultural Marketing Service, United States Department of Agriculture, South Building, Washington, D.C., 20250, not later than 30 days after publication hereof in the FEDERAL REGISTER.

The proposed amendments would (1) raise the minimum grade requirement prescribed in § 33.10 for apples from U.S. No. 1 Cooker to U.S. No. 1, and (2) require that the inspection and certification set forth in § 33.11 be performed within 20 days prior to date of export for transcontinental shipments and within 10 days prior to date of export for all other shipments, (3) add a definition of "date of export," and (4) delete Cuba as a destination to which the 400 box exemption for pears applies.

The proposed definition and the text of §§ 33.9, 33.10, 33.11 and 33.12 as proposed to be amended are as follows:

§ 33.9 Date of export.

"Date of export" means the date of loading on board the exporting carrier on which movement of the apples or pears from the United States is effected. The date of the on board bill of lading (or loading tally sheet) shall be considered to be the date the apples or pears were loaded on board, unless an "on board" date is shown.

§ 33.10 Minimum requirements.

No person shall ship, or offer for shipment, and no carrier shall transport, or receive for transportation, any shipment of apples or pears to any foreign destination unless:

(a) Apples grade at least U.S. No. 1 grade or U.S. No. 1 Early grade, as specified in the United States Standards for Apples (§§ 51.300-51.323 of this chapter; 28 F.R. 9685), do not contain apple maggot and do not have more than 2 percent, by count, of apples with apple maggot injury, nor more than 2 percent, by count, of apples infested with San Jose scale or scale of similar appearance;

(b) Pears grade at least U.S. No. 2 grade, as specified in the United States

Standards for Summer and Fall Pears, such as Bartlett, Hardy, and other similar varieties (§§ 51.1260-51.1280 of this chapter), or in the United States Standards for Winter Pears, such as Anjou, Bosc, Comice, and other similar varieties (§§ 51.1300-51.1323 of this chapter), do not contain apple maggot, and do not have more than 2 percent, by count, of pears with apple maggot injury, nor more than 2 percent, by count, of pears infested with San Jose scale or scale of similar appearance;

(c) Each package of apples or pears is packed so that the apples or pears in the top layer shall be reasonably representative in size, color, and quality of the contents of the package; and

(d) Each package of apples or pears is marked plainly and conspicuously with (1) the name and address of the grower or packer; (2) the variety of the apples or pears; (3) the name of the U.S. grade or the name of a state grade if the fruit meets each minimum requirement of a U.S. grade specified in this section or in § 33.12; and (4) the numerical count or the minimum size.

§ 33.11 Inspection and certification.

(a) Each person shipping or offering for shipment, apples or pears to any foreign destination shall cause them to be inspected and certified as meeting the requirements of the act and this part by the Federal or Federal-State Inspection Service in accordance with regulations governing the inspection and certification of fresh fruits, vegetables and other products (Part 51 of this Chapter). Such inspection and certification shall be performed within 20 days prior to date of export for transcontinental shipments and within 10 days of such date for all other shipments. Such certification shall be in the form of an "Export Form Certificate" or "Memorandum of Inspection" bearing the statement: "Meets Export Apple and Pear Act."

(b) No carrier shall transport, or receive for transportation, apples or pears to any foreign destination unless such apples or pears are accompanied by a copy of the "Export Form Certificate" or "Memorandum of Inspection" issued within the applicable time limit prescribed in paragraph (a) of this section.

(c) The shipper shall deliver a copy of the Export Form Certificate or Memorandum of Inspection to the export carrier. Whenever apples or pears are inspected and certified at any point other than the port of exportation, the shipper shall deliver a copy of the Export Form Certificate or Memorandum of Inspection to the agent of the first carrier that thereafter transports such apples or pears and such agent shall deliver such copy to the proper official of the carrier on which the apples or pears, covered by such certificate or memorandum, are to be exported.

(d) A copy of the Export Form Certificate or Memorandum of Inspection

shall be filed by the export carrier for a period of not less than three (3) years after date of export.

(e) If the inspector has reason to believe that samples of a lot of apples or pears have been obtained for a determination as to compliance with tolerance for spray residue, established under the Federal Food, Drug and Cosmetic Act, as amended (52 Stat. 1040; 21 U.S.C. 301 et seq.), he shall not issue a certificate on the lot unless it complies with such tolerances.

§ 33.12 Apples and pears not subject to regulations and for processing.

Except as otherwise provided in this section, any person may, without regard to the provisions of this part, ship or offer for shipment, and any carrier may, without regard to the provisions of this part, transport or receive for transportation to any foreign destination:

(a) A shipment of a quantity of apples or pears not exceeding a total of 1,250 pounds gross weight, or 25 boxes of apples packed in a standard Northwestern apple box, standard Eastern apple box or container equivalent thereto, or 25 boxes of pears packed in a standard pear box or container equivalent thereto; and shipments of pears to Venezuela, not exceeding 20,000 pounds gross weight or 400 standard pear boxes or containers equivalent thereto.

(b) Apples or pears to Pacific ports west of the International Date Line which do not meet maturity standards of the grade specified in § 33.10, if the packages are conspicuously marked or printed with the words "Immature Fruit;" (in letters at least two inches high) if inspected and certified as meeting all other requirements of §§ 33.10 and 33.11.

(c) Apples for processing which do not meet the grade standards specified in § 33.10, if such apples grade at least U.S. No. 1 as specified in U.S. Standards for Apples for Processing (§§ 51.340 to 51.344 of this chapter), and if the containers are conspicuously marked "Cannery" (in letters at least two inches high) if inspected and certified as meeting all other requirements of §§ 33.10 and 33.11.

(d) Pears for processing which do not meet the grade standards specified in § 33.10, if such pears grade at least U.S. No. 1 as specified in U.S. Standards for Pears for Canning (§§ 51.1345 to 51.1358 of this chapter), and if the containers are conspicuously marked "Cannery" (in letters at least two inches high) if inspected and certified as meeting other requirements of §§ 33.10 and 33.11.

Dated: September 9, 1963.

FLOYD F. HEDLUND,
Director, Fruit and Vegetable
Division, Agricultural Market-
ing Service.

[F.R. Doc. 63-9804; Filed, Sept. 12, 1963;
8:47 a.m.]

[7 CFR Part 929]

CRANBERRIES

Handling; Notice of Proposed Rule Making

Notice is hereby given that the Department is considering the following Rules and Regulations submitted by the Cranberry Marketing Committee established under the marketing agreement and Order No. 929 (7 CFR Part 929) regulating the handling of cranberries grown in the States of Massachusetts, Rhode Island, Connecticut, New Jersey, Wisconsin, Michigan, Minnesota, Oregon, Washington, and Long Island in the State of New York, effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601 et seq.), as the agency to administer the terms and provisions thereof:

§ 929.101 Minimum exemption.

Any handler who handles not more than 25 barrels of cranberries during the fiscal year shall be relieved from the requirements of §§ 929.41 *Assessment* and 929.54 *Withholding and Inspection*. The requirements of § 929.60 *Reporting* are applicable to such a handler.

§ 929.102 Unscreened lots—Sampling procedure to determine percentage of screened cranberries.

To determine the percentage of screened cranberries contained in unscreened lots withheld pursuant to § 929.54:

(a) Select representative boxes from the lot to be sampled. The sample must be no less than 2 percent of the berries in the lot.

(b) After cleaning the sample to remove chaff, weigh the cleaned berries. Deduct the weight of the boxes in the sample to determine the net weight of the cleaned berries. Divide that weight by the number of boxes in the sample, which gives the net weight per box. Multiply the net weight per box by the number of boxes in the lot. The product represents the net weight of the berries in the unscreened lot.

(c) Run the cleaned berries through a separator with a $\frac{3}{32}$ inch screen and the bounce boards in the lowest position.

(d) Rerun the berries collected from the lower three bounce boards through the separator.

(e) Thoroughly mix the berries collected from the upper four bounce boards. Determine the percentage of sound berries in the lot by counting the sound and unsound berries in a selected cup (1 pint) of the berries collected from the upper four bounce boards.

(f) Add 5 percent to the percentage of sound berries. (This makes it comparable to lots of screened cranberries which contain an average of 5 percent unsound berries); however, the final percentage of sound berries may not exceed 100 percent.

(g) Multiply the net weight of the berries in the unscreened lot by the final percentage. The product is the quan-

tity of screened cranberries in the unscreened lot.

§ 929.103 Inspection procedure.

(a) Inspection shall be limited to any plant, storage facility, or other location within the production area, where facilities suitable to the inspection agency are available for sampling, weighing and inspection of cranberries.

(b) The handler offering cranberries for inspection, shall furnish the necessary labor and pay the costs of moving, weighing, and otherwise making available to the inspector the sample he chooses for inspection. The size of the sample shall be determined by the inspector and, in the case of inspection of a lot of unscreened cranberries, shall be screened by the handler under the supervision of the inspector.

(c) The inspection certificate shall show the quantity of cranberries in such lot which meets the requirements established for withheld cranberries pursuant to § 929.54(c).

§ 929.104 Outlets for restricted cranberries.

(a) After inspection pursuant to § 929.54(c), cranberries withheld from handling may be disposed of in the following noncompetitive outlets:

(1) Export to foreign countries, except Canada.

(2) For consumption by charitable institutions.

(3) Nonhuman food use.

(4) Research and development projects, approved by the United States Department of Agriculture, for the development of foreign markets. Such disposition is limited, however, to research projects dealing with dehydration, radiation, or freeze drying of cranberries.

(b) To receive withholding credit for cranberries disposed of in these noncompetitive outlets, the handler shall also meet the following requirements:

(1) In disposition in exports, submit to the Committee a copy of the on-board bill of lading showing the amount of cranberries loaded for export.

(2) In disposition to charitable institutions, submit to the Committee a statement from the charitable institution showing the quantity of cranberries received and certifying that the cranberries will be consumed by the institution.

(3) In disposition in nonhuman food uses, notify the Committee 48 hours prior to the disposition to enable an inspector to observe the disposition. If cranberries are disposed of in nonhuman food use immediately following inspection in the presence of the inspector, no advance notice is necessary.

(4) In disposition for use in research and development projects, report to the Committee the quantity and date of such disposition.

§ 929.105 Reporting.

Any report requested by the Committee pursuant to § 929.60 shall be mailed to the Committee office at Wareham, Massachusetts, or delivered to that office.

If the report is mailed, it is deemed filed when postmarked.

Interested persons may submit written data, views or arguments in connection with these proposals to the Director, Fruit and Vegetable Division, Agricultural Marketing Service, United States Department of Agriculture, Washington, D.C., 20250, within 10 days after publication of this notice in the *FEDERAL REGISTER*.

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

Dated: September 9, 1963.

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

[F.R. Doc. 63-9787; Filed, Sept. 12, 1963;
8:47 a.m.]

[7 CFR Part 929]

CRANBERRIES

Proposed Rule Making Regarding Expenses and Fixing of Rate of Assessment for 1963-64 Fiscal Year

Consideration is being given to the approval of proposed expenses and a proposed rate of assessment, recommended by the Cranberry Marketing Committee, established pursuant to the Marketing Agreement and Order No. 929 (7 CFR Part 929).

This marketing order regulates the handling of cranberries grown in Massachusetts, Rhode Island, Connecticut, New Jersey, Wisconsin, Michigan, Minnesota, Oregon, Washington, and Long Island in the State of New York.

Interested persons may submit written data, views or arguments in connection with this proposal to the Director, Fruit and Vegetable Division, Agricultural Marketing Service, United States Department of Agriculture, Washington, D.C., 20250, within 10 days after publication of this notice in the *FEDERAL REGISTER*. All documents should be filed in quadruplicate.

§ 929.203 Expenses and rate of assessment for the 1963-64 fiscal period.

(a) The reasonable expenses to be incurred by the Cranberry Marketing Committee for its maintenance and functioning during the fiscal period ending July 31, 1964 will amount to \$45,000.

(b) The rate of assessment to be paid by each handler who first handles cranberries shall be 4 cents (\$0.04) per barrel of cranberries, or an equivalent quantity of cranberries, during the 1963-64 fiscal period.

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

Dated: September 9, 1963.

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

[F.R. Doc. 63-9785; Filed, Sept. 12, 1963;
8:47 a.m.]

[7 CFR Part 929]

CRANBERRIES

Handling; Notice of Proposed Free and Restricted Percentages and Standards for Withheld Cranberries for 1963-64 Fiscal Period

Consideration is being given to a proposal to establish, for the 1963-64 fiscal year beginning August 1, 1963, free and restricted percentages which percentages shall be applied to all cranberries acquired during such fiscal period and to the establishment of standards withheld cranberries shall meet.

The proposed percentages and standards, which were recommended by the Cranberry Marketing Committee at its meeting August 26, 1963, would be established in accordance with the provisions of the marketing agreement and Order No. 929 (7 CFR Part 929) regulating the handling of cranberries grown in the States of Massachusetts, Rhode Island, Connecticut, New Jersey, Wisconsin, Michigan, Minnesota, Oregon, Washington, and Long Island in the State of New York, effective under the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601-674).

The proposal is as follows:

§ 929.301 Free and restricted percentages and standards for withheld cranberries.

The free percentage, restricted percentage, and standards for withheld cranberries applicable to all cranberries acquired during the fiscal period beginning August 1, 1963, and ending July 31, 1964, shall be (a) free percentage, 95 percent; (b) restricted percentage, 5 percent; and (c) each lot of cranberries withheld shall grade at least U.S. No. 1 grade, as set forth in the United States Standards for Fresh Cranberries for Processing (§§ 51.3030-51.3037 of this title), except that, for the purposes of this section, cranberries infested with worms shall be scored against the grade under the 5 percent tolerance provided for cranberries which have worm holes, or which are soft or affected by decay (see 51.3031(b) (3) of this title).

Consideration will be given to any written data, views, or arguments pertaining to the proposal which are received by the Director, Fruit and Vegetable Division, Agricultural Marketing Service, United States Department of Agriculture, Washington, D.C., 20250, not later than 10 days after the date of publication of this notice in the FEDERAL REGISTER.

Dated: September 9, 1963.

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

[F.R. Doc. 63-9786; Filed, Sept. 12, 1963, 8:47 a.m.]

[7 CFR Part 1044]

[Docket No. AO-299-A6]

MILK IN MICHIGAN UPPER PENINSULA MARKETING AREA**Notice of Recommended Decision and Opportunity To File Written Exceptions on Proposed Amendments to Tentative Marketing Agreement and to Order**

Pursuant to the provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601 et seq.), and the applicable rules of practice and procedure governing the formulation of marketing agreements and marketing orders (7 CFR Part 900), notice is hereby given of the filing with the Hearing Clerk of this recommended decision with respect to proposed amendments to the tentative marketing agreement and order regulating the handling of milk in the Michigan Upper Peninsula marketing area. Interested parties may file written exceptions to this decision with the Hearing Clerk, United States Department of Agriculture, Washington, D.C., 20250, not later than the close of business the 5th day after publication of this decision in the FEDERAL REGISTER. The exceptions should be filed in quadruplicate.

Preliminary statement. The hearing on the record of which the proposed amendments, as hereinafter set forth, to the tentative marketing agreement and to the order as amended, were formulated, was conducted at Escanaba, Michigan, on August 8, 1963, pursuant to notice thereof which was issued July 26, 1963 (28 F.R. 7846).

The material issue on the record of the hearing relates to providing handler status, on election, for a cooperative association on the bulk tank milk of its members.

Findings and conclusions. The following findings and conclusions on the material issue are based on evidence presented at the hearing and the record thereof:

The order should provide that a cooperative association may elect to be a handler on farm tank milk which it causes to be picked up at the farm and delivered to the fluid milk plant of another handler in tank trucks owned and operated by or under contract to such association.

Prior to the advent of farm bulk tanks each handler's regular milk supply was necessarily received at his fluid milk plant and any balancing of supplies as between handlers or disposition to non-fluid milk plants was accomplished by transfer. With the advent of farm bulk tanks, cooling and assembling is no longer necessarily a plant operation. Milk may be moved directly from the farm to a fluid milk plant other than the plant of normal receipt, or to non-pool plants if not needed locally. However, under the individual-handler pooling arrangement effective under the

order, such movements cannot now be readily accomplished since the operator of the fluid milk plant where the milk is physically received is held the responsible handler.

The principal cooperative association has assumed responsibility for hauling its member milk in many instances and it is likely that its activities in this regard will be expanded. Under the terms of the order, the person receiving milk from producers is held responsible for accounting for such milk and for payments to producers. Once milk from one producer has been commingled with milk of other producers in a tank truck, there is no further opportunity to measure, sample or reject the milk of any individual producer whose milk is included in the load. The operator of a fluid milk plant to which the load is delivered has an opportunity to determine only the weights and butterfat test of the total load, or partial load if other stops are involved. Where a tank truck picking up milk at the farm is operated under the supervision of a cooperative association it is the association that determines the weight and butterfat content of the deliveries of individual producers.

Milk delivered to a fluid milk plant by a cooperative association would be treated as a receipt of producer milk by such association at a fluid milk plant at the location of the plant to which it was delivered. Except for the extension of the handler definition to the cooperative association as indicated above, the definition would have application to the identical persons provided in the present order.

The milk delivered by the cooperative as a handler would continue to be classified and allocated at each plant of receipt and the operator of the plant would be obligated to pay the cooperative the uniform price applicable for the plant.

Because the cooperative may be the responsible handler on milk which it picks up at the farm and delivers to the fluid milk plant of another handler, it is desirable that provision be made for division of the maximum two percent shrinkage allowance between transferor and transferee. Under usual circumstances, shrinkage in the processing operation exceeds that of the receiving operation. At the hearing a cooperative association proposed a division of shrinkage of one and one-half percent to the transferee handler and one-half percent to the transferor handler. This division is commonly employed in Federal order markets and is concluded to be appropriate for this market.

When the difference between weights and tests of producer milk as determined at the farm and the tank weights and tests recorded on delivery at the plant falls within the generally accepted shrinkage tolerances, it is not unusual for handlers to purchase milk from a cooperative on the basis of farm weights and tests. Under such circumstances the cooperative experiences no shrinkage losses and the entire two percent

shrinkage allowance should then accrue to the transferee handler.

When a handler uses both producer milk and other source milk in his plant, provision must be made for a division of plant shrinkage among the various sources of receipts. The existing order provides that other source milk shall be assigned a pro rata share of the total plant shrinkage and no substantial change other than that cited previously is proposed in this regard.

Rulings on proposed findings and conclusions. A brief containing proposed findings and conclusions was filed on behalf of certain interested parties. The brief, proposed findings and conclusions and the evidence in the record were considered in making the findings and conclusions set forth above. To the extent that the suggested findings and conclusions filed by interested parties are inconsistent with the findings and conclusions set forth herein, the requests to make such findings or reach such conclusions are denied for the reasons previously stated in this decision.

General findings. The findings and determinations hereinafter set forth are supplementary and in addition to the findings and determinations previously made in connection with the issuance of the aforesaid order and of the previously issued amendments thereto; and all of said previous findings and determinations are hereby ratified and affirmed, except insofar as such findings and determinations may be in conflict with the findings and determinations set forth herein.

(a) The tentative marketing agreement and the order, as hereby proposed to be amended, and all of the terms and conditions thereof, will tend to effectuate the declared policy of the Act;

(b) The parity prices of milk as determined pursuant to section 2 of the Act are not reasonable in view of the price of feeds, available supplies of feeds, and other economic conditions which affect market supply and demand for milk in the marketing area, and the minimum prices specified in the proposed marketing agreement and the order, as hereby proposed to be amended, are such prices as will reflect the aforesaid factors, insure a sufficient quantity of pure and wholesome milk, and be in the public interest; and

(c) The tentative marketing agreement and the order, as hereby proposed to be amended, will regulate the handling of milk in the same manner as, and will be applicable only to persons in the respective classes of industrial and commercial activity specified in, a marketing agreement upon which a hearing has been held.

Recommended marketing agreement and order amending the order. The following order amending the order as amended regulating the handling of milk in the Michigan Upper Peninsula marketing area is recommended as the detailed and appropriate means by which the foregoing conclusions may be carried out. The recommended marketing agreement is not included in this decision because the regulatory provisions there-

of would be the same as those contained in the order, as hereby proposed to be amended:

1. Section 1044.10 is revised to read as follows:

§ 1044.10 Handler.

(d) Any cooperative association, at its election, with respect to member milk delivered from the farm to the fluid milk plant of another handler in a tank truck operated by or under contract to the cooperative association. To elect this handler status, the market administrator must be notified prior to the first day of the month during which these deliveries will take place. Milk delivered pursuant to this paragraph is deemed to have been received at the location of the milk plant to which it is delivered.

2. In § 1044.14 the introductory text is revised to read as follows:

§ 1044.14 Producer milk.

"Producer milk" means skim milk and butterfat contained in Grade A milk received at a fluid milk plant directly from a dairy farmer or a handler pursuant to § 1044.10(d): *Provided, That:*

3. Section 1044.34 is revised to read as follows:

§ 1044.34 Other reports.

(a) Each handler pursuant to § 1044.10(d) shall report to the market administrator in detail and on forms prescribed by the market administrator on or before the 5th day of each month the quantities of skim milk and butterfat in producer milk delivered to each fluid milk plant in the preceding month.

(b) Each handler exempt pursuant to §§ 1044.81 and 1044.82 shall report to the market administrator his disposition of fluid milk products on routes within the marketing area at such time and in such manner as the market administrator shall prescribe.

4. Section 1044.41(b) is revised to read as follows:

§ 1044.41 Classes of utilization.

(b) * * *

(5) Skim milk and butterfat, respectively, (except in milk diverted to a non-fluid milk plant pursuant to § 1044.14) in shrinkage allocated pursuant to § 1044.42(b) (1) but not in excess of:

(i) 2.0 percent of producer milk except that received from a handler pursuant to § 1044.10(d);

(ii) Plus 1.5 percent of producer milk received from a handler pursuant to § 1044.10(d): *Provided, That* if the handler receiving such producer milk files notice with the market administrator that he is purchasing such milk on the basis of farm weights, the applicable percentage pursuant to this subdivision shall be 2.0 percent;

(iii) Plus 1.5 percent of bulk fluid milk products from fluid milk plants of other handlers; and

(iv) Less 1.5 percent of bulk fluid milk products transferred to other plants; and

(6) Skim milk and butterfat in shrinkage assigned pursuant to § 1044.42(b) (2).

5. Section 1044.42 is revised to read as follows:

§ 1044.42 Shrinkage.

The market administrator shall determine shrinkage for each handler as follows:

(a) Compute the total shrinkage of skim milk and butterfat, respectively, for each handler; and

(b) Prorate the resulting amounts between the receipts of skim milk and butterfat contained in:

(1) Producer milk (except milk diverted to nonfluid milk plants pursuant to § 1044.14), plus fluid milk products in bulk from fluid milk plants of other handlers and less transfers of fluid milk products in bulk to other plants; and

(2) Other source milk.

6. Section 1044.46 is revised to read as follows:

§ 1044.46 Allocation of butterfat classified.

The market administrator shall determine the classification of butterfat in producer milk each month as follows:

(g) If the remaining pounds of butterfat in Class I and Class II exceed the pounds of butterfat in producer milk, subtract such excess (hereinafter referred to as "overage") from the remaining pounds of butterfat in each class in series beginning with Class II utilization.

7. Section 1044.47 is revised to read as follows:

§ 1044.47 Allocation of skim milk classified.

Allocate the pounds of skim milk in each class to producer milk in the same manner as that prescribed for butterfat in § 1044.46.

8. Section 1044.71(a) is revised to read as follows:

§ 1044.71 Expense of administration.

(a) Producer milk (including a handler's own farm production); and

Signed at Washington, D.C., on September 10, 1963.

GEORGE L. MEHREN,
Assistant Secretary.

[F.R. Doc. 63-9805; Filed, Sept. 12, 1963; 8:47 a.m.]

DEPARTMENT OF LABOR

Wage and Hour Division

[29 CFR Parts 545, 681]

PUERTO RICO

Proposed Minimum Piece Rates

Pursuant to authority in paragraph 6(a) (2) of the Fair Labor Standards Act of 1938 (29 U.S.C. 206(a) (2)), Reor-

ganization Plan No. 6 of 1950 (3 CFR 1949-53 Comp., p. 1004), and General Order No. 45-A of the Secretary of Labor (15 F.R. 3290), I hereby propose to amend Schedule C of 29 CFR 545.13 and 29 CFR 681.9 (b) and (c) by increasing the piece rates appearing there commensurate with increases in the minimum hourly wage rates now applicable under wage orders issued for the button, jewelry, and lapidary work industry (27 F.R. 9450), the leather, leather goods, and related products industry (28 F.R. 6013), and the fabric and leather glove industry (82 F.R. 7345) in Puerto Rico.

SCHEDULE C—PIECE RATE SCHEDULE FOR THE FABRIC AND LEATHER GLOVE INDUSTRY IN PUERTO RICO¹

No.	Operation	Ladies' woven or knitted fabric gloves	Leather gloves ²		Unit of payment
		(1)	Ladies' (2)	Men's (3)	
		Cents	Cents	Cents	
188	Buttons, slip stitches with tape, 1 button per glove			69.000	Per dozen pairs.
189	Buttonholes, stitched in and outside, one buttonhole per glove			92.000	Do.
190	Crede stitch, 5 to 6 stitches per inch	0.365			Per inch.
191	Egyptian stitch, 5 to 6 stitches per inch		0.631		Do.
192	Feather stitch, 5 to 6 stitches per inch	.437	.793		Do.
193	Large stitch (husky), 5 to 6 stitches per inch			.567	Do.
194	Regular stitch, 5 to 6 stitches per inch	.287	.595	.567	Do.
195	Slip stitch, hem only, 5 to 6 stitches per inch	.185	.407	.407	Do.
196	Slip stitch, reinforcement on slit, 5 to 6 stitches per inch, when sewing has been faced on by machine		.407	.407	Do.
197	Swagger stitch, 5 to 6 stitches per inch	.287	.595	.567	Do.
198	Whip stitch, 5 to 6 stitches per inch	.287	.595	.567	Do.

¹ Piece rates apply only to hand-sewing operations. For description of operations included under "hand-sewing", see definitions in applicable section of the wage order.

² The hourly minimum wage rates applicable to leather gloves are also applicable to combination leather and fabric gloves. However, piece rates for combination leather and fabric gloves must be set by employers in accordance with § 545.10.

2. As amended 29 CFR 681.9 (c) and (d) shall read as follows:

§ 681.9 Minimum piece rates prescribed by the Administrator.

(b) *Piece rate for hand-braiding leather buttons.* A minimum piece rate of 42 cents a gross shall be paid to homeworkers in Puerto Rico engaged in the hand-braiding of leather buttons, 24 to 30 ligne, by the following method: Tying a braided knot around the tip of a finger, bringing the knot into a rounded button shape by pulling the ends of the strip, forming the button shank from the prepared shank end of the strip, and trimming the loose end by cutting off the excess leather, all operations to be performed upon undegreased leather strips, each of which has been cut in advance to suitable dimensions so that one end may be formed into the button shank and the remainder braided to become the rounded button.

(c) *Piece rates for the hand-lacing of leather wallets, leather wallet covers, and plastic wallets.* A minimum piece rate of 0.90 cent per dozen stitches shall be paid to homeworkers in Puerto Rico engaged in the hand-lacing, single stitch, with plastic lacing material, of leather wallets and leather wallet covers; a minimum piece rate of 2.22 cents per dozen stitches shall be paid to homeworkers in Puerto Rico engaged in the hand-lacing, double stitch, with plastic lacing material, of leather wallets and leather wallet covers; and a minimum piece rate of 2.77 cents per dozen stitches shall be paid to homeworkers in Puerto

Any person interested in these proposals may file a written statement of data, views, and arguments regarding them with the Administrator of the Wage and Hour and Public Contracts Divisions, Department of Labor, 14th Street and Constitution Avenue NW., Washington 25, D.C., within 15 days after this notice is published in the FEDERAL REGISTER.

1. As amended 29 CFR 545.13, Schedule C would read as follows:

§ 545.13 Piece rates established in accordance with § 545.9.

* * * * *

Bay RBN, extending from the 5-mile radius zone to the RBN.

2. The Green Bay control area extension is designated within a 15-mile radius of the Austin-Straubel Airport, Green Bay, Wis., including the airspace south-east of Green Bay, bounded on the north by latitude 44°36'00" N., on the east by longitude 87°26'00" W., on the south and southwest by latitude 44°06'00" N., and Victor 217, and on the west by the Green Bay 15-mile radius area; within 5 miles either side of the 239° True bearing from the Green Bay RBN extending from the RBN to 15 miles southwest, and within 5 miles either side of the Green Bay VORTAC 326° True radial extending from the VORTAC to 15 miles north-west.

The FAA, having completed a comprehensive review of the terminal airspace structure requirements in the Green Bay area, including studies attendant to the implementation of the provisions of CAR Amendments 60-21/60-29, has under consideration the following airspace actions.

1. Redesignate the Green Bay control zone as that airspace within a 4-mile radius of Austin-Straubel Airport, Green Bay, Wis. (latitude 44°29'15" N., longitude 88°07'45" W.); within 2 miles each side of the Green Bay VORTAC 146° True radial, extending from the 4-mile radius zone to the VORTAC; within 2 miles each side of the Green Bay ILS localizer southwest course, extending from the 4-mile radius zone to the OM, and within 2 miles each side of the ILS localizer northeast course, extending from the 4-mile radius zone to 11 miles northeast of the airport.

2. Designate the Manitowoc, Wis., transition area as that airspace extending upward from 700 feet above the surface within a 4-mile radius of Manitowoc Airport (latitude 44°07'30" N., longitude 87°40'45" W.), and within 5 miles east and 8 miles west of the 351° True bearing from the airport, extending from the airport to 12 miles north of the airport.

3. Designate the Clintonville, Wis., transition area as that airspace extending upward from 700 feet above the surface within 8 miles southwest and 5 miles northeast of the 128° and 308° True bearings from the Clintonville Airport (latitude 44°36'50" N., longitude 88°43'50" W.), extending from 2 miles southeast to 12 miles northwest of the airport, and within 8 miles northeast and 5 miles southwest of the 146° True bearing from the airport, extending from the airport to 12 miles southeast of the airport.

4. Designate the Appleton, Wis., transition area as that airspace extending upward from 700 feet above the surface within a 4-mile radius of Outagamie County Airport, Appleton, Wis. (latitude 44°17'05" N., longitude 88°21'55" W.), and within 2 miles each side of the 089° True bearing from the Outagamie Airport, extending from the 4-mile radius area to 8 miles east of the airport.

5. Revoke the Green Bay control area extension and designate the Green Bay transition area as that airspace extending upward from 700 feet above the surface within a 6-mile radius of Austin-

Rico engaged in hand-lacing, double stitch, with plastic lacing material, of plastic wallets.

(52 Stat. 1062, as amended; 29 U.S.C. 206)

Signed at Washington, D.C., this 6th day of September 1963.

CLARENCE T. LUNDQUIST,
Administrator.

[F.R. Doc. 63-9781; Filed, Sept. 12, 1963; 8:47 a.m.]

FEDERAL AVIATION AGENCY

[14 CFR Part 71 [New]]

[Airspace Docket No. 63-CE-81]

CONTROL ZONE, CONTROL AREA EXTENSION AND TRANSITION AREAS

Proposed Alteration, Revocation and Designation

Notice is hereby given that the Federal Aviation Agency (FAA) is considering amendments to Part 71 [New] of the Federal Aviation Regulations, the substance of which is stated below.

The following controlled airspace is presently designated in the Green Bay, Wis., terminal area:

1. The Green Bay control zone is designated within a 5-mile radius of Austin-Straubel Airport, Green Bay, Wis.; within 2 miles either side of the Green Bay VORTAC 146° True radial extending from the 5-mile radius zone to the VORTAC and within 2 miles either side of the 059° True bearing from the Green

Straubel Airport, Green Bay, Wis. (latitude 44°29'15" N., longitude 88°07'45" W.); within 2 miles each side of the Green Bay VORTAC 326° True radial, extending from the 6-mile radius area to 8 miles northwest of the VORTAC, and within 2 miles each side of the Green Bay ILS localizer southwest course, extending from the 6-mile radius area to 8 miles southwest of the OM; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 44°32'00" N., longitude 87°46'20" W., thence east to latitude 44°32'00" N., longitude 87°27'00" W., thence south along longitude 87°27'00" W. to latitude 44°08'00" N., thence southwest to latitude 44°02'00" N., longitude 87°40'00" W., thence west along latitude 44°02'00" N. to the west boundary of Victor 217, thence northwest along the west boundary of V-217 to latitude 44°12'00" N., thence west along latitude 44°12'00" N. to longitude 88°25'30" W., thence counterclockwise along the arc of a 16-mile radius circle centered on the Winnebago County Airport, Oshkosh, Wis. (latitude 43°59'20" N., longitude 88°33'15" W.) to longitude 88°37'00" W., thence north along longitude 88°37'00" N. to latitude 44°27'30" N., thence northeast to latitude 44°31'20" N., longitude 88°29'55" W., thence clockwise via the arc of an 18-mile radius circle centered on the Austin-Straubel Airport to the point of beginning. The floors of the airways that traverse the transition areas proposed herein would automatically coincide with the floors of the transition areas.

The actions proposed herein would, in part, reduce the basic radius size of the Green Bay control zone from 5 to 4 miles, and designate a control zone extension based on the ILS localizer northeast course. The portion released would no longer be required for air traffic control purposes. The proposed control zone extension based on the ILS northeast course would be required to provide protection for aircraft executing prescribed ILS instrument approach procedures. The portion of the Green Bay, Clintonville, Manitowoc and Appleton transition areas proposed with floors of 700 feet above the surface would provide protection for aircraft executing prescribed instrument approach and departure procedures at the Austin-Straubel, Manitowoc, Appleton and Clintonville Airports. The floors of controlled airspace beyond the limits of the proposed 700-foot floor areas would be raised from 700 to 1,200 feet above the surface. The controlled airspace released would become available for other aeronautical purposes. The portions of controlled airspace retained, together with the additional portions proposed for designation herein, would provide protection for aircraft executing prescribed holding, approach, missed approach, radar and departure procedures within the Green Bay terminal area.

Certain minor revisions to prescribed instrument procedures would accompany the actions proposed herein, but operational complexities would not be increased nor would aircraft perform-

ance characteristics or established landing minimums be adversely affected.

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

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Director, Central Region, Attn: Chief, Air Traffic Division, Federal Aviation Agency, 4825 Troost Avenue, Kansas City, Mo., 64110. All communications received within forty-five days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Regional Air Traffic Division Chief, or the Chief, Airspace Utilization Division, Federal Aviation Agency, Washington, D.C., 20553. 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, D.C., 20553. 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 September 6, 1963.

MICHAEL J. BURNS,
Acting Chief,

Airspace Utilization Division.

[F.R. Doc. 63-9753; Filed, Sept. 12, 1963;
8:45 a.m.]

[14 CFR Part 71 [New]]

[Airspace Docket No. 63-EA-55]

CONTROL ZONES, TRANSITION AREA AND CONTROL AREA EXTENSIONS

Proposed Alteration, Designation and Revocation

Notice is hereby given that the Federal Aviation Agency is considering amendments to Part 71 [New] of the Federal Aviation Regulations, the substance of which is stated below.

The following controlled airspace is presently designated in the Buffalo, N.Y., terminal area:

1. The Buffalo control zone is designated within a 5-mile radius of Greater Buffalo International Airport; within 2 miles either side of the 043° True bearing from the Buffalo RBN, extending from the 5-mile radius zone to 11.6 miles

northeast of the RBN; within 2 miles either side of the 223° True bearing from the Buffalo RBN extending from the 5-mile radius zone to 24.4 miles southwest of the RBN, and within 2 miles either side of the Buffalo VORTAC 099° and 279° True radials, extending from the 5-mile radius zone to 10 miles east of the VORTAC.

2. The Niagara Falls, N.Y., control zone is designated within a 5-mile radius of Niagara Falls Municipal Airport and within 2 miles either side of the Niagara Falls ILS localizer east course, extending from the 5-mile radius zone to 10 miles east of the OM.

3. The Buffalo control area extension is designated within a 50-mile radius of the Greater Buffalo International Airport, and within 12 miles northeast and 8 miles southwest of the Buffalo VORTAC 124° True radial extending from the 50-mile radius area to 73 miles southeast of the VORTAC, excluding the portion outside the United States. The portion of this control area extension which coincides with R-5203 is excluded.

4. The Niagara Falls control area extension is designated within 5 miles either side of a direct line extending from the Niagara Falls ILS OM to the Dunkirk, N.Y., RBN, excluding the portion outside the United States.

The FAA, having completed a comprehensive review of the terminal airspace structure requirements in the Buffalo area, including studies attendant to the implementation of the provisions of CAR Amendments 60-21/60-29, has under consideration the following airspace actions:

1. Alter the Niagara Falls control zone by redesignating it as that airspace within a 5-mile radius of Niagara Falls Municipal Airport (latitude 43°06'20" N., longitude 78°56'55" W.), and within 2 miles each side of the Niagara Falls ILS localizer E course, extending from the 5-mile radius zone to the OM, excluding the portion outside the United States.

2. Alter the Buffalo control zone by redesignating it as that airspace within a 5-mile radius of Greater Buffalo International Airport (latitude 42°56'25" N., longitude 78°43'50" W.); within 2 miles each side of the Buffalo VORTAC 099° True radial, extending from the 5-mile radius zone to 7 miles east of the VORTAC; within 2 miles each side of the Buffalo ILS localizer northeast course, extending from the 5-mile radius zone to 8 miles northeast of the OM, and within 2 miles each side of the Buffalo ILS localizer southwest course, extending from the 5-mile radius zone to 7 miles southwest of the Cheektowaga, N.Y., fan marker, excluding the portion within a 1-mile radius of Buffalo Airpark (latitude 42°51'40" N., longitude 78°43'00" W.).

3. Revoke the Buffalo and Niagara Falls control area extensions and designate the Buffalo transition area as that airspace extending upward from 700 feet above the surface within a 7-mile radius of the Niagara Falls Municipal Airport (latitude 43°06'20" N., longitude 78°56'55" W.); within a 7-mile radius of the Greater Buffalo International Airport (latitude 42°56'25" N., longitude 78°43'50" W.); within a 4-mile radius

of Buffalo Airpark (latitude 42°51'40" N., longitude 78°43'00" W.); within 5 miles south and 8 miles north of the Niagara Falls ILS localizer east course, extending from the OM to 14 miles east of the OM; within 8 miles northwest and 7 miles southeast of the Buffalo ILS localizer northeast course, extending from the OM to 12 miles northeast of the OM; within 8 miles north and 5 miles south of the Buffalo VORTAC 099° True radial, extending from the VORTAC to 12 miles east of the VORTAC, and within 2 miles each side of the Buffalo ILS localizer southwest course, extending from the Buffalo 7-mile radius area to 8 miles southwest of the Cheektowaga, N.Y., fan marker; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 43°38'00" N., longitude 78°41'00" W., to latitude 43°21'00" N., longitude 78°00'00" W., to latitude 43°06'00" W., longitude 78°21'00" W., to latitude 42°32'00" N., longitude 78°21'00" W., to latitude 42°32'00" N., longitude 78°52'00" W., to latitude 42°37'00" N., longitude 79°15'00" W., to latitude 42°41'00" N., longitude 79°19'30" W., thence via the United States/Canadian border to the point of beginning. The portion of this transition area within Canada is excluded. The floors of the airways which would traverse the transition area proposed herein would automatically coincide with the floors of the transition area.

The proposed alteration of the Buffalo and Niagara Falls control zones would reduce the length of the existing east extension at Niagara Falls and the east and southwest extensions at Buffalo. These portions are no longer required for air traffic control purposes. The portion of the proposed Buffalo transition area with a floor of 700 feet above the surface would provide protection for aircraft executing prescribed instrument approach, departure and radar procedures while operating below the proposed 1,200-foot floor transition area. The portion of the transition area with a floor of 1,200 feet above the surface would raise the floor of controlled airspace beyond the proposed 700-foot area from 700 to 1,200 feet above the surface and, as a result, would make such airspace available for other uses, yet sufficient controlled airspace would be retained to provide adequate protection to aircraft executing prescribed holding, arrival, departure, radar vectoring and jet penetration procedures within the Greater Buffalo terminal area.

Certain minor revisions to prescribed instrument procedures would accompany the actions proposed herein, but operational complexities would not be increased nor would aircraft performance characteristics or established landing minimums be adversely affected. Specific details of the changes to procedures and minimum flight rules altitudes that would be required may be examined by contacting the Chief, Airspace Utilization Branch, Air Traffic Division, Eastern Region, Federal Aviation Agency, Federal Building, New York International Airport, Jamaica, N.Y., 11430.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Director, Eastern Region, Attn: Chief, Air Traffic Division, Federal Aviation Agency, Federal Building, New York International Airport, Jamaica, N.Y., 11430. 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, D.C., 20553. 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, D.C., 20553. 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 September 4, 1963.

MICHAEL J. BURNS,
Acting Chief,
Airspace Utilization Division.

[F.R. Doc. 63-9754; Filed, Sept. 12, 1963;
8:45 a.m.]

[14 CFR Part 71 [New]]

[Airspace Docket No. 63-PC-16]

CONTROL ZONE, CONTROL AREA EXTENSION AND TRANSITION AREA

Proposed Alteration, Revocation and Designation

In consonance with ICAO International Standards and Recommended Practices, notice is hereby given that the Federal Aviation Agency (FAA) is considering amendments to Part 71 [New] of the Federal Aviation Regulations. This proposal relates to navigable airspace both within and outside 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 insure that civil flying on international air routes is carried out under uniform conditions de-

signed 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 operating 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 following controlled airspace is presently designated in the Midway Island terminal area:

1. The Midway Island control zone is designated within a 5-nautical mile radius of NAS Midway.
2. The Midway Island control area extension is designated as that airspace extending upward from 700 feet above the surface within a 100-nautical mile radius of NAS Midway.

The FAA, having completed a comprehensive review of the terminal airspace structure requirements in the Midway area, including studies attendant to the implementation of the provisions of CAR Amendments 60-21/60-29, has under consideration the following airspace actions:

1. Alter the NAS Midway control zone by redesignating it to comprise that airspace within a 5-mile radius of NAS Midway (latitude 28°12'00" N., longitude 177°22'00" W.); within 2 miles each side of the 244° True bearing from the Midway radio beacon, extending from the 5-mile radius zone to 11 miles southwest of the radio beacon; within 2 miles each side of the Midway TACAN 232° True radial, extending from the 5-mile radius zone to 8 miles southwest of the TACAN, and within 2 miles each side of the Midway TACAN 168° True radial, extending from the 5-mile radius zone to 8 miles south of the TACAN.
2. Revoke the Midway control area extension and designate the Midway transition area as that airspace extending upward from 700 feet above the surface within a 10-nautical mile radius of NAS Midway (latitude 28°12'00" N., longitude 177°22'00" W.); and that airspace extending upward from 1,200 feet above the surface within a 100-nautical mile radius of NAS Midway.

The actions proposed herein would increase the size of the presently designated control zone at NAS Midway by the addition of control zone extensions south and southwest to provide protection for aircraft executing prescribed instrument approach and departure procedures at NAS Midway. The portion of the Midway transition area with a floor of 700 feet above the surface would provide protection for aircraft executing prescribed instrument approach, departure and radar procedures conducted beyond the limits of the control zone and below the floor of the proposed 1,200-foot area. The floor of controlled airspace beyond the 10-nautical mile radius area would be raised from 700 to 1,200 feet. The controlled airspace released would become available for other aeronautical purposes. The portion of controlled airspace retained would provide protection for aircraft executing prescribed instrument approach, departure and radar vectoring procedures within the NAS Midway terminal area.

Certain minor revisions to prescribed instrument procedures would accompany the actions proposed herein, but operational complexities would not be increased nor would aircraft performance characteristics or established landing minimums be adversely affected.

Specific details of the changes to procedures and minimum instrument flight rules altitudes that would be required may be examined by contacting the Chief, Airspace Utilization Branch, Air Traffic Division, Pacific Region, Federal Aviation Agency, P.O. Box 4009, Honolulu, Hawaii, 96812.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Director, Pacific Region, Attn: Chief, Air Traffic Division, Federal Aviation Agency, P.O. Box 4009, Honolulu, Hawaii, 96812. 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, D.C., 20553. 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, D.C., 20553. An informal docket will also be available for examination at the office of the Regional Air Traffic Division Chief.

(Sec. 307(a) and 1110, 72 Stat. 749 and 800; 49 U.S.C. 1348 and 1510, and Executive Order 10854, 24 F.R. 9565)

Issued in Washington, D.C., on September 6, 1963.

MICHAEL J. BURNS,
Acting Chief,
Airspace Utilization Division.

[F.R. Doc. 63-9755; Filed, Sept. 12, 1963;
8:45 a.m.]

[14 CFR Part 71 [New]]

[Airspace Docket No. 63-WE-31]

CONTROL ZONE, CONTROL AREA EXTENSION AND TRANSITION AREA

Proposed Alteration, Revocation and Designation

Notice is hereby given that the Federal Aviation Agency (FAA) is considering amendments to Part 71 [New] of the Federal Aviation Regulations, the substance of which is stated below.

The following controlled airspace is presently designated in the Rock Springs, Wyo., terminal area:

1. The Rock Springs control zone is designated within a 5-mile radius of Rock Springs Municipal Airport; within 2 miles each side of the 082° True bearing from the Rock Springs RBN, extending from the 5-mile radius zone to the Point of Rocks fan marker and within 2 miles either side of the Rock Springs ILS localizer west course extending from the 5-mile radius zone to the Point of Rocks fan marker.

2. The Rock Springs control area extension is designated within 5 miles each side of the 172° and 352° True bearings from the Rock Springs radio beacon, extending from 25 miles south to 25 miles north of the radio beacon, and that airspace within 12 miles south and 7 miles north of the Rock Springs VORTAC 079° and 259° True radials extending from 9 miles east to 20 miles west of the VORTAC.

The FAA, having completed a comprehensive review of the terminal airspace structure requirements in the Rock Springs area as a result of the studies associated with the implementation of CAR Amendment 60-21/60-29, has under consideration the following airspace actions:

1. Alter the Rock Springs control zone by redesignating it as that airspace within a 5-mile radius of Rock Springs Municipal Airport (latitude 41°35'45" N., longitude 109°04'00" W.); within 2 miles each side of the Rock Springs ILS localizer east course, extending from the 5-mile radius zone to 6 miles east of the outer marker, and within 2 miles each side of the Rock Springs VORTAC 097° True radial, extending from the 5-mile radius zone to 4 miles east of the VORTAC.

2. Revoke the Rock Springs control area extension and designate the Rock Springs transition area as that airspace extending upward from 700 feet above the surface within 2 miles each side of the Rock Springs ILS localizer east course, extending from 6 miles to 12 miles east of the outer marker; within 1 mile north and 5 miles south of the Rock Springs VORTAC 097° True radial, extending from the arc of a 5-mile radius

circle centered on the Rock Springs Municipal Airport (latitude 41°35'45" N., longitude 109°04'00" W.), to 14 miles east of the VORTAC, and within 2 miles each side of the Rock Springs VORTAC 259° True radial, extending from the arc of a 5-mile radius circle centered on the Rock Springs Municipal Airport to 10 miles west of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within 7 miles north and 11 miles south of the Rock Springs VORTAC 079° and 259° True radials, extending from 20 miles east to 20 miles west of the VORTAC, and that airspace within a 23-mile radius of the Rock Springs VORTAC extending clockwise from a line 5 miles northwest of and parallel to the Rock Springs VORTAC 026° True radial to a line 5 miles south of and parallel to the VORTAC 097° True radial. The floors of the airways that traverse the transition area proposed herein would automatically coincide with the floors of the transition area.

The actions proposed herein would, in part, realign the Rock Springs control zone east extension to coincide with the final approach courses specified by the VOR, ADF and ILS instrument approach procedures. The portion of controlled airspace beyond the limits of the extensions proposed herein would no longer be required for air traffic control purposes. The portion of the proposed Rock Springs transition area with a floor of 700 feet above the surface would provide protection for aircraft executing prescribed instrument approach and departure procedures while operating beyond the limits of the control zone and below the proposed 1,200-foot floor area. The floor of controlled airspace beyond the 700-foot floor area would be raised from 700 to 1,200 feet above the surface. The controlled airspace released would become available for other aeronautical purposes. The portions of controlled airspace retained, together with the additional portions proposed for designation herein, would provide protection for aircraft executing prescribed holding, approach, missed approach and departure procedures within the Rock Springs terminal area.

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

Specific details of the changes to procedures and minimum instrument flight rules altitudes that would be required may be examined by contacting the Chief, Airspace Utilization Branch, Air Traffic Division, Western Region Federal Aviation Agency, 5651 West Manchester Avenue, P.O. Box 90007, Airport Station, Los Angeles, Calif., 90009.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Director, Western Region, Attn: Chief, Air Traffic Division, Federal Aviation Agency, 5651 West Manchester Avenue, P.O. Box 90007, Airport Station, Los Angeles,

Calif., 90009. 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, D.C., 20553. 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, D.C., 20553. 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 September 6, 1963.

MICHAEL J. BURNS,
Acting Chief,
Airspace Utilization Division.

[F.R. Doc. 63-9757; Filed, Sept. 12, 1963;
8:46 a.m.]

[14 CFR Part 71 [New]]

[Airspace Docket No. 63-WE-44]

CONTROL ZONE, CONTROL AREA EXTENSION AND TRANSITION AREA

Proposed Alteration, Revocation and Designation

Notice is hereby given that the Federal Aviation Agency (FAA) is considering amendments to Part 71 [New] of the Federal Aviation Regulations, the substance of which is stated below.

The following controlled airspace is presently designated in the Douglas, Ariz., terminal area:

1. The Douglas control zone is designated within a 5-mile radius of Bisbee-Douglas International Airport, and within 2 miles either side of the Douglas VOR 311° True radial, extending from the 5-mile radius zone to 10 miles northwest of the VOR.

2. The Douglas control area extension is designated within 5 miles either side of the Douglas VOR 131° True radial extending from the VOR to the United States/Mexican border and within 10 miles southwest and 7 miles northeast of the Douglas VOR 302° and 122° True radials extending from 9 miles southeast to 20 miles northwest of the VOR, excluding the portion within R-2303, and the portion outside the United States.

The FAA, having completed a comprehensive review of the terminal airspace structure requirements in the Douglas area, including studies attendant to the implementation of the provisions of CAR

Amendments 60-21/60-29, has under consideration the following airspace actions:

1. Alter the Douglas control zone by redesignating it to comprise that airspace within a 5-mile radius of Bisbee-Douglas International Airport (latitude 31°28'00" N., longitude 109°36'10" W.), and within 2 miles each side of the Douglas VOR 122° True radial, extending from the 5-mile radius zone to the VOR.

2. Revoke the Douglas control area extension and designate the Douglas transition area as that airspace extending upward from 700 feet above the surface within 2 miles each side of the Douglas VOR 302° True radial, extending from the VOR to 8 miles northwest of the VOR; and that airspace extending upward from 1,200 feet above the surface within 10 miles southwest and 8 miles northeast of the Douglas VOR 302° and 122° True radials, extending from 20 miles northwest to 10 miles southeast of the VOR, excluding the portion within R-2303 and the portion outside the United States. The floors of the airways that traverse the transition area proposed herein would automatically coincide with the floor of the transition area.

The actions taken herein would, in part, revoke the control zone extension northwest of Douglas. This extension would no longer be required for air traffic control purposes. The portion of the proposed Douglas transition area with a floor of 700 feet above the surface would provide protection for aircraft executing prescribed instrument approach and departure procedures at Bisbee-Douglas Airport. The portion of the proposed transition area with a floor of 1,200 feet above the surface would provide protection for aircraft while holding at the Douglas VOR and for the portions of the instrument approach and departure procedures conducted beyond the limits of the 700-foot floor area. In addition, the actions proposed herein would raise the floor of controlled airspace beyond the 700-foot area northwest of Douglas from 700 to 1,200 feet and, as a result, would make such airspace available for other uses, yet sufficient controlled airspace would be retained to provide adequate protection for aircraft executing prescribed instrument holding, arrival and departure procedures within the Douglas terminal area.

Certain minor revisions to prescribed instrument procedures would accompany the actions proposed herein, but operational complexities would not be increased nor would aircraft performance characteristics or established landing minimums be adversely affected. Specific details of the changes to procedures and minimum instrument flight rules altitudes that would be required may be examined by contacting the Chief, Airspace Utilization Branch, Air Traffic Division, Western Region, Federal Aviation Agency, 5651 West Manchester Avenue, P.O. Box 90007, Airport Station, Los Angeles, Calif., 90009.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Director, Western Region, Attn: Chief, Air Traffic Division, Federal Aviation Agency, 5651

West Manchester Avenue, P.O. Box 90007, Airport Station, Los Angeles, Calif., 90009. 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, D.C., 20553. 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, D.C., 20553. 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 September 5, 1963.

MICHAEL J. BURNS,
Acting Chief,
Airspace Utilization Division.

[F.R. Doc. 63-9758; Filed, Sept. 12, 1963;
8:46 a.m.]

[14 CFR Part 71 [New]]

[Airspace Docket No. 62-WE-149]

CONTROL ZONE AND TRANSITION AREA

Proposed Alteration; Modification

In a notice of proposed rule making published in the *FEDERAL REGISTER* June 15, 1963 (28 F.R. 6191), it was stated that the Federal Aviation Agency proposed to alter the control zone and transition area at Twin Falls, Idaho.

Subsequent to the publication of the notice, it was determined by the FAA that the lateral configuration proposed for the portions of the Twin Falls transition area with a floor of 700 feet above the surface would require expansion if existing Twin Falls instrument approach landing minimums were to be retained. The boundaries recommended for the 700-foot portion proposed in the notice were predicated on raising the procedure turn altitude of prescribed Twin Falls VOR instrument approach procedure, based on the 086° True radial, to more than 1,500 feet above the surface. However, it was later determined that in raising this procedure turn altitude the established straight-in landing minimums from the east would no longer be applicable. In addition, it was proposed in the notice to alter the Twin Falls control zone, in part, by reducing the control zone east extension from 8 to 7 miles east of the VOR. Because of the

requirement to retain the lower procedure turn altitude for straight-in approach capability, less than sufficient protection would be afforded by the shortened control zone extension.

Accordingly, the notice is hereby amended to propose that the portion of the Twin Falls transition area extending upward from 700 feet above the surface would be designated as that airspace within a 7-mile radius of the Twin Falls VOR; within 8 miles north and 5 miles south of the Twin Falls VOR 086° True radial, extending from the VOR to 12 miles east of the VOR, and within 2 miles each side of the Twin Falls VOR 195° True radial, extending from the 7-mile radius area to 10 miles south of the VOR; and the portion of the proposal pertaining to altering the length of the control zone extension based on the Twin Falls VOR 086° True radial is hereby withdrawn.

The description of the 1,200-foot portion of the transition area would remain as originally proposed in the notice.

In order to provide interested persons time to adequately evaluate this proposal, as modified herein, and an opportunity to submit additional written data, views or arguments, the date for filing such material is hereby extended to September 30, 1963. Communications should be submitted in triplicate to the Assistant Administrator, Western Region, Attn: Chief, Air Traffic Division, Federal Aviation Agency, 5651 West Manchester Avenue, P.O. Box 90007, Airport Station, Los Angeles, Calif. 90009.

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

Issued in Washington, D.C., on September 6, 1963.

MICHAEL J. BURNS,
Acting Chief,

Airspace Utilization Division.

[F.R. Doc. 63-9756; Filed, Sept. 12, 1963; 8:46 a.m.]

[14 CFR Part 71 [New]]

[Airspace Docket No. 63-SW-65]

FEDERAL AIRWAY AND ASSOCIATED CONTROL AREAS

Proposed Alteration

Notice is hereby given that the Federal Aviation Agency (FAA) is considering an amendment to Part 71 [New] of the Federal Aviation Regulations, the substance of which is stated below.

A west alternate of VOR Federal airway No. 9 and its associated control areas extend from New Orleans, La., via the intersection of the New Orleans 326° and the McComb, Miss., 199° True radials to McComb. Another west alternate of Victor 9 and its associated control areas extend from McComb via the intersection of McComb 348° and Jackson, Miss., 224° True radials.

The FAA's latest IFR peak-day airway traffic survey shows no aircraft movements on Victor 9 West between New

Orleans and McComb. Therefore, it appears that the retention of this alternate airway is unjustified as an assignment of airspace, and the FAA proposes its revocation.

Also, the FAA proposes the realignment of Victor 9 West from McComb via the intersection of McComb 348° and Jackson 199° True radials. This realignment would reduce the mileage along this alternate airway from 79 to 74 nautical miles.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Director, Southwest Region, Attn: Chief, Air Traffic Division, Federal Aviation Agency, P.O. Box 1689, Fort Worth, Tex., 76101. 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, D.C., 20553. 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, D.C., 20553. 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 September 5, 1963.

MICHAEL J. BURNS,
Acting Chief,
Airspace Utilization Division.

[F.R. Doc. 63-9760; Filed, Sept. 12, 1963; 8:46 a.m.]

[14 CFR Part 71 [New]]

[Airspace Docket No. 63-AL-19]

FEDERAL AIRWAY, ASSOCIATED CONTROL AREAS, AND REPORTING POINT

Proposed Designation

Notice is hereby given that the Federal Aviation Agency (FAA) is considering an amendment to Part 71 [New] of the Federal Aviation Regulations, the substance of which is stated below.

The FAA is installing a VOR in the vicinity of Big Lake, Alaska (latitude 61°34'13" N., longitude 149°57'56" W.), on or about December 15, 1963. The FAA has under consideration the design-

nation of a VOR airway and its associated control areas from the intersection of the McGrath, Alaska, 122° and the Big Lake 292° True radials via the new Big Lake facility to the intersection of the Big Lake 073° True radial and the Sheep Mountain, Alaska, radio beacon 343° True bearing. The segment of the proposed airway from the intersection of the McGrath 122° and the Big Lake 292° True radials to Big Lake would be expanded, beginning 45 nautical miles from Big Lake, in graduated steps of one mile for every 5 nautical miles in length to 60 nautical miles from Big Lake, thence 14 miles wide to the intersection. The segment of the proposed airway from Big Lake to the intersection of the Big Lake 073° True radial and the Sheep Mountain radio beacon 343° True bearing would be expanded, beginning at 45 nautical miles from Big Lake, in graduated steps of one mile for every 5 nautical miles in length to 55 nautical miles from Big Lake, thence 13 miles wide to the intersection.

The segment of the proposed airway from Big Lake to the intersection of the McGrath 122° and the Big Lake 292° True radials would provide an alternate airway for aircraft operations between Anchorage, Alaska, and McGrath. The eastern segment of the proposed airway would provide a route for VOR-equipped aircraft operating between Big Lake and Sheep Mountain. The expanded width of the airway would provide adequate controlled airspace for aircraft operating along the proposed airway while at a distance greater than 45 nautical miles from Big Lake.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Director, Alaskan Region, Attn: Chief, Air Traffic Division, Federal Aviation Agency, P.O. Box 440, Anchorage, Alaska, 99501. 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, D.C., 20553. 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, D.C., 20553. 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 September 5, 1963.

MICHAEL J. BURNS,
Acting Chief,
Airspace Utilization Division.

[F.R. Doc. 63-9759; Filed, Sept. 12, 1963;
8:46 a.m.]

[14 CFR Part 71 [New]]

[Airspace Docket No. 63-PC-13]

TRANSITION AREA

Proposed Alteration

In consonance with ICAO International Standards and Recommended Practices, notice is hereby given that the Federal Aviation Agency is considering an amendment to Part 71 [New] of the Federal Aviation Regulations. This proposal relates to the designation of navigable airspace both within and outside 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 insure 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 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 Kailua, Kona, Hawaii transition area is presently designated as that airspace extending upward from 700 feet above the surface beginning at latitude 19°54'00" N., longitude 156°07'50" W., to latitude 19°41'50" N., longitude 155°57'30" W., thence clockwise along the arc of a 5-mile radius circle centered on the Kona Airport (latitude 19°39'00"

N., longitude 156°01'00" W.) to latitude 19°34'50" N., longitude 155°59'50" W., to latitude 19°31'50" N., longitude 156°12'30" W., thence clockwise along the arc of a 5-mile radius circle centered on the intersection of the Upolu Point, Hawaii VOR 211° and the Lanai, Hawaii VOR 149° True radials to latitude 19°38'15" N., longitude 156°17'40" W., thence to point of beginning.

The FAA having completed a comprehensive review of the terminal airspace structure in the Kona area, including studies attendant to the implementation of the provisions of CAR Amendments 60-21/60-29, has under consideration the following airspace action:

Alter the Kailua, Kona transition area by redesignating it to comprise that airspace extending upward from 700 feet above the surface within a 5-mile radius of Kona Airport (latitude 19°39'00" N., longitude 156°01'00" W.) and within 2 miles each side of the 327° True bearing from the Kona Airport, extending from the 5-mile radius area to 14 miles northwest of the airport; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 19°34'45" N., longitude 156°01'00" W., to latitude 19°31'45" N., longitude 156°15'00" W., to latitude 19°48'30" N., longitude 156°23'00" W., thence clockwise along the arc of a 26-mile radius circle centered on the Kona Airport to latitude 20°01'30" N., longitude 156°00'05" W., to latitude 19°39'50" N., longitude 155°56'30" W., thence clockwise along a 5-mile radius circle centered on the Kona Airport to the point of beginning. The floors of the airways which traverse the transition area proposed herein would automatically coincide with the floor of the transition area.

The proposed alteration of the Kailua, Kona transition area would increase the overall extent of the existing controlled airspace in the Kona terminal area. The floor of the transition area in the immediate vicinity of the Kona Airport would remain at 700 feet above the surface to provide protection for aircraft executing prescribed instrument approach and departure procedures at the Kona Airport. The floor of the remainder of the transition area would be set at 1,200 feet. The portion of controlled airspace extending upward from 1,200 feet above the surface would provide protection for aircraft while holding at the Kona Intersection and for portions of the instrument approach and departure procedures conducted above 1,500 feet above the surface in the Kona terminal area.

No revisions to prescribed instrument approach procedures would be required by the action proposed herein.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Director, Pacific Region, Attn: Chief, Air Traffic Division, Federal Aviation Agency, P.O. Box 4009, Honolulu, Hawaii, 96812. 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 ar-

rangements 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, D.C., 20553. 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, D.C., 20553. An informal docket will also be available for examination at the office of the Regional Air Traffic Division Chief.

(Sec. 307(a) and 1110, 72 Stat. 749 and 800; 49 U.S.C. 1348 and 1510, and Executive Order 10854, 24 F.R. 9565)

Issued in Washington, D.C., on September 6, 1963.

MICHAEL J. BURNS,
Acting Chief,
Airspace Utilization Division.

[F.R. Doc. 63-9765; Filed, Sept. 12, 1963;
8:46 a.m.]

[14 CFR Part 71 [New]]

[Airspace Docket No. 63-SW-60]

TRANSITION AREA

Proposed Designation

Notice is hereby given that the Federal Aviation Agency (FAA) is considering an amendment to Part 71 [New] of the Federal Aviation Regulations, the substance of which is stated below.

The FAA, having completed a comprehensive review of the terminal airspace structure requirements in the Stillwater, Okla., area, including studies attendant to the implementation of the provisions of CAR Amendments 60-21/60-29, has under consideration the designation of a transition area at Stillwater. The proposed transition area would be designated as that airspace extending upward from 700 feet above the surface within a 5-mile radius of Searcy Field, Stillwater, Okla. (latitude 36°09'30" N., longitude 97°05'05" W.) and within 5 miles east and 8 miles west of the 359° True bearing from the airport, extending from the airport to 12 miles north. This would provide protection for aircraft executing prescribed instrument approach and departure procedures at Searcy Field. Communications service within the proposed transition area would be provided by the Oklahoma City FAA RAPCON and control tower.

The floors of the airways which traverse the transition area proposed herein and the floor of the portion of the Oklahoma City, Okla., control area extension, which coincides with the proposed transition area, would automatically assume a floor coincident with the floor of the transition area. Revocation of this control area extension will be processed at a later date as a part of the CAR Amend-

ments 60-21/60-29 implementation program proposed for terminal areas which adjoin the Stillwater terminal area.

Certain minor revisions to prescribed instrument procedures would be effected in conjunction with the actions proposed herein, but operational complexities would not be increased nor would aircraft performance characteristics or present landing minimums be adversely affected. Specific details of the changes to procedures and minimum instrument flight rules altitudes that would be required may be examined by contacting the Chief, Airspace Utilization Branch, Air Traffic Division, Southwest Region, Federal Aviation Agency, P.O. Box 1689, Fort Worth, Tex., 76101.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Director, Southwest Region, Attn: Chief, Air Traffic Division, Federal Aviation Agency, P.O. Box 1689, Fort Worth, Tex., 76101. 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, D.C., 20553. 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, D.C., 20553. 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 September 6, 1963.

MICHAEL J. BURNS,
Acting Chief,

Airspace Utilization Division.

[F.R. Doc. 63-9766; Filed, Sept. 12, 1963; 8:46 a.m.]

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

[Airspace Docket No. 63-CE-84]

RESTRICTED AREA AND CONTROLLED AIRSPACE

Proposed Alteration

Notice is hereby given that the Federal Aviation Agency is considering amendments to §§ 71.165, 71.171 and 73.54 of the Federal Aviation Regulations, the substance of which is stated below.

The Grand Forks, N. Dak. (Grand Forks AFB), Restricted Area/Military

Climb Corridor R-5402 is presently described as follows:

Boundaries. The area centered on the 001° radial of the Grand Forks AFB TACAN extending from 5 miles N of the airbase (latitude 47°57'40" N., longitude 97°24'05" W.) to 32 miles N of the airbase, having a width of 2 miles at the beginning and expanding uniformly to a width of 4.6 miles at the outer extremity.

Designated altitudes. 2,900 feet MSL to 15,900 feet MSL from 5 miles N of the airbase to 6 miles N of the airbase. 2,900 feet MSL to flight level 249 from 6 to 7 miles N of the airbase. 2,900 feet MSL to flight level 270 from 7 to 10 miles N of the airbase. 6,900 feet MSL to flight level 270 from 10 to 15 miles N of the airbase. 10,900 feet MSL to flight level 270 from 15 to 20 miles N of the airbase. 15,900 feet MSL to flight level 270 from 20 to 25 miles N of the airbase. 19,900 feet MSL to flight level 270 from 25 to 32 miles N of the airbase.

Time of designation. Continuous.

Using agency. Grand Forks AFB Approach Control.

The Federal Aviation Agency is considering the redesignation of R-5402 as follows:

R-5402 Grand Forks, N. Dak. (Grand Forks AFB), Restricted Area/Military Climb Corridor.

Boundaries. The area centered on the 001° radial of the Grand Forks AFB TACAN beginning at a point 2 nautical miles N of the N end of Runway 35 and extending to a point 32 nautical miles N of the end of the runway, having a width of 1 nautical mile at the beginning and expanding uniformly to a width of 6 nautical miles at the outer extremity.

Designated altitudes. Surface to flight level 270 from 2 nmi to 5 nmi from end of runway. 2,000 feet MSL to flight level 270 from 5 nmi to 6 nmi from end of runway. 3,000 feet MSL to flight level 270 from 6 nmi to 8 nmi from end of runway. 5,000 feet MSL to flight level 270 from 8 nmi to 13 nmi from end of runway. 10,000 feet MSL to flight level 270 from 13 nmi to 17 nmi from end of runway. 14,000 feet MSL to flight level 270 from 17 nmi to 21 nmi from end of runway. 17,000 feet MSL to flight level 270 from 21 nmi to 27 nmi from end of runway. 20,000 feet MSL to flight level 270 from 27 nmi to 32 nmi from end of runway.

Time of designation. Continuous.

Using agency. Grand Forks AFB Approach Control.

Due to the capability of the latest fighter/interceptor aircraft to reach high speeds and high rates of climb in a short time after take-off, the Federal Aviation Agency has revised the criteria for establishing restricted area/military climb corridors used by these aircraft. The proposal contained herein is consistent with the new criteria. Altered as proposed, R-5402 would provide protection for air defense aircraft and other air traffic operating in the vicinity of Grand Forks Air Force Base during the initial climb phase of air defense missions. The using agency would authorize aircraft to operate within R-5402 when not in use by active air defense aircraft.

A portion of the reconfigured corridor would coincide with the Grand Forks, N. Dak. (Grand Forks AFB) control zone and the Grand Forks, N. Dak., control area extension. Accordingly, it is proposed to amend the description of the control zone and the control area extension to refer to the requirement for pilots

to obtain prior approval from appropriate authority before using the portions of the control zone and control area extension within R-5402.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Director, Central Region, Attn: Chief, Air Traffic Division, Federal Aviation Agency, 4825 Troost Avenue, Kansas City, Mo., 64110. All communications received within forty-five days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Regional Air Traffic Division Chief, or the Chief, Airspace Utilization Division, Federal Aviation Agency, Washington, D.C., 20553. 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, D.C., 20553. 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 September 6, 1963.

MICHAEL J. BURNS,
Acting Chief,

Airspace Utilization Division.

[F.R. Doc. 63-9762; Filed, Sept. 12, 1963; 8:46 a.m.]

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

[Airspace Docket No. 63-CE-85]

RESTRICTED AREA AND CONTROLLED AIRSPACE

Proposed Alteration

Notice is hereby given that the Federal Aviation Agency is considering an amendment to §§ 71.107, 71.143, 71.171 and 73.54 of the Federal Aviation Regulations, the substance of which is stated below.

The Minot, N. Dak. (Minot AFB), Restricted Area/Military Climb Corridor R-5403 is presently described as follows:

Boundaries. The area centered on the 308° radial of the Minot AFB TACAN extending from 5 miles NW of the airbase (latitude 48°25'18" N., longitude 101°22'08" W.) to 32 miles NW of the airbase, having a width of 2 miles at the beginning and expanding uniformly to a width of 4.6 miles at the outer extremity.

Designated altitudes. 3,650 feet MSL to 16,650 feet MSL from 5 miles NW of the airbase to 6 miles NW of the airbase. 3,650 feet MSL to flight level 257 from 6 to 7 miles NW of the airbase. 3,650 feet MSL to flight level 270 from 7 to 10 miles NW of the airbase.

7,650 feet MSL to flight level 270 from 10 to 15 miles NW of the airbase. 11,650 feet MSL to flight level 270 from 15 to 20 miles NW of the airbase. 16,650 feet MSL to flight level 270 from 20 to 25 miles NW of the airbase. 20,650 feet MSL to flight level 270 from 25 to 32 miles NW of the airbase.

Time of designation. Continuous.

Using agency. Minot AFB Approach Control.

The Federal Aviation Agency is considering the redesignation of R-5403 as follows:

R-5403 Minot, N. Dak. (Minot AFB), Restricted Area/Military Climb Corridor.

Boundaries. The area centered on the 308° radial of the Minot AFB TACAN beginning at a point 2 nautical miles NW and extending to a point 32 nautical miles NW from the NW end of runway 29, having a width of 1 nautical mile at the beginning and expanding uniformly to a width of 6 nautical miles at the outer extremity.

Designated altitudes. Surface to flight level 270 from 2 nmi to 5 nmi from end of runway. 3,000 feet MSL to flight level 270 from 5 nmi to 6 nmi from end of runway. 4,000 feet MSL to flight level 270 from 6 nmi to 8 nmi from end of runway. 6,000 feet MSL to flight level 270 from 8 nmi to 16 nmi from end of runway. 14,000 feet MSL to flight level 270 from 16 nmi to 24 nmi from end of runway. 19,000 feet MSL to flight level 270 from 24 nmi to 32 nmi from end of runway.

Time of designation. Continuous.

Using agency. Minot AFB approach control.

Due to the capability of the latest fighter/interceptor aircraft to reach high speed and high rates of climb in a short time after take-off, the Federal Aviation Agency has revised the criteria for establishing restricted area/military climb corridors for use by these aircraft. The proposal contained herein is consistent with the new criteria. Altered as proposed, R-5403 will provide protection for air defense aircraft and other air traffic operating in the vicinity of Minot Air Force Base during the initial climb phase of air defense missions. The using agency would authorize aircraft to operate within R-5403 when not in use by active air defense aircraft.

Further, if R-5403 is altered as proposed herein, action would be taken to alter the descriptions of the Minot, N. Dak. (Minot AFB) control zone and red Federal airway No. 46 to refer to the requirement for pilots to obtain prior approval from appropriate authority before using the portions of the airway and control zone within R-5403.

In addition, to eliminate any need for coordination between Minneapolis, Minnesota, ARTC Center and Minot AFB Approach Control, it is proposed to exclude the airspace within R-5403 from the description of intermediate altitude VOR Federal airway No. 1541.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Director, Central Region, Attn: Chief, Air Traffic Division, Federal Aviation Agency, 4825 Troost Avenue, Kansas City, Mo., 64110. All communications received within forty-five days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the

proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Regional Air Traffic Division Chief, or the Chief, Airspace Utilization Division, Federal Aviation Agency, Washington, D.C., 20553. 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, D.C., 20553. 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 September 9, 1963.

MICHAEL J. BURNS,
Acting Chief,
Airspace Utilization Division.

[F.R. Doc. 63-9763; Filed, Sept. 12, 1963;
8:46 a.m.]

[14 CFR Part 73 [New]]

[Airspace Docket No. 63-CE-92]

RESTRICTED AREA Proposed Alteration

Notice is hereby given that the Federal Aviation Agency is considering an amendment to § 73.46 of the Federal Aviation Regulations, the substance of which is stated below.

The Glasgow, Mont. (Glasgow AFB), Restricted Area/Military Climb Corridor, R-4601 is described as follows:

R-4601 Glasgow, Mont. (Glasgow AFB), Restricted Area/Military Climb Corridor.

Boundaries. The area centered on the 299° radial of the Glasgow AFB TACAN, extending from 5 miles NW of the airbase (latitude 43°25'10" N. longitude 106°31'30" W.) to 30 miles NW of the airbase, having a width of 2 miles at the beginning and expanding uniformly to a width of 4.6 miles at the outer extremity.

Designated altitudes. 4,800 feet MSL to 17,800 feet MSL from 5 miles NW of the airbase to 6 miles NW of the airbase. 4,800 feet MSL to flight level 268 from 6 to 7 miles NW of the airbase. 4,800 feet MSL to flight level 270 from 7 to 10 miles NW of the airbase. 8,800 feet MSL to flight level 270 from 10 to 15 miles NW of the airbase. 12,800 feet MSL to flight level 270 from 15 to 20 miles NW of the airbase. 17,800 feet MSL to flight level 270 from 20 to 25 miles NW of the airbase. 21,800 feet MSL to flight level 270 from 25 to 30 miles NW of the airbase.

Time of designation. Continuous.

Using agency. Glasgow AFB Approach Control.

The Federal Aviation Agency is considering the redesignation of R-4601 as follows:

R-4601 Glasgow, Mont. (Glasgow AFB), Restricted Area/Military Climb Corridor.

Boundaries. The area centered on the 299° radial of Glasgow AFB TACAN beginning at a point 2 nautical miles NW and extending to a point 32 nautical miles NW of the NW end of runway 28, having a width of 1 nautical mile at the beginning and expanding uniformly to a width of 6 nautical miles at the outer extremity.

Designated altitudes. Surface to flight level 270 from 2 nmi to 5 nmi from end of runway. 4,000 feet MSL to flight level 270 from 5 nmi to 6 nmi from end of runway. 5,000 feet MSL to flight level 270 from 6 nmi to 8 nmi from end of runway. 7,000 feet MSL to flight level 270 from 8 nmi to 13 nmi from end of runway. 12,000 feet MSL to flight level 270 from 13 nmi to 17 nmi from end of runway. 15,000 feet MSL to flight level 270 from 17 nmi to 22 nmi from end of runway. 18,000 feet MSL to flight level 270 from 22 nmi to 27 nmi from end of runway. 21,000 feet MSL to flight level 270 from 27 nmi to 32 nmi from end of runway.

Time of designation. Continuous.

Using agency. Glasgow AFB Approach Control.

Due to the capability of the latest fighter/interceptor aircraft to reach high speed and high rates of climb in a short time after takeoff, the Federal Aviation Agency has revised the criteria for establishing restricted area/military climb corridors for use by these aircraft. The proposal contained herein is consistent with the new criteria. Altered as proposed, R-4601 will provide protection for air defense aircraft and other air traffic operating in the vicinity of Glasgow Air Force Base during the initial climb phase of air defense missions. The using agency would authorize aircraft to operate within R-4601 when not in use by active air defense aircraft.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Director, Central Region, Attn: Chief, Air Traffic Division, Federal Aviation Agency, 4825 Troost Avenue, Kansas City, Mo., 64110. All communications received within forty-five days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Regional Air Traffic Division Chief, or the Chief, Airspace Utilization Division, Federal Aviation Agency, Washington, D.C., 20553. 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, D.C., 20553. 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 September 5, 1963.

MICHAEL J. BURNS,
Acting Chief,
Airspace Utilization Division.

[F.R. Doc. 63-9764; Filed, Sept. 12, 1963;
8:46 a.m.]

[14 CFR Part 75 [New]]

[Airspace Docket No. 63-WE-52]

JET ROUTE

Proposed Alteration

The Federal Aviation Agency (FAA) is considering an amendment to Part 75 [New] of the Federal Aviation Regulations, the substance of which is stated below.

Jet Route No. 15 presently extends in part from the Albuquerque, N. Mex., VORTAC to the Grand Junction, Colo., VORTAC. Continuous navigation signal coverage does not exist over this entire route segment of J-15 below flight level 300. The FAA is proposing to alter this segment of J-15 from the Albuquerque VORTAC via the Farmington, N. Mex., VORTAC to the Grand Junction VORTAC. Such action would permit the use of those flight levels between flight level 240 and flight level 300 which are not now available due to lack of signal coverage.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Director, Western Region, Attn: Chief, Air Traffic Division, Federal Aviation Agency, 5651 West Manchester Avenue, P.O. Box 90007, Airport Station, Los Angeles, Calif., 90009. 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, D.C., 20553. 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, D.C., 20553. 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 September 5, 1963.

MICHAEL J. BURNS,
Acting Chief,
Airspace Utilization Division.

[F.R. Doc. 63-9761; Filed, Sept. 12, 1963;
8:46 a.m.]

[14 CFR Part 507]

[Reg. Docket No. 1944]

AIRWORTHINESS DIRECTIVES

Hamilton Standard Propellers

The Federal Aviation Agency has under consideration a proposal to amend Part 507 of the Regulations of the Administrator to include an airworthiness directive superseding Amendment 37, 24 F.R. 7254 (AD 59-17-3), which requires inspection of all Hamilton Standard surface-treated aluminum-alloy blades when subjected to known or suspected impact with solid objects. Since the issuance of AD 59-17-3, further investigation indicates that an additional classification of surface-treated blades should be covered under the AD. It is proposed, therefore, to supersede AD 59-17-3 with a new directive which would cover such additional blades and also reference service bulletins which were not included in the original directive.

Interested persons are invited to participate in the making of the proposed rule by submitting such written data, views or arguments as they may desire. Communications should identify the regulatory docket number and be submitted in duplicate to the Federal Aviation Agency, Office of the General Counsel: Attention Rules Docket, Room A-103, 1711 New York Avenue NW., Washington, D.C., 20553. All communications received on or before October 15, 1963, will be considered by the Administrator before taking action upon the proposed rule. The proposals contained in this notice may be changed in the light of comments received. All comments submitted will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons.

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

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

HAMILTON STANDARD. Applies to all Hamilton Standard aluminum-alloy propeller blades. (Aircraft on which these propeller blades are installed include but are not necessarily confined to the Boeing 377; Convair 240, 340, 440; Douglas DC-3 Series, DC-6, DC-6A, DC-6B, DC-7, DC-7A, DC-7B, DC-7C; Lockheed 049, 749A, 1049/C/D/G/H, 1649A; and Martin 202A, 404.)

Compliance required as indicated.

For all aluminum-alloy propeller blades exposed to known or suspected impact with solid objects (blades static or rotating), the following shall be accomplished:

(a) Non-surface-treated blades shall be inspected in accordance with the applicable Hamilton Standard Bulletins and Service Manuals. If repair of damage requires procedures that include bending or twisting, the blade shall be removed and repaired prior to further flight. Other damage may be repaired without blade removed in accordance with the applicable Hamilton Standard instructions.

(b) Surface-treated blades as classified in Hamilton Standard Bulletin No. 596B shall be inspected in accordance with the applicable Hamilton Standard Bulletins and service manuals.

(1) Blades with visual evidence of bending, twisting, gouging, and/or marring shall be removed prior to further flight and submitted to Hamilton Standard for repair. A complete description of the circumstances surrounding the incident plus all available alignment records shall accompany the blade, since such details will determine the extent of the repair required.

(2) Blades with no visual evidence of bending, twisting, gouging, and/or marring shall be treated as follows:

(i) If the applicable alignment gage is available, measure alignment and disposition blades in accordance with Hamilton Standard Service Bulletin No. 602A.

(ii) If an alignment gage is not available, measure propeller track. If track is beyond the tolerance specified in Table II of Hamilton Standard Service Bulletin No. 596A, the propeller shall be removed from service immediately. If track is within limits, the propeller may be continued in service for a period not to exceed 50 hours' time in service before the face alignment check prescribed in (i) is conducted.

(Hamilton Standard Service Bulletins Nos. 596, 596A, 596B, and 602A cover this same subject.)

This supersedes Amendment 37, 24 F.R. 7254 (AD 59-17-3).

Issued in Washington, D.C., on September 6, 1963.

W. LLOYD LANE,
Acting Director,
Flight Standards Service.

[F.R. Doc. 63-9752; Filed, Sept. 12, 1963;
8:45 a.m.]

[14 CFR Part 514]

[Reg. Docket No. 1943; Notice No. 63-36]

AIRBORNE VOR RECEIVING EQUIPMENT (FOR AIR CARRIER AIRCRAFT)—TSO-C40b

Proposed Technical Standard Order

The Federal Aviation Agency has under consideration a proposal to revise § 514.38 of Part 514 of the regulations of the Administrator by amending the technical standard order. This technical standard order contains minimum performance standards for airborne VOR receiving equipment operating within the radio-frequency range of 108-118 megacycles which is to be used on civil aircraft of the United States engaged in air carrier operations.

The amendment is proposed to incorporate new environmental test procedures which were developed to be more compatible with existing and anticipated aircraft environmental conditions. The spurious emission requirements were revised to provide more protection to other electronic equipment in the aircraft.

In addition, the increasing number of ground VOR facilities installed in the last few years imposes more severe requirements on the airborne equipment from an interference standpoint. This necessitates more stringent requirements in certain areas for the airborne equipment to assure that it will operate satisfactorily under the present ground environment encountered in the air traffic control system. Minimum performance standards have been established for VOR antennas which are a part of the airborne VOR system.

Interested persons are invited to participate in the making of the proposed rule by submitting such written data, views or arguments as they may desire. Communications should identify the regulatory docket number and be submitted in duplicate to the Federal Aviation Agency, Office of the General Counsel: Attention Rules Docket, Room A-103, 1711 New York Avenue NW., Washington 25, D.C. All communications received on or before December 30, 1963, will be considered by the Administrator before taking action upon the proposed rule. The proposals contained in this notice may be changed in the light of comments received. All comments submitted will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons.

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

In consideration of the foregoing it is proposed to amend Part 514 as follows: By revising § 514.38 to read as follows:

§ 514.38 Airborne VOR receiving equipment operating within the radio-frequency range of 108-118 megacycles (for air carrier aircraft)—TSO-C40b.

(a) *Applicability.* (1) Minimum performance standards are hereby established for airborne VOR receiving equipment operating within the radio-frequency range of 108-118 megacycles which is to be used on civil aircraft of the United States engaged in air carrier operations. New models of airborne VOR receiving equipment manufactured for use on civil air carrier aircraft on or after the effective date of this section shall meet the minimum performance standards specified in Federal Aviation Agency document entitled "Minimum Performance Standards For Airborne VOR Receiving Equipment Operating Within the Radio-Frequency Range of 108-118 Megacycles",¹ dated December 6, 1962, and Federal Aviation Agency Document "Environmental Test Procedures For Airborne Electronic Equipment",¹ dated August 31, 1962, with the exceptions to these standards listed in subparagraph (2) of this paragraph.

(2) Federal Aviation Agency Paper "Environmental Test Procedures For Airborne Electronic Equipment", outlines various test procedures which define the

environmental extremes over which the equipment shall be designed to operate. Some test procedures have categories established and some do not. Where categories are established, only equipment which qualifies under the following categories, as specified in the FAA paper, is eligible under this order:

- (i) Temperature-Altitude Test—Categories A, B, C, or D;
- (ii) Vibration Test—Categories A, B, C, D, E, or F;
- (iii) Audio-Frequency Magnetic Field Susceptibility Test—Categories A or B;
- (iv) Radio-Frequency Susceptibility Test—Category A; and
- (v) Emission of Spurious Radio-Frequency Energy Test—Category A.

(b) *Marking.* (1) In addition to the markings specified in § 514.3(d), the equipment shall be marked to indicate the environmental extremes over which it has been designed to operate. There are six environmental test procedures outlined in FAA Paper "Environmental Test Procedures for Airborne Electronic Equipment", which have categories established. These should be identified on the nameplate by the words "environmental categories" or, as abbreviated, "Env. Cat." followed by six letters which identify the categories designated in the FAA paper. Reading from left to right, the category designations shall appear on the nameplate in the following order so that they may be readily identified:

- (i) Temperature-Altitude Test Category;
- (ii) Vibration Test Category;
- (iii) Audio-Frequency Magnetic Field Susceptibility Test Category;
- (iv) Radio-Frequency Susceptibility Test Category;
- (v) Emission of Spurious Radio-Frequency Energy Test Category; and
- (vi) Explosion Test.

(2) Equipment which meets the explosion test requirement shall be identified by the letter "E". Equipment which does not meet the explosion test requirement shall be identified by the letter "X". A typical nameplate identification would be as follows: Env. Cat. DBAAAX.

(3) In some cases such as under the Temperature-Altitude Test Category, a manufacturer may wish to substantiate his equipment under two categories. In this case, the nameplate shall be marked with both categories in the space designated for that category by placing one letter above the other in the following manner: Env. Cat. ^ADBAAAX.

(4) Each major component of equipment (antenna, power supply, etc.) shall be identified with at least the manufacturer's name, TSO number, and the environmental categories over which the equipment component is designed to operate.

(c) *Data requirements.* In accordance with the provisions of § 514.2, the manufacturer shall furnish to the Chief, Engineering and Manufacturing Branch, Flight Standards Division, Federal Aviation Agency, in the region in which the manufacturer is located, the following technical data:

(1) Six copies of the manufacturer's operating instructions and equipment limitations;

(2) Six copies of the installation procedures with applicable schematic drawings, wiring diagrams, and specification; indicating any limitations, restrictions, or other conditions pertinent to installation; and

(3) One copy of the manufacturer's test report.

(4) The manufacturer shall specify in the data furnished the FAA and in his maintenance instructions the maximum allowable error spread of the equipment, as measured under paragraph 2.1(a), Bearing Accuracy, which will provide the required bearing accuracy under all combinations of variables as outlined in paragraph 2.1(b), with a statistical probability of 95 percent.

(d) *Previously approved equipment.* Airborne VOR receiving equipment approved before the effective date of this section may continue to be manufactured under the provisions of its original approval, except that the requirements of § 514.3 through § 514.10 shall be met as required by § 514.2.

Issued in Washington, D.C., on September 5, 1963.

W. LLOYD LANE,
Acting Director,
Flight Standards Service.

[F.R. Doc. 63-9751; Filed, Sept. 12, 1963; 8:45 a.m.]

FEDERAL COMMUNICATIONS COMMISSION

[47 CFR Part 3]

[Docket No. 15083]

ADVERTISING ON STANDARD, FM, AND TELEVISION BROADCAST STATIONS

Order Extending Time for Filing Comments and Reply Comments

1. On May 17, 1963, the Commission issued a notice of proposed rule making in the instant proceeding inviting comments to be filed not later than July 1, 1963, and reply comments not later than July 15, 1963.

2. Subsequently, at the request of the National Association of Broadcasters the time for filing comments was extended to September 16, 1963, and reply comments to September 30, 1963.

3. The Commission has before it for consideration a request filed by the Colorado Broadcasters Association that the time for filing comments be extended to October 16, 1963. In support thereof, it is stated that summer vacations prevented earlier acquisition of information and facts which the Association wishes to file in this proceeding.

4. The Commission recognizes the value of the information which the Association intends to present. Nevertheless, it must also be recognized that the notice of proposed rule making was released in this docket on May 17, 1963, and that the time for filing comments and reply comments has already been ex-

¹ Copies may be obtained upon request addressed to Publishing and Graphics Branch, Inquiry Section, MS-158, Federal Aviation Agency, Washington 25, D.C.

tended. Therefore, we are of the view that the further extension of time requested is not warranted or appropriate.

5. However, so that the Colorado Broadcasters Association may have some further time to develop their position and views, we will extend the time for filing comments to September 30, 1963, and the time for filing reply comments to October 14, 1963.

6. In view of the foregoing: *It is ordered*, That the time for filing comments in response to the notice of proposed rule making in this proceeding is extended to and including September 30, 1963, and the time for filing reply comments herein is extended to and including October 14, 1963; and

7. *It is further ordered*, That the request for further extension filed by the Colorado Broadcasters Association is granted insofar as it is consistent with the action taken herein; and in other respects is denied.

Adopted: September 9, 1963.

Released: September 10, 1963.

FEDERAL COMMUNICATIONS
COMMISSION,

[SEAL] BEN F. WAPLE,
Secretary.

[F.R. Doc. 63-9813; Filed, Sept. 12, 1963;
8:48 a.m.]

Notices

HOUSING AND HOME FINANCE AGENCY

Office of the Administrator

**ACTING REGIONAL DIRECTOR OF
COMMUNITY FACILITIES, REGION
VI (SAN FRANCISCO)**

Designation

The officers appointed to the following listed positions in Region VI (San Francisco), are hereby designated to serve as Acting Regional Director of Community Facilities, Region VI, during the absence of the Regional Director of Community Facilities with all the powers, functions, and duties redelegated or assigned to the Regional Director of Community Facilities, Region VI, provided that no officer is authorized to serve as Acting Regional Director of Community Facilities unless all other officers whose titles precede his in this designation are unable to act by reason of absence:

1. Deputy Regional Director of Community Facilities.
2. Assistant to the Regional Director of Community Facilities.

(Housing and Home Finance Administrator's delegation effective May 4, 1962 (27 F.R. 4319, May 4, 1962))

Effective as of the 13th day of September 1963.

[SEAL]

J. G. MELVILLE,
Regional Administrator,
Region VI.

[F.R. Doc. 63-9803; Filed, Sept. 12, 1963;
8:47 a.m.]

DEPARTMENT OF AGRICULTURE

Commodity Credit Corporation SALES OF CERTAIN COMMODITIES

September Sales List

Notice to buyers. Pursuant to the policy of Commodity Credit Corporation issued October 12, 1954 (19 F.R. 6669), and subject to the conditions stated therein as well as herein, the commodities listed below are available for sale and, where noted, for redemption of payment-in-kind certificates on the price basis set forth.

These prices at which Commodity Credit Corporation commodity holdings are available for sale during September 1963 were announced today by the U.S. Department of Agriculture. The following commodities are available: Butter, cheddar cheese, nonfat dry milk, cotton (upland and extra long staple), wheat, corn, oats, barley, rye, rice, grain sorghum, peanuts, flax, soybeans, and dry edible beans.

Gum turpentine is being withdrawn for September.

The CCC Monthly Sales List, which varies from month to month as additional commodities become available or commodities formerly available are dropped, is designed to aid in moving CCC's inventories into domestic or export use through regular commercial channels.

If it becomes necessary during the month to amend this list in any material way—such as by the removal or addition of a commodity in which there is general interest or by a significant change in price or method of sale—an announcement of the change will be sent to all persons currently receiving the list by mail from Washington. To be put on this mailing list, address: Director, Procurement and Sales Division, Agricultural Stabilization and Conservation Service, U.S. Department of Agriculture, Washington, D.C., 20250.

Interest rates per annum under the CCC Export Credit Sales Program for September 1963 are 4 percent for periods up to 12 months, and 4½ percent for periods from over 12 months up to a maximum of 36 months. All commodities currently offered for sale by CCC, plus tobacco from CCC loan stocks are available for export sale under the CCC Export Sales Program.

The following CCC-owned commodities are available for programing under Title IV, Public Law 480, private trade agreements: Wheat, corn, barley, rye, rice, grain sorghums, upland and extra long staple cotton, tobacco from CCC loan stocks, butter, cheese, nonfat dry milk, and dry beans. In addition, other surplus agricultural commodities are also eligible for Title IV programing. A list of all commodities available under this program, and current information on interest rates and other phases of the program are being sent separately to recipients of the CCC Monthly Sales List.

The following commodities are currently available for barter: Nonfat dry milk, butter, cheddar cheese, cotton, tobacco, wheat, corn, rye, barley, and grain sorghum. This list is subject to change from time to time.

The CCC will entertain offers from responsible buyers for the purchase of any commodity on the current list. Offers accepted by CCC will be subject to the terms and conditions prescribed by the Corporation. These terms include payment by cash or irrevocable letter of credit before delivery of the commodity, and the conditions require removal of the commodity from CCC stocks within a reasonable period of time. Where conditions of sale for export differ from those for domestic sale, proof of exportation is also required, and the buyer is responsible for obtaining any required U.S. Government export permit or license. Purchases from CCC shall not constitute any assurance that any such permit or license will be granted by the issuing authority.

Applicable announcements containing all terms and conditions of sale will be furnished upon request. For easy reference a number of these announcements are identified by code number in the following list. Interested persons are invited to communicate with the Agricultural Stabilization and Conservation Service, USDA, Washington, D.C., 20250, with respect to all commodities or—for specified commodities—with the designated ASCS Commodity Office.

Commodity Credit Corporation reserves the right to amend, from time to time, any of its announcements. Such amendments shall be applicable to and be made a part of the sale contracts thereafter entered into.

CCC reserves the right to reject any or all offers placed with it for the purchase of commodities pursuant to such announcements.

If CCC does not have adequate information as to the financial responsibility of a prospective buyer to meet all contract obligations that might arise by acceptance of an offer or if CCC deems such buyer's financial responsibility to be inadequate, CCC reserves the right (i) to refuse to consider the offer, (ii) to accept the offer only after submission by the buyer of a certified or cashier's check, bond, letter of credit or other security acceptable to CCC assuring that the buyer will discharge the responsibility under the contract, or (iii) to accept the offer upon condition that the buyer promptly submit to CCC such of the aforementioned security as CCC may direct. If a prospective buyer is in doubt as to whether CCC is acquainted with his financial responsibility he should communicate with the ASCS office at which the offer is to be placed to determine whether a financial statement or advance financial arrangement will be necessary in his case.

Disposals and other handling of inventory items often result in small quantities at given locations or in qualities not up to specifications. These lots are offered by the appropriate ASCS office promptly upon appearance and therefore, generally, they do not appear in the Monthly Sales List.

On sales for which the buyer is required to submit proof to CCC of exportation the buyer shall be regularly engaged in the business of buying or selling commodities and for this purpose shall maintain a bona fide business office in the United States, its territories or possessions, and have a person, principal, or resident agent upon whom service of judicial process may be had.

Prospective buyers for export should note that generally, sales to United States Government agencies, with only minor exceptions, will constitute domestic unrestricted use of the commodity.

Commodity Credit Corporation reserves the right, before making any sales, to define or limit export areas.

Notice to exporters. The Department of Commerce, Bureau of International Programs (the Bureau of Foreign Commerce until Aug. 9, 1961), pursuant to regulations under the Export Control Act of 1949, prohibits the exportation or re-exportation by anyone of any commodities (except absorbent cotton and sterilized gauze and bandages with respect to Cuba only) under this program to Cuba, the Soviet Bloc, or Communist-controlled area of the Far East including Communist China, North Korea, and the Communist-controlled area of Vietnam, except under validated license issued by the U.S. Department of Commerce, Bureau of International Programs.

These regulations generally require that exporters, in or in connection with their contracts with foreign purchasers, where the contract involves \$10,000 or more and exportation is to be made to a Group R country, obtain from the foreign purchaser a written acknowledgment of his understanding of (1) U.S. Commerce Department prohibitions (Comprehensive Export Schedule, 15 CFR §§ 371.4 and 371.8) against sales or resale for re-export of said commodities, or any part thereof, without express Commerce Department authorization, to the Soviet Bloc, Communist China, North Korea or the Communist-controlled area of Vietnam or to Cuba, and (2) the sanction of denial of future U.S. export privileges that may be imposed for violation of the Commerce Department regulations. Exporters who have a continuing and regular relationship with a foreign purchaser may obtain a blanket acknowledgment from such purchaser covering all transactions involving surplus agricultural commodities and manufactures thereof purchased from CCC or subsidized for export by the Secretary of Agriculture or CCC. Where commodities are to be exported by a party other than the original purchaser of the commodities from the CCC the original purchaser should inform the exporter in writing of the requirements for obtaining the signed acknowledgment from the foreign purchaser.

For all exportations, one of the destination control statements specified in Commerce Department Regulations (Comprehensive Export Schedule, 15 CFR § 379.10(c)) is required to be placed on all copies of the shipper's export declaration, all copies of the bill of lading, and all copies of the commercial invoices. For additional information as to which destination control statement to use, the exporter should communicate with the Bureau of International Programs or one of the field offices of the Department of Commerce.

Exporters should consult the applicable Commerce Department regulations for more detailed information if desired and for any changes that may be made therein.

Commodity	Sales price or method of sale												
Dairy products.....	Sales are in carlots only in-store at storage location of products. Submission of offers: Submit offers to the Minneapolis ASCS Commodity Office.												
Butter.....	Domestic, unrestricted use: Announced prices, under LD-29 as amended: 62.0 cents per pound—New York, Pennsylvania, New Jersey, New England, and other States bordering the Atlantic Ocean and Gulf of Mexico. 61.25 cents per pound—Washington, Oregon, and California. All other States 61.0 cents per pound. Export: Competitive bid under LD-33, as amended, pursuant to invitations to bid to be issued by Minneapolis ASCS Commodity Office. Announced prices under LD-35: Any butter offered but not sold under the invitation to bid will be offered for sale through the following Wednesday at prices announced by press release in Washington each Thursday.												
Nonfat dry milk.....	Domestic, unrestricted use: Announced prices, under LD-29, as amended: Spray process, U.S. Extra Grade, 16.40 cents per pound. Export: Competitive bid under LD-33, as amended, pursuant to invitation to bid to be issued by Minneapolis ASCS Commodity Office. Announced prices, under LD-35: Any nonfat dry milk offered but not sold under the invitation to bid will be offered for sale through the following Monday at prices announced by press release in Washington each Tuesday.												
Cheddar cheese (standard moisture basis).	Domestic, unrestricted use: Announced prices under LD-29, as amended: 40.75 cents per pound—New York, Pennsylvania, New England, New Jersey, and other States bordering the Atlantic Ocean and Pacific Ocean and the Gulf of Mexico. All other States 39.75 cents per pound. Export: Competitive bid under LD-33, as amended, pursuant to invitations to bid to be issued by Minneapolis ASCS Commodity Office. Announced prices under LD-35: Any cheese offered but not sold under the invitation to bid will be offered for sale through the following Wednesday at prices announced by press release in Washington each Thursday.												
Cotton, upland.....	Domestic, unrestricted use: Competitive bid under the terms and conditions of Announcement NO-C-16 as amended. (Sale of Upland Cotton for Unrestricted Use.) Under this announcement, upland cotton acquired under price support programs will be sold at the highest price offered but in no event at less than the higher of (a) 115 percent of the current support price for such cotton plus reasonable carrying charges, or (b) the market price for such cotton, as determined by CCC. Export, CCC Sales for Export: Competitive bid under the terms and conditions of Announcements CN-EX-18 Cotton Export Program, Sales (1963-64 Marketing Year), as amended, and NO-C-22 Sale of Upland Cotton (Cotton Export Program—1963-64 Marketing Year), as amended. Export, CCC Barter and Credit Sales: Competitive bid under the terms and conditions of Announcements CN-EX-21 (Acquisition of Upland Cotton for Export under Barter and Credit Sales Programs) and NO-C-22, as amended (Sale of Upland Cotton (Cotton Export Program—1963-64 Marketing Year)).												
Cotton, extra long staple.....	Domestic or export, unrestricted use: Competitive bid under the terms and conditions of Announcements NO-C-6 (Revised July 22, 1960), as amended, and NO-C-10, as amended. Under these announcements extra long staple cotton will be sold at the highest price offered but in no event at less than the higher of (a) 115 percent of the current support price for such cotton plus reasonable carrying charges, or (b) the domestic market price as determined by CCC. Export, CCC Sales for Export: Competitive bid under the terms and conditions of Announcements CN-EX-20 (Foreign-Grown Extra Long Staple Cotton Export Program) and NO-C-23 (Sale of Foreign-Grown Extra Long Staple Cotton).												
Catalogs.....	Catalogs for upland cotton and extra long staple cotton showing quantities, qualities, and locations may be obtained for a nominal fee from the New Orleans ASCS Commodity Office.												
Barley, bulk.....	Domestic and export, unrestricted use: A. Redemption of domestic payment-in-kind certificate: ¹ Such CCC dispositions of barley, as CCC may designate, will be in redemption of certificates or rights represented by pooled certificates under a feed grain program. Redemptions will be made at applicable market prices at point of delivery, as determined by CCC, except for redemptions of 1963 certificates. Redemptions of 1963 certificates during the month will be made at market price, as determined by CCC, but not less than the formula minimum price for such redemptions which is the applicable 1963 price support loan rate (i.e., the price support rate minus the amount of the price support payment-in-kind which is 14 cents per bushel) for the class, grade, and quality of the barley, plus the amount shown in C below applicable to the type of carrier involved. B. General sales: ¹ 1. Storable: Such CCC dispositions of storable barley, as CCC may designate as general sales, will be made during the month at market price but not less than the formula minimum price for such sales which is 105 percent of the applicable 1963 price support rate ³ for the class, grade and quality of the barley, plus the amount shown in C below applicable to the type of carrier involved. If delivery is outside the area of production, applicable freight will be added. Examples of these formula minimum prices are shown in C below. CCC will normally make general sales of barley when dispositions of such barley are not being made against domestic payment-in-kind certificates. 2. Nonstorable: Such dispositions of nonstorable barley as CCC may designate as general sales will be made at not less than market price, as determined by CCC. C. Markups and formula price examples (per bushel).												
<table><tr><th colspan="2">Markup in cents received by</th><th colspan="2">Example of in-store ² formula minimum prices for No. 2 or better barley (exrail or barge in dollars)</th></tr><tr><th>Truck</th><th>Rail or barge</th><th>Terminal</th><th>General sales price</th></tr><tr><td>7</td><td>2</td><td>Minneapolis, Minn..... Kansas City, Mo.....</td><td>\$1.23 1.25</td></tr></table>		Markup in cents received by		Example of in-store ² formula minimum prices for No. 2 or better barley (exrail or barge in dollars)		Truck	Rail or barge	Terminal	General sales price	7	2	Minneapolis, Minn..... Kansas City, Mo.....	\$1.23 1.25
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See footnotes at end of table.

Commodity	Sales price or method of sale													
Barley, bulk (continued) -----	Domestic and export, unrestricted use—Continued D. Availability information: For information on CCC dispositions of barley from bin sites, contact ASCS State or county offices. For information on the disposition of barley from other locations, contact the Evanston, Kansas City, Minneapolis or Portland ASCS Grain Office listed at end of table. Export announcement sales: (1) Under Announcement GR-368 (Revised Aug. 31, 1959), as amended, for feed grain export payment-in-kind program. (2) Under Announcement GR-212 (Revision 2, Jan. 9, 1961), for application to arrangements for barter, approved CCC credit and other designated sales. (3) Under Announcement GR-368 (Revised Aug. 31, 1959), as amended, for feed grain export payment-in-kind program. CCC stocks of grain sorghums held in California export terminals are the only grain stored in California available for sale under these export announcements, except that such sorghums shall not be eligible for application to Title I, P. L. 480 purchase authorizations or for barter. CCC reserves the right to determine the class, grade, quality and quantity to be made available for sale under these export announcements. The statutory minimum price referred to in the adjustment provision of these export sales announcements is 105 percent of the applicable price support rate plus the adjustable export market price in subparagraph C above. Sale is made at the applicable export market price, as determined by CCC; export payment-in-kind rates are deducted from credit and barter sales prices. Available: Evanston and Kansas City ASCS Offices. Stocks at West Coast seaboard terminals and stocks at Duluth or Minneapolis will be available through the Portland and Minneapolis ASCS Offices, respectively. Domestic and export, unrestricted use: A. Redemption of domestic payment-in-kind certificates: 1 Such CCC dispositions of grain sorghums, as CCC may designate, will be in redemption of certificates or rights represented by pooled certificates under a feed grain program. Redemptions will be made at applicable market prices at point of delivery, as determined by CCC, except for redemptions of 1963 certificates. Redemptions of 1963 certificates during the month will be made at the formula minimum price for such redemptions which is not less than the applicable 1963 price support rate (i.e., the price support rate minus the amount of the price support loan rate) plus the price support rate cents per hundredweight for the class, grade, and quality of the grain sorghum involved. B. General sales: 1 1. Storable: Such CCC disposition of storable grain sorghums, as CCC may designate as general sales, will be made during the month at market price, but not less than the formula minimum price support rate for the class, grade and quality of the grain sorghums, plus the amount shown in C below applicable to the type of carrier involved. If delivery is outside the area of production, applicable freight will be added. Examples of these formula minimum prices are shown in C below. CCC will normally make general sales of grain sorghums when dispositions of such grain sorghums are not being made against domestic payment-in-kind certificates. 2. Nonstorable: Such dispositions of nonstorable grain sorghums as CCC may designate as general sales will be made at not less than market price, as determined by CCC. C. Markups and formula price examples (per hundred weight). <table border="1"> <thead> <tr> <th>Markup in cents received by</th><th colspan="2">Example of in-store 2 formula minimum prices for No. 2 or better grain sorghums (exrail or barge in dollars)</th></tr> <tr> <th></th><th>Truck</th><th>Rail or barge</th></tr> </thead> <tbody> <tr> <td>15</td><td>4</td><td>Kansas City, Mo.</td></tr> <tr> <td></td><td></td><td>General sales price \$2.51</td></tr> </tbody> </table> D. Availability information: For information on CCC dispositions of grain sorghums from bin sites, contact ASCS State or county offices. For information on the disposition of grain sorghums from other locations, contact the Kansas City, Evanston, Portland or Minneapolis ASCS Grain Office listed at end of table.		Markup in cents received by	Example of in-store 2 formula minimum prices for No. 2 or better grain sorghums (exrail or barge in dollars)			Truck	Rail or barge	15	4	Kansas City, Mo.			General sales price \$2.51
Markup in cents received by	Example of in-store 2 formula minimum prices for No. 2 or better grain sorghums (exrail or barge in dollars)													
	Truck	Rail or barge												
15	4	Kansas City, Mo.												
		General sales price \$2.51												
Grain sorghums, bulk -----	Domestic and export, unrestricted use: A. Redemption of domestic payment-in-kind certificates: 1 Such CCC dispositions of grain sorghums, as CCC may designate, will be in redemption of certificates or rights represented by pooled certificates under a feed grain program. Redemptions will be made at applicable market prices at point of delivery, as determined by CCC, except for redemptions of 1963 certificates. Redemptions of 1963 certificates during the month will be made at the formula minimum price for such redemptions which is not less than the applicable 1963 price support rate (i.e., the price support rate minus the amount of the price support loan rate) plus the price support rate cents per hundredweight for the class, grade, and quality of the grain sorghum involved. B. General sales: 1 1. Storable: Such CCC disposition of storable grain sorghums, as CCC may designate as general sales, will be made during the month at market price, but not less than the formula minimum price support rate for the class, grade and quality of the grain sorghums, plus the amount shown in C below applicable to the type of carrier involved. If delivery is outside the area of production, applicable freight will be added. Examples of these formula minimum prices are shown in C below. CCC will normally make general sales of grain sorghums when dispositions of such grain sorghums are not being made against domestic payment-in-kind certificates. 2. Nonstorable: Such dispositions of nonstorable grain sorghums as CCC may designate as general sales will be made at not less than market price, as determined by CCC. C. Markups and formula price examples (per bushel). <table border="1"> <thead> <tr> <th>Markup in cents in-store at</th><th colspan="2">Example of in-store 2 formula minimum prices for No. 2 yellow corn (14 percent Mt. and 2 percent F.M.) (exrail or barge in dollars)</th></tr> <tr> <th></th><th>Production point</th><th>Terminal</th></tr> </thead> <tbody> <tr> <td>9</td><td>12</td><td>Chicago, Ill. 1 Minneapolis, Minn. 2</td></tr> <tr> <td></td><td></td><td>General sales price \$1.58 3/4 1.41 3/4</td></tr> </tbody> </table> D. Availability information: For information on CCC disposition of corn from bin sites, contact ASCS State or county offices. For information on the disposition of corn from other locations, contact the Evanston, Kansas City, Minneapolis or Portland ASCS Grain Office listed at end of table. Export announcement sales: (1) Under Announcement GR-212 (Revision 2, Jan. 9, 1961), for application to arrangements for barter, approved CCC credit and other designated sales. (2) Under Announcement GR-368 (Revised Aug. 31, 1959), as amended, for feed grain export payment-in-kind program. CCC reserves the right to determine the class, grade, quality, and quantity to be made available for sale under the above announcements. CCC stocks of corn at West Coast seaboard terminals are available for sale under these export announcements, except such corn shall not be eligible for Title I, P. L. 480 purchase authorizations or for barter. The statutory minimum price referred to in the price adjustment provision of these export sales announcements is 105 percent of the applicable price support rate plus the adjustable export market price in subparagraph C above. Sale is made at the applicable export market price, as determined by CCC; export payment-in-kind rates are deducted from credit and barter sales prices. Available: Evanston, Kansas City, Minneapolis, and Portland ASCS Offices.		Markup in cents in-store at	Example of in-store 2 formula minimum prices for No. 2 yellow corn (14 percent Mt. and 2 percent F.M.) (exrail or barge in dollars)			Production point	Terminal	9	12	Chicago, Ill. 1 Minneapolis, Minn. 2			General sales price \$1.58 3/4 1.41 3/4
Markup in cents in-store at	Example of in-store 2 formula minimum prices for No. 2 yellow corn (14 percent Mt. and 2 percent F.M.) (exrail or barge in dollars)													
	Production point	Terminal												
9	12	Chicago, Ill. 1 Minneapolis, Minn. 2												
		General sales price \$1.58 3/4 1.41 3/4												

See footnotes at end of table.

Commodity	Sales price or method of sale													
Grain sorghums, bulk (con.) -----	Export announcement sales: (1) Under Announcement GR-212 (Revision 2, Jan. 9, 1961), for application to arrangements for barter, approved CCC credit and other designated sales. (2) Under Announcement GR-368 (Revised Aug. 31, 1959), as amended, for feed grain export payment-in-kind program. CCC stocks of grain sorghums held in California export terminals are the only grain stored in California available for sale under these export announcements, except that such sorghums shall not be eligible for application to Title I, P. L. 480 purchase authorizations or for barter. CCC reserves the right to determine the class, grade, quality and quantity to be made available for sale under these export announcements. The statutory minimum price referred to in the adjustment provision of these export sales announcements is 105 percent of the applicable price support rate plus the adjustable export market price in subparagraph C above. Sale is made at the applicable export market price, as determined by CCC; export payment-in-kind rates are deducted from credit and barter sales prices. Available: Evanston, Kansas City, Minneapolis, and Portland ASCS Offices. Domestic and export, unrestricted use: A. Redemption of Domestic Payment-in-Kind Certificates: 1 Such CCC dispositions of corn, as CCC may designate, will be in redemption of certificates or rights represented by pooled certificates under a feed grain program. Redemptions will be made at applicable market prices at point of delivery, as determined by CCC, except for redemptions of 1963 certificates. Redemptions of 1963 certificates during the month will be made at the formula minimum price for such redemptions which is not less than the applicable 1962 price support rate for the class, grade and quality of the corn, plus the amount shown in C below, applicable to the storage point involved. Examples of these formula minimum prices are shown in C below. For corn in store at other than the point of production the freight from point of production to the present point of storage will also be added. CCC will normally make general sales of corn when dispositions of such corn are not being made against domestic payment-in-kind certificates. 2. Nonstorable: Such dispositions of nonstorable corn as CCC may designate as general sales will be made at not less than market price, as determined by CCC. C. Markups and formula price examples (per bushel). <table border="1"> <thead> <tr> <th>Markup in cents in-store at</th><th colspan="2">Example of in-store 2 formula minimum prices for No. 2 yellow corn (14 percent Mt. and 2 percent F.M.) (exrail or barge in dollars)</th></tr> <tr> <th></th><th>Production point</th><th>Terminal</th></tr> </thead> <tbody> <tr> <td>9</td><td>12</td><td>Chicago, Ill. 1 Minneapolis, Minn. 2</td></tr> <tr> <td></td><td></td><td>General sales price \$1.58 3/4 1.41 3/4</td></tr> </tbody> </table> D. Availability information: For information on CCC disposition of corn from bin sites, contact ASCS State or county offices. For information on the disposition of corn from other locations, contact the Evanston, Kansas City, Minneapolis or Portland ASCS Grain Office listed at end of table. Export announcement sales: (1) Under Announcement GR-212 (Revision 2, Jan. 9, 1961), for application to arrangements for barter, approved CCC credit and other designated sales. (2) Under Announcement GR-368 (Revised Aug. 31, 1959), as amended, for feed grain export payment-in-kind program. CCC reserves the right to determine the class, grade, quality, and quantity to be made available for sale under the above announcements. CCC stocks of corn at West Coast seaboard terminals are available for sale under these export announcements, except such corn shall not be eligible for Title I, P. L. 480 purchase authorizations or for barter. The statutory minimum price referred to in the price adjustment provision of these export sales announcements is 105 percent of the applicable price support rate plus the adjustable export market price in subparagraph C above. Sale is made at the applicable export market price, as determined by CCC; export payment-in-kind rates are deducted from credit and barter sales prices. Available: Evanston, Kansas City, Minneapolis, and Portland ASCS Offices.		Markup in cents in-store at	Example of in-store 2 formula minimum prices for No. 2 yellow corn (14 percent Mt. and 2 percent F.M.) (exrail or barge in dollars)			Production point	Terminal	9	12	Chicago, Ill. 1 Minneapolis, Minn. 2			General sales price \$1.58 3/4 1.41 3/4
Markup in cents in-store at	Example of in-store 2 formula minimum prices for No. 2 yellow corn (14 percent Mt. and 2 percent F.M.) (exrail or barge in dollars)													
	Production point	Terminal												
9	12	Chicago, Ill. 1 Minneapolis, Minn. 2												
		General sales price \$1.58 3/4 1.41 3/4												

Commodity	Sales price or method of sale		Commodity	Sales price or method of sale	
	Class	Prices per hundred-weight		Class	Prices per hundred-weight
Rye, bulk	Domestic and export, unrestricted use; Storage: Market price, as determined by CCC, but not less than the following minimum price which is 100 percent of the applicable 1963 price support rate; for the class, grade, and quality of the grain plus the respective amount shown below applicable to the type of carrier involved. If delivery is outside the area of production applicable freight will be added to the above.		Dry edible beans (bagged)	Domestic: Domestic market price, but not less than the following minimum price which is 100 percent of the applicable 1963 price support rate; for the class, grade, and quality of the beans plus the respective amount shown below applicable to the type of carrier involved. If delivery is outside the area of production applicable freight will be added to the above.	
	Per bushel markup received by	Examples of per bushel formula minimum price (exall or barge)		Red kidney	\$9.08
	Truck	Rail or barge		Pea	7.39
	Cents 8	Cents 2		Small red	7.64
Flaxseed, bulk	Domestic and export, unrestricted use; Storage: Market price, as determined by CCC, but not less than the following minimum price which is 100 percent of the applicable 1963 price support rate; for the class, grade, and quality of the grain plus the respective amount shown below applicable to the type of carrier involved. If delivery is outside the area of production applicable freight will be added to the above.		Oats, bulk	Export: Under Announcement GR-409 for dollar sales only at the following price per hundred weight on the basis of U.S. No. 1 f.o.b. indicated points of production. Amount of paid-in-freight to be added as applicable. For other grades, adjust by market differentials. In other areas, adjust by the 1963 price support differential.	
	Per bushel markup received by	Examples of per bushel formula minimum price (exall or barge)		Red kidney	\$8.64
	Truck	Rail or barge		Pea	7.23
	Cents 10	Cents 2		Small red	7.27
Flaxseed, bulk (as available)	Domestic and export, unrestricted use; Storage: Market price, as determined by CCC, but not less than the following minimum price which is 100 percent of the applicable 1963 price support rate; for the class, grade, and quality of the grain plus the respective amount shown below applicable to the type of carrier involved. If delivery is outside the area of production applicable freight will be added to the above.		Soybeans, bulk (as available)	Domestic and export, unrestricted use; Storage: Market price, as determined by CCC, but not less than the following minimum price which is 100 percent of the applicable 1963 price support rate; for the class, grade, and quality of the beans plus the respective amount shown below applicable to the type of carrier involved. If delivery is outside the area of production applicable freight will be added to the above.	
	Per bushel markup received by	Examples of per bushel formula minimum price (exall or barge)		Red kidney	\$8.64
	Truck	Rail or barge		Pea	7.23
	Cents 10	Cents 2		Small red	7.27
Soybeans, bulk (as available)	Domestic and export, unrestricted use; Storage: Market price, as determined by CCC, but not less than the following minimum price which is 100 percent of the applicable 1963 price support rate; for the class, grade, and quality of the grain plus the respective amount shown below applicable to the type of carrier involved. If delivery is outside the area of production applicable freight will be added to the above.		Soybeans, bulk (as available)	Domestic and export, unrestricted use; Storage: Market price, as determined by CCC, but not less than the following minimum price which is 100 percent of the applicable 1963 price support rate; for the class, grade, and quality of the beans plus the respective amount shown below applicable to the type of carrier involved. If delivery is outside the area of production applicable freight will be added to the above.	
	Per bushel markup received by	Examples of per bushel formula minimum price (exall or barge)		Red kidney	\$8.64
	Truck	Rail or barge		Pea	7.23
	Cents 10	Cents 2		Small red	7.27

See footnotes at end of table.

Commodity	Sales price or method of sale				
Rice, rough (as available)-----	Domestic, unrestricted use: Market price but not less than 1963 loan rate plus 5 percent, plus 16 cents per hundredweight, basis in store. Export: As milled or brown under Announcement GR-369, Revision II, Rice Export Program—Payment-in-Kind, and under GR-379, Revision I, for approved credit sales. Price, quantities, and varieties of rough rice available from Kansas City ASCS Commodity Office.				
Peanuts, shelled or unshelled (Farmers Stock) as available.	Domestic for crushing or export: Competitive bid under CCC Peanut Announcement 1 (Revised Jan. 4, 1962), as amended.				
Wheat, bulk.-----	Domestic and export, ¹ unrestricted use: Storable: Market price, as determined by CCC, but not less than the formula price which is 105 percent of the applicable 1963 price support loan rate ² for the class, grade, and quality ³ of the wheat plus the amount shown below applicable to the type of carrier involved. If delivery is outside the area of production, applicable freight will be added.				
	Per bushel markup re- ceived by	Examples of per bushel formula minimum prices basis in-store ² ex-rail or barge			
	Truck	Rail or barge	Terminal	Class and grade	Price
	Cents 8	Cents 2	Chicago-----	No. 1 RW-----	\$2.23
			Minneapolis-----	No. 1 DNS-----	2.29
			Kansas City-----	No. 1 HW-----	2.20
			Portland-----	No. 1 SW-----	2.12
Available: At bin sites through ASCS county offices. At other locations through the Evanston, Kansas City, Minneapolis, or Portland ASCS Grain Office. Nonstorable (as available): At no less than market price as determined by CCC through the ASCS grain offices listed at end of table. Export: (1) Under Announcement GR-345 (Revised July 13, 1962) as amended, for export under the wheat export payment-in-kind program, except that Durum Wheat will not be eligible for P.L. 480, Title I sales, (2) under Announcement GR-212 (Rev. 2, Jan. 9, 1961), for specified offerings as announced and (3) under Announcement GR-261 (Rev. 2, Jan. 9, 1961), for export as wheat, under Announcement GR-262 (Rev. 2, Jan. 9, 1961), for export as flour, for application under arrangements for barter and approved CCC credit sales only at prices determined daily. Sales under the above announcements are made at the applicable export market price as determined by CCC; export payment-in-kind rates are deducted from credit and barter sales prices. Available: Evanston, Kansas City, Minneapolis, and Portland ASCS Offices. (At Portland ASCS Office hard red winter wheat with 12.0 percent or less protein will be available for barter or Title I, P.L. 480 transactions for export to Korea, Okinawa, and Formosa only.)					

¹ Such dispositions shall be for domestic unrestricted use or for export.

² The delivery basis for these examples is "in-store", and market prices will be on the same basis. The formula price delivery basis for bin site sales will be f.o.b. buyer's conveyance at the bin site.

³ To compute, multiply applicable support price by 1.05, round product up to nearest whole cent and add amount shown above and any applicable freight.

⁴ On sales made on a protein basis, the loan rate shall be increased by the applicable market or loan bulletin protein premium for the protein content of the wheat, whichever is higher. On sales made on a sedimentation basis, the loan rate shall be increased by the applicable loan bulletin sedimentation premium for the sedimentation value of the wheat. On sales made on a combined sedimentation and protein basis, the loan rate shall be adjusted by the applicable loan bulletin sedimentation and protein premiums and discounts for the respective sedimentation value and protein contents of the wheat.

⁵ Woodford County, Ill., origin.

⁶ Redwood County, Minn., origin.

USDA AGRICULTURAL STABILIZATION AND CONSERVATION SERVICE OFFICES

GRAIN OFFICES

Evanston ASCS Commodity Office, 201 Howard Street, Evanston, Ill., 60202. Telephone: Long distance—University 9-0600 (Evanston Exchange). Local—Rogers Park 1-5000 (Chicago, Ill.)
Connecticut, Delaware, Florida, Georgia, Illinois, Indiana, Iowa, Kentucky, Maine, Maryland, Massachusetts, Michigan, New Hampshire, New Jersey, New York, North Carolina, Ohio, Pennsylvania, Rhode Island, South Carolina, Tennessee, Virginia, Vermont, and West Virginia.
Branch Office—Minneapolis ASCS Branch Office, 310 Grain Exchange Building, Minneapolis, Minn., 55415. Telephone: 334-2051.
Minnesota, Montana, North Dakota, South Dakota, and Wisconsin.
Kansas City ASCS Commodity Office, 8930 Ward Parkway (P.O. Box 205), Kansas City, Mo., 64141. Telephone: Emerson 1-0860.
Alabama, Arkansas, Colorado, Kansas, Louisiana, Mississippi, Missouri, Nebraska, New Mexico, Oklahoma, Texas, and Wyoming.
Branch Office—Portland ASCS Branch Office, 218 Southwest Washington Street, Portland, Oreg., 97205. Telephone: Capitol 6-3361.

Alaska, Hawaii, Idaho, Nevada, Oregon, Utah, and Washington, and Arizona and California (Export sales only).
Branch Office—Berkeley ASCS Branch Office, 2020 Milvia Street, Berkeley, Calif., 94704. Telephone: Thornwall 1-5121.
Arizona and California (Domestic sales only).

PROCESSED COMMODITIES OFFICE (ALL STATES)

Minneapolis ASCS Commodity Office, 6400 France Avenue, South Minneapolis, Minn., 55410. Telephone: Walnut 7-3111.

COTTON OFFICES (ALL STATES)

New Orleans ASCS Commodity Office, Wirth Building, 120 Marais Street, New Orleans, La., 70112. Telephone: 529-2411.
Cotton Products and Export Operations Office, 80 Lafayette Street, New York, N.Y., 10013. Telephone: Rector 2-8000.
Representative of General Sales Manager, New York Area: Joseph Reidinger, 80 Lafayette Street, New York, N.Y., 10013. Telephone: Rector 2-8000.
Representative of General Sales Manager, West Coast Area: Callan B. Duffy, Balboa Building, 593 Market Street, San Francisco 4, Calif. Telephone: Sutter 1-3179.

(Sec. 4, 62 Stat. 1070, as amended; 15 U.S.C. 714b. Interpret or apply sec. 407, 63 Stat. 1066; sec. 105(c), 63 Stat. 1051, as amended by 76 Stat. 612; secs. 303, 306, and 307, 76

Stat. 614-617; 7 U.S.C. 1427; and 1441 (note))

Signed at Washington, D.C., on September 6, 1963.

ROBERT G. LEWIS,
Acting Executive Vice President,
Commodity Credit Corporation.

[F.R. Doc. 63-9749; Filed, Sept. 12, 1963; 8:45 a.m.]

DEPARTMENT OF THE TREASURY

Fiscal Service

[TUS Order No. 20; Rev. No. 4]

TREASURER OF THE UNITED STATES

Order of Succession

To the Treasurer's Staff, Division Chiefs,
Office Heads, and Others Concerned:

1. Under the authority conferred upon me by Treasury Department Order No. 129, Revision No. 2, dated April 22, 1955, it is hereby ordered that the following officers in the Office of the Treasurer of the United States, in the order of succession listed, shall act as Treasurer during the absence or disability of that officer:

Deputy Treasurer.
Assistant Deputy Treasurer,
Assistant to the Deputy Treasurer (2106),
Assistant to the Deputy Treasurer (2107),
Chief, Check Claims Division,
Chief, General Accounts Division,
Chief, Securities Division.

2. In the event of an enemy attack on the continental United States and in the absence of the Treasurer of the United States, the senior officer present at the site at which the Treasurer's operations are performed, in descending order in the following line of succession, shall act as Treasurer:

Deputy Treasurer,
Assistant Deputy Treasurer,
Assistant to the Deputy Treasurer (2106),
Assistant to the Deputy Treasurer (2107),
Chief, Check Claims Division,
Chief, General Accounts Division,
Chief, Securities Division,
Director, Parkersburg Office, Bureau of the Public Debt.

3. In the event of an enemy attack on the continental United States and in the occurrence of a vacancy in the office of Treasurer of the United States, the Treasurer's functions shall be deemed to have been transferred, pursuant to the above-mentioned Treasury Department Order, to the senior officer present at the site at which the Treasurer's operations are performed, in descending order in the line of succession listed in paragraph 2 above.

4. This order supersedes the order of succession dated January 18, 1960.

Dated: September 10, 1963.

[SEAL] KATHRYN O'HAY GRANAHAN,
Treasurer of the United States.

[F.R. Doc. 63-9802; Filed, Sept. 12, 1963; 8:47 a.m.]

DEPARTMENT OF COMMERCE

Maritime Administration

[Report No. 16]

LIST OF FREE WORLD AND POLISH
FLAG VESSELS ARRIVING IN CUBA
SINCE JANUARY 1, 1963

SECTION 1. Pursuant to the National Security Action Memorandum No. 220, dated February 5, 1963, addressed to The Secretary of State; The Secretary of Defense; The Secretary of Agriculture; The Secretary of Commerce; The Administrator, Agency for International Development; and The Administrator, General Services Administration, concerning United States Government shipments by foreign-flag vessels in the Cuban trade, the Maritime Administration is making available to the appropriate Departments the following list of vessels which have arrived in Cuba since January 1, 1963, based on information received through September 6, 1963, exclusive of those vessels that called at Cuba on United States Government-approved noncommercial voyages and those listed in section 2:

FLAG OF REGISTRY AND NAME OF SHIP	Gross tonnage
Total—All flags (175 ships) ..	1,391,301
British (53 ships) ..	490,273
Ardgem ..	6,981
Ardmore ..	4,664
Ardrowan ..	7,300
Arlington Court ..	9,662
Athelcrown (Tanker) ..	11,149
Athelduke (Tanker) ..	9,089
Athelmere (Tanker) ..	7,524
Athelmonarch (Tanker) ..	11,182
Athelsultan (Tanker) ..	9,149
Avisfaith ..	7,868
Baxtergate ..	8,813
Cedar Hill ..	7,156
Chipbee ..	7,271
*Dairen ..	4,939
East Breeze ..	8,708
Fir Hill ..	7,119
Grosvenor Mariner ..	7,026
Hazelmoor ..	7,907
Ho Fung ..	7,121
Inchstaffa ..	5,255
Ivy Fair (now Cosmo Trader) ..	7,201
Kirriemoor ..	5,923
Linkmoor ..	8,236
London Confidence (Tanker) ..	21,699
London Glory (Tanker) ..	10,081
London Harmony (Tanker) ..	13,157
London Independence (Tanker) ..	22,643
London Majesty (Tanker) ..	12,132
London Pride (Tanker) ..	10,776
*London Spirit (Tanker) ..	10,176
*London Splendour (Tanker) ..	16,195
*London Valour (Tanker) ..	16,268
London Victory (Tanker) ..	12,132
Lord Gladstone ..	11,299
Maratha Enterprise ..	7,166
Oceanramp ..	6,185
Oceantravel ..	10,477
Overseas Explorer (Tanker) ..	16,267
Overseas Pioneer (Tanker) ..	16,267
Redbrook ..	7,388
Shienfoen ..	7,127
Silverforce ..	8,058

*Added to Report No. 15 appearing in the
FEDERAL REGISTER issue of August 30, 1963.

FLAG OF REGISTRY AND NAME OF SHIP—Con.

British (53 ships)—Continued	Gross tonnage
Silverlake ..	8,058
*Stanwear ..	8,108
Suva Breeze ..	4,970
Thames Breeze ..	7,878
Tulse Hill ..	7,120
Vercharmian ..	7,265
Vermont ..	7,381
West Breeze ..	8,718
Yungfutory ..	5,388
Yunglutaton ..	5,414
Zela M ..	7,237

Greek (52 ships) ..

	403,577
Aegaion ..	7,239
Aegios Therapon ..	5,617
Akastos ..	7,331
Aldebaran (Tanker) ..	12,897
Alice ..	7,189
Americana ..	7,104
Anacreon ..	7,359
Antonia ..	5,171
Apollon ..	9,744
Armatha ..	7,091
Athanassios K ..	7,216
Barbarino ..	7,084
Calliopi Michalos ..	7,249
Capetan Petros ..	7,291
Despolina ..	5,006
Efcharis ..	7,249
Eftychia ..	7,223
Embassy ..	8,418
Everest ..	7,031
*Flora M ..	7,244
Galini ..	7,266
Gloria ..	7,128
Hydralos III ..	5,239
Istros II ..	7,275
Katingo ..	7,349
*Kostis ..	7,264
Kyra Harikila ..	6,888
Maria de Lourdes ..	7,219
Maria Santa ..	7,217
Maria Theresa ..	7,245
Maroudio ..	7,369
Mastro-Stelios II ..	7,282
Nicolaos Frangistas ..	7,199
North Empress ..	10,904
North Queen ..	9,341
Pamit ..	3,929
Pantanassa ..	7,131
Paxoi ..	7,144
Penelope ..	6,712
Perseus (Tanker) ..	15,852
Polaris ..	9,603
Pollux ..	9,956
Polyxeni ..	7,143
Proponitis ..	7,128
Redestos ..	5,911
Seirios ..	7,239
Sirius (Tanker) ..	16,241
Stylianios N. Vlassopoulos ..	7,244
Timios Stavros ..	5,269
Tina ..	7,362
*Vassiliki (Tanker) ..	10,507
Western Trader ..	9,268

Lebanese (31 ships) ..

	209,222
Aiolos II ..	7,256
Akamas ..	7,285
Alaska ..	6,989
Anthas ..	7,044
Antonis ..	6,259
*Areti ..	7,176
Aristefs ..	6,995
Astir ..	5,324
Carnation ..	4,884
Dimos ..	7,187
Giorgos Tsakiroglou ..	7,240
Granikos ..	7,282
Ilena ..	5,925
Ioannis Aspiotis ..	7,297
Kalliopi D. Lemos ..	5,103

FLAG OF REGISTRY AND NAME OF SHIP—Con.

Lebanese (31 ships)—Continued	Gross tonnage
Malou ..	7,145
Mantric ..	7,355
Mersinidi ..	6,782
Mousse ..	6,984
Noelle ..	7,251
Noemi ..	7,070
Olga ..	7,199
Panagos ..	7,133
Parmarina ..	6,721
Razani ..	7,253
St. Anthony ..	5,349
St. Nicolas ..	7,165
San John ..	5,172
San Spyridon ..	7,260
Tertric ..	7,045
Vassiliki ..	7,192

Italian (10 ships) ..

	76,816
Achille ..	6,950
Airone ..	6,969
Annalisa ..	2,479
Arenella ..	7,183
*Aspromonte ..	7,154
Cannaregio ..	7,184
Linda Giovanna (Tanker) ..	9,985
Nazareno ..	7,173
San Nicola (Tanker) ..	12,461
*Santa Lucia ..	9,278

Polish (8 ships) ..

	51,899
Baltyk ..	6,963
Bialystok ..	7,173
Bytom ..	5,967
Chopin ..	6,987
Chorzow ..	7,237
Kopalnia Miechowice ..	7,223
Kopalnia Siemianowice ..	7,165
Piast ..	3,184

Yugoslav (6 ships) ..

	42,801
Bar ..	7,233
Cavtat ..	7,266
Cetinje ..	7,200
Dugi Otok ..	6,997
Promina ..	6,960
Trebljnica ..	7,145

Norwegian (5 ships) ..

	54,502
Kongsgaard (Tanker) ..	19,999
Lovdal (Tanker) ..	12,764
Ole Bratt ..	5,252
Polycipper (Tanker) ..	11,737
Tine (now Jezrell) ..	4,750

Spanish (3 ships) ..

	5,564
Castillo Ampudia ..	3,566
Sierra Madre ..	999
Sierra Maria ..	999

Moroccan (2 ships) ..

	19,140
Atlas ..	10,392
Toubkal ..	8,748

Swedish (2 ships) ..

	14,295
Dagmar ..	6,490
Atlantic Friend ..	7,805

Finnish (1 ship):

Valny (Tanker) ..	11,691
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French (1 ship):

*Circe ..	2,874
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Japanese (1 ship):

Meishun Maru ..	8,647
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SEC. 2. In accordance with the provisions of National Security Action Memorandum No. 220 of February 5, 1963, the following vessels which called at Cuba after January 1, 1963, have reacquired eligibility to carry United States Government-financed cargoes from the United States by virtue of the persons who control the vessels having given satisfactory certification and assurance that no ships under their control will, thenceforth, be employed in the Cuba trade so long as it remains the policy of the United States Government to discourage such trade:

- a. Since last report: None.
b. Previous reports:

Flag of registry:	Number of ships
British -----	2
Danish -----	1
German (West) -----	1
Greek -----	1
Norwegian -----	1

SEC. 3. The ships listed in sections 1 and 2 have made the following number of trips to Cuba in 1963, based on information received through September 6, 1963:

Flag of registry	Number of trips									
	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Total
British -----	5	8	8	17	13	15	14	11	1	92
Greek -----	4	6	8	8	17	12	17	6		78
Lebanese -----	1		2	8	8	9	8	3	1	40
Norwegian -----		2	4		1	2	1	2		12
Italian -----	1	1	2	2	3	2	2	1		13
Yugoslav -----		2	2	1	1		1	1		8
Spanish -----							1	1		4
Danish -----			1							1
Finnish -----						1				1
French -----									1	1
German (West) -----					1					1
Japanese -----	1									1
Moroccan -----			1			1	1	1		4
Swedish -----				1		1		1		3
Subtotal -----	12	19	29	37	44	43	45	27	3	259
Polish -----	2	1	1	2	2	2	1	1		12
Grand total -----	14	20	30	39	46	45	46	28	3	271

NOTE: Trip totals in this section exceed ship totals in sections 1 and 2 because some of the ships made more than one trip to Cuba.

Dated: September 10, 1963.

GEORGE R. GRIFFITHS,
Acting Deputy
Maritime Administrator.

[F.R. Doc. 63-9801; Filed, Sept. 12, 1963;
8:49 a.m.]

FEDERAL AVIATION AGENCY

[OE Docket No. 61-SW-79 Rev.]

CITY OF SAN ANTONIO, TEXAS

Determination of No Hazard to Air Navigation; Amendment

The Federal Aviation Agency issued a Determination of No Hazard to Air Navigation on October 24, 1961, with regard to the proposed construction of a 200-foot above ground water storage tank by the City Water Board of San Antonio, Texas. In March 1963, the effective period of the determination was extended for an additional eighteen months. By letter dated July 19, 1963, the city requested a revised determination be issued to allow for a 1,600-foot lateral movement of the proposed construction site. The new site of the proposed structure would be latitude 29°32'37" N., longitude 98°31'40" W. The overall height of the structure would be 1,120 feet above mean sea level, the same as before; however, the height above ground would be reduced from 200 to 170 feet.

The Agency has reviewed the effects the new site would have upon the safe and efficient utilization of navigable airspace. The review has disclosed that

the amended proposal would have no different effect upon aeronautical operations, procedures or minimum flight altitudes than the original proposal.

Therefore, pursuant to the authority delegated to me by the Administrator, FAA OE Docket No. 61-SW-79 is hereby revised to amend the coordinates from latitude 29°32'38" N., longitude 98°31'57" W., to latitude 29°32'37" N., longitude 98°31'40" W., and amend the height above ground level from 200 feet to 170 feet.

This revised determination is effective as of the date of issuance.

Issued in Washington, D.C., on September 5, 1963.

GEORGE R. BORSARI,
Chief,
Obstruction Evaluation Branch.

[F.R. Doc. 63-9750; Filed, Sept. 12, 1963;
8:45 a.m.]

DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

Social Security Administration REPUBLIC OF THE CONGO (LEOPOLDVILLE)

Notice of Finding Regarding Social Insurance and Pension System

Section 202(t)(2) of the Social Security Act (42 U.S.C. 402(t)(2)) authorizes and requires the Secretary of Health, Education, and Welfare to find whether a foreign country has in effect a social insurance or pension system which is of general application in such country and under which periodic benefits, or the

actuarial equivalent thereof, are paid on account of old age, retirement, or death; and whether individuals who are citizens of the United States but not citizens of such foreign country and who qualify for such benefits are permitted to receive such benefits or the actuarial equivalent thereof while outside such foreign country without regard to the duration of the absence.

Pursuant to authority duly vested in him by the Secretary of Health, Education, and Welfare, the Commissioner of Social Security has considered evidence relating to the social insurance or pension system of the Republic of the Congo (Leopoldville), from which evidence it appears that beginning with July 1, 1961, the Republic of the Congo (Leopoldville), has a social insurance or pension system of general application which pays periodic benefits on account of old age, retirement, or death, and under which citizens of the United States, not citizens of the Republic of the Congo (Leopoldville), who leave the Republic of the Congo (Leopoldville), are permitted to receive such benefits or their actuarial equivalent at the full rate without qualification or restriction while outside that country.

Accordingly, it is hereby determined and found that the Republic of the Congo (Leopoldville) has in effect, beginning with July 1, 1961, a social insurance or pension system which meets the requirements of section 202(t)(2) of the Social Security Act (42 U.S.C. 402(t)(2)).

[SEAL] ROBERT M. BALL,
Commissioner of Social Security.

AUGUST 29, 1963.

Approved: September 6, 1963.

ANTHONY J. CELEBREZZE,
Secretary of Health, Education,
and Welfare.

[F.R. Doc. 63-9783; Filed, Sept. 12, 1963;
8:47 a.m.]

CIVIL AERONAUTICS BOARD

[Docket 10917]

REOPENED PASSENGER CREDIT PLANS INVESTIGATION

Notice of Postponement of Prehearing Conference

Pursuant to the request of counsel for American Airlines, Inc., to which no objection has been entered, the procedural dates established in the Notice of Prehearing Conference are hereby indefinitely postponed in order to afford counsel for the parties opportunity to continue efforts looking toward settlement of the case in accordance with the Board's order.

The parties shall submit a report of their progress toward settlement each 30 days after the date of this notice and, in the event settlement cannot be reached in the near future, shall be prepared to go forward promptly with procedures looking to hearing.

Dated at Washington, D.C., September 8, 1963.

[SEAL]

RALPH L. WISER,
Hearing Examiner.

[F.R. Doc. 63-9796; Filed, Sept. 12, 1963;
8:47 a.m.]

FEDERAL COMMUNICATIONS COMMISSION

[Docket No. 15158]

ARNE B. KONGELBAK

Order To Show Cause

In the matter of Arne B. Kongelbak, San Francisco, California, order to show cause why there should not be revoked the License for Radio Station WB-8830 aboard the vessel "Apache."

The Commission, by the Chief, Safety and Special Radio Services Bureau, under delegated authority, having under consideration the matter of certain alleged violations of the Commission's rules in connection with the operation of the above-captioned station;

It appearing, that, pursuant to § 1.76 of the Commission's rules, written notice of violation of the Commission's rules was served upon the above-named licensee at his address of record as follows: Official Notice of Violation dated June 11, 1963, alleging violation of §§ 8.364(a) (1) and 8.366(a) (2) of the Commission's rules.

It further appearing, that said licensee did not reply to such communication or to a follow-up letter dated June 26, 1963, also mailed to the licensee at his address of record; and

It further appearing, that, in view of the foregoing, the licensee has repeatedly violated § 1.76 of the Commission's rules;

It is ordered, This 30th day of August 1963, pursuant to section 312 (a) (4) and (c) of the Communications Act of 1934, as amended, and § 0.291(b) (8) of Part 0 of the Commission's rules, that the said licensee show cause why the license for the above-captioned radio station should not be revoked, and appear and give evidence in respect thereto at a hearing to be held at a time and place to be specified by subsequent order; and

It is further ordered, That the Secretary send a copy of this Order by Certified Mail—Return Receipt Requested to the said licensee at his last known address of 700 Laguna Street, San Francisco, California.

Released: September 3, 1963.

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

[F.R. Doc. 63-9811; Filed, Sept. 12, 1963;
8:48 a.m.]

[Docket No. 14873 etc.; FCC 63M-980]

COASTAL BROADCASTERS, INC.,
ET AL.

Order Continuing Hearing

In re applications of Coastal Broadcasters, Inc., Herndon, Virginia, Docket No. 179—5

No. 14873, File No. BP-14363; Prince William Broadcasting Corporation (WPRW), Manassas, Virginia, Docket No. 14874, File No. BP-14780; Colchester Broadcasting Corporation, Herndon, Virginia, Docket No. 14876, File No. BP-15158; Richard S. Cobb & Mary Cobb, d/b as Easton Broadcasting Co. (WEMD), Easton, Maryland, Docket No. 14877, File No. BP-15159; for construction permits.

On the oral request of counsel for Coastal Broadcasters, Inc., and without objection by counsel for the other parties: *It is ordered*, This 6th day of September 1963, that the further hearing is rescheduled from September 9 to Monday, September 23, 1963, at 10 a.m., in the offices of the Commission, Washington, D.C.

Released: September 6, 1963.

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

[F.R. Doc. 63-9806; Filed, Sept. 12, 1963;
8:47 a.m.]

[Docket Nos. 15106, 15107; FCC 63M-956]

COMMUNITY BROADCASTING CO.,
INC. (WHPB) AND CLEVELAND
COUNTY BROADCASTING CO., INC.
(WADA)

Order Continuing Hearing

In re applications of Community Broadcasting Company, Inc. (WHPB), Belton, South Carolina, Docket No. 15106, File No. BP-14476; Cleveland County Broadcasting Co., Inc. (WADA), Shelby, North Carolina, Docket No. 15107, File No. BP-15269; for construction permits.

Due to other commitments of the Hearing Examiner: It is ordered, This 3d day of September 1963, that the hearing herein, presently scheduled to commence on September 25, 1963, is continued to 10:00 a.m., September 30, 1963.

Released: September 4, 1963.

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

[F.R. Doc. 63-9807; Filed, Sept. 12, 1963;
8:47 a.m.]

[Docket No. 14730; FCC 63M-981]

W. A. HENLEY AND KIMBLE
COMMUNICATIONS

Order Continuing Prehearing Conference

In re applications of W. A. Henley, d/b as Kimble Communications, Docket No. 14730, File Nos. 2397/2398-C1-P-62; for construction permits to establish stations in the Point-to-Point Microwave Radio Service near Kerrville, and at Midway, Texas.

The Hearing Examiner has for consideration the informal request of the Common Carrier Bureau for continuance of the hearing conference now scheduled to convene on September 10, 1963;

It appearing, that there is pending before the Commission a pleading, the disposition of which will materially affect the subject matter of the said conference;

It is ordered, this 6th day of September 1963, that the hearing conference now scheduled to be convened on September 10, 1963, is continued sine die.

Released: September 9, 1963.

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

[F.R. Doc. 63-9809; Filed, Sept. 12, 1963;
8:47 a.m.]

[Docket Nos. 15108-15110; FCC 63M-982]

PIEDMONT BROADCASTING CO.
ET AL.

Order Continuing Hearing

In re applications of William H. Kirby and John B. Burns d/b as Piedmont Broadcasting Co., Travelers Rest, South Carolina, Docket No. 15108, File No. BP-14527; James C. Liles tr/as Hentron Broadcasting Company, Hendersonville, North Carolina, Docket No. 15109, File No. BP-15026; The Mountaineer Corporation, Hendersonville, North Carolina, Docket No. 15110, File No. BP-15274; for construction permits.

The Hearing Examiner having under consideration a motion filed jointly on September 5, 1963, by the three above-named applicants, requesting that the hearing in the above-entitled proceeding presently scheduled to commence on September 11, 1963, be continued for a period of 30 days; and

It appearing, that pursuant to an agreement between Hentron Broadcasting Company and The Mountaineer Corporation, it is expected that a joint motion will shortly be filed by these two applicants, requesting the dismissal of the Hentron application; and

It further appearing, that all of the issues upon which the applications in the above-entitled proceeding were designated for hearing may become moot upon the dismissal of the Hentron application and a hearing may, therefore, not be necessary to determine whether the applications of Piedmont Broadcasting Co. and The Mountaineer Corporation can be granted; and

It further appearing, that counsel for the Broadcast Bureau and counsel for James B. Childress, respondent herein, support the joint motion and have no objection to the immediate consideration of the motion;

It is, therefore, ordered, This 6th day of September 1963, that the joint motion be and it is hereby granted; and the hearing in the above-entitled proceeding be and it is hereby continued to October 11, 1963.

It is further ordered, That the exchange of engineering exhibits presently scheduled for September 4, 1963, and the notification of witnesses desired for cross-examination presently scheduled on or before September 6, 1963, be and

the same are, accordingly, deferred until further order.

Released: September 9, 1963.

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

[F.R. Doc. 63-9810; Filed, Sept. 12, 1963;
8:48 a.m.]

[Docket No. 15081; FCC 63M-952]

O. L. WITHERS

Order Continuing Hearing

In re application of O. L. Withers, Woodburn, Oregon, Docket No. 15081, File No. BP-15411; for construction permit.

Because of a conflict of official duties on September 23, 1963, the Examiner, on his own motion, hereby orders, this 3d day of September 1963, that the hearing herein presently scheduled to commence on September 23, 1963, is postponed to September 26, 1963, at the time and place heretofore specified.

Released: September 4, 1963.

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

[F.R. Doc. 63-9812; Filed, Sept. 12, 1963;
8:48 a.m.]

FEDERAL POWER COMMISSION

[Project No. 2174]

SOUTHERN CALIFORNIA EDISON CO.

Notice of Land Withdrawal; California

SEPTEMBER 9, 1963.

Conformable to the provisions of section 24 of the Act of June 10, 1920 (41 Stat. 1063), as amended, notice is hereby given that the lands hereinafter described, insofar as title thereto remains in the United States, are included in power Project No. 2174 for which applications for license, describing the definite project boundaries, were filed March 25, 1957 and February 23, 1960. Under said section 24 these lands are from the respective dates of filing of applications reserved from entry, location or other disposal under the public land laws until otherwise directed by the Commission or by Congress.

MOUNT DIABLO MERIDIAN

All portions of the following described lands lying within the project Transmission and Control power line rights-of-way as delimited on maps, Exhibits "K" sheets No. 3-1, filed with the Commission March 25, 1957, Nos. 2-3 and 4 filed with the Commission February 23, 1960 (FPC Nos. 2174-15, 16 and 17 respectively).

T. 8 S., R. 25 E.,
Sec. 11: NE $\frac{1}{4}$ SE $\frac{1}{4}$, S $\frac{1}{2}$ SE $\frac{1}{4}$;
Sec. 12: S $\frac{1}{2}$ NE $\frac{1}{4}$, N $\frac{1}{2}$ SW $\frac{1}{4}$, NW $\frac{1}{4}$ SE $\frac{1}{4}$;
Sec. 14: NW $\frac{1}{4}$ NE $\frac{1}{4}$, NE $\frac{1}{4}$ NW $\frac{1}{4}$, W $\frac{1}{2}$ NW $\frac{1}{4}$;
Sec. 15: SW $\frac{1}{4}$ NE $\frac{1}{4}$, N $\frac{1}{2}$ SE $\frac{1}{4}$ NE $\frac{1}{4}$, N $\frac{1}{2}$ S $\frac{1}{2}$ SE $\frac{1}{4}$ NE $\frac{1}{4}$, S $\frac{1}{2}$ NW $\frac{1}{4}$, W $\frac{1}{2}$ NE $\frac{1}{4}$ NW $\frac{1}{4}$ SW $\frac{1}{4}$, W $\frac{1}{2}$ NW $\frac{1}{4}$ SW $\frac{1}{4}$, SW $\frac{1}{4}$ SW $\frac{1}{4}$;

Sec. 16: SE $\frac{1}{4}$ SE $\frac{1}{4}$ SE $\frac{1}{4}$ SE $\frac{1}{4}$;
Sec. 21: E $\frac{1}{2}$ E $\frac{1}{2}$;
Sec. 22: W $\frac{1}{2}$ NW $\frac{1}{4}$, NW $\frac{1}{4}$ SW $\frac{1}{4}$;
Sec. 28: N $\frac{1}{2}$ NE $\frac{1}{4}$, SW $\frac{1}{4}$ NE $\frac{1}{4}$, N $\frac{1}{2}$ SE $\frac{1}{4}$.
T. 7 S., R. 26 E.,
Sec. 13: N $\frac{1}{2}$ SE $\frac{1}{4}$, SW $\frac{1}{4}$ SE $\frac{1}{4}$;
Sec. 23: SE $\frac{1}{4}$ SE $\frac{1}{4}$;
Sec. 24: NW $\frac{1}{4}$ NE $\frac{1}{4}$, NE $\frac{1}{4}$ NW $\frac{1}{4}$, S $\frac{1}{2}$ NW $\frac{1}{4}$, W $\frac{1}{2}$ SW $\frac{1}{4}$;
Sec. 26: NE $\frac{1}{4}$ NE $\frac{1}{4}$.
T. 8 S., R. 26 E.,
Sec. 5: S $\frac{1}{2}$ SW $\frac{1}{4}$;
Sec. 7: Lots 1, 2, N $\frac{1}{2}$ NE $\frac{1}{4}$, NE $\frac{1}{4}$ NW $\frac{1}{4}$;
Sec. 8: NW $\frac{1}{4}$ NW $\frac{1}{4}$.
T. 7 S., R. 27 E., Unsurveyed,
Sec. 18: SW $\frac{1}{4}$ NW $\frac{1}{4}$, NW $\frac{1}{4}$ SW $\frac{1}{4}$.

All portions of the following described lands lying within the Portal Powerhouse area, Forebay area and Camp 61 Creek Natural Spillway as delimited on amended maps, Exhibits, "K" sheets No. 2-3 and sheet No. 4 (FPC Nos. 2174-17 and 18 respectively), filed with the Commission February 23, 1960.

T. 8 S., R. 26 E.,
Sec. 5: E $\frac{1}{2}$ SW $\frac{1}{4}$, W $\frac{1}{2}$ SE $\frac{1}{4}$.
T. 7 S., R. 27 E.,
Sec. 6: SE $\frac{1}{4}$ SE $\frac{1}{4}$;
Sec. 7: NE $\frac{1}{4}$, SE $\frac{1}{4}$ NW $\frac{1}{4}$, E $\frac{1}{2}$ SW $\frac{1}{4}$;
Sec. 18: SW $\frac{1}{4}$ NE $\frac{1}{4}$, NE $\frac{1}{4}$ NW $\frac{1}{4}$, S $\frac{1}{2}$ NW $\frac{1}{4}$, NE $\frac{1}{4}$ SW $\frac{1}{4}$.

The area of United States land reserved by this notice is approximately 173.09 acres, all within the Sierra National Forest. All of the project lands, with the exception of approximately 21.82 acres in the Camp 61 Creek Spillway right-of-way, have been previously withdrawn for power under Project Nos. 67, 105, 110, 2175 or Power Site Classification No. 138.

The general determination made by the Commission at its meeting of April 17, 1922 (2d Ann. Rept. 128) with respect to lands reserved for power transmission line purposes is applicable to those portions of the above-described lands occupied for that purpose only.

Copies of project maps Exhibits "K" sheets No. 3-1, 2-3, and 4, (FPC Nos. 2174-15, 16, 17 and 18, respectively), are being transmitted to Bureau of Land Management, Forest Service and Geological Survey.

JOSEPH H. GUTRIE,
Secretary.

[F.R. Doc. 63-9778; Filed, Sept. 12, 1963;
8:47 a.m.]

[Docket No. G-2712 etc.]

CITIES SERVICE CO. ET AL.

Notice of Applications for Certificates, Abandonment of Service and Petitions To Amend Certificates¹

SEPTEMBER 9, 1963.

Cities Service Company, Docket No. G-2712; Continental Gas Producing Company (formerly Cities Service Gas Producing Company), Docket No. G-2737; Pan American Petroleum Corporation (formerly K-B Compression Company, Inc.), Docket No. G-3914; Bowser Gas & Oil Company (formerly T. E. Bickel Estate), Docket No. G-8411;

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

Mrs. Hellena Fox Wright Rogers and John K. Wright, III (formerly Estate of J. K. Wright, Jr.), Docket No. G-8727; Davon Drilling Company, Operator (formerly Davon Oil and Gas Company, et al.), Docket No. G-9128; Alco Oil and Gas Corporation (formerly Vickers Petroleum Co., Inc.), Docket No. G-9239; Socony Mobil Oil Company, Inc., Docket No. G-11861; Socony Mobil Oil Company, Inc., Docket No. G-13746; J. C. Cunningham Gas Company, Docket No. G-15497; Socony Mobil Oil Company, Inc., Docket No. G-16393; The Superior Oil Company, Docket No. G-16878; Valley Gas Production, Inc. (formerly H. B. Zachry Company (Operator), et al.) Docket Nos. G-19546, CI61-212, CI62-1023;² Natural Gasoline Corporation (formerly Amtexas Oil Corporation), Docket No. CI60-448; Continental Oil Company, Docket No. CI61-1811; Francis E. Cain, et al., d/b/a Rice-Rogers Oil and Gas Company, Docket No. CI62-17; Dominion Oil & Gas Company (formerly Robert B. Stallworth, Jr.), Docket No. CI62-292; Sinclair Oil & Gas Company (Operator), et al., Docket No. CI62-1184; R. J. Caraway (Operator), et al., Docket No. CI63-1040; J. C. Trahan, Drilling Contractor, Inc., Docket No. CI63-1288; Homer Noble, Docket No. CI63-1418; Texas Pacific Coal and Oil Company, Docket No. CI63-1573; Frank A. Morrison (Operator), et al., Docket No. CI64-274; Skinner Corporation (Operator), et al., Docket No. CI64-275; J. C. Trahan, Drilling Contractor, Inc., et al., Docket No. CI64-276; Kerr-McGee Oil Industries, Inc., Docket No. CI64-277; Max Pray, Docket No. CI64-278; Gulf Oil Corporation, Docket No. CI64-279; May Oil Company (Operator), et al., Docket No. CI64-280; Allerton Miller, Docket No. CI64-281; Southern Union Production Company, Docket No. CI64-282; Lyle Cashion Company, Docket No. CI64-283; The Pure Oil Company, Docket No. CI64-284; Alan Drilling Company, Docket No. CI64-285; Socony Mobil Oil Company, Inc., Docket No. CI64-286; Socony Mobil Oil Company, Inc., Docket No. CI64-287; J. C. Williamson, Docket No. CI64-288; Hicks Gas Company, Docket No. CI64-289; Tidewater Oil Company, Docket No. CI64-290; Jake L. Hamon, Docket No. CI64-291; Bel Oil Corporation (Operator), et al., Docket No. CI64-292; Apache Corporation, Docket No. CI64-293; United States Smelting Refining and Mining Company, Docket No. CI64-294; Tenneco Corporation, Docket No. CI64-295.

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

² Application filed to amend certificates heretofore issued in Docket Nos. G-19546 and CI61-212 and to amend pending certificate application in Docket No. CI62-1023.

Docket No. date filed	Purchaser	Field and location	Price per acre	Pres- sure base	Docket No. date filed	Purchaser	Field and location	Price per acre	Pres- sure base
G-2712- D 8-29-63	Arkansas Louisiana Gas Co.	Haynesville Field, Claiborne Parish, La.	(1)	14.65	C164-282- A 6-10-63	El Paso Natural Gas Co.	Dakota Formation, San Juan and Rio Arriba Counties, N. Mex.	12.0	15.025
G-2737- E 8-26-63	Cities Service Gas Co. and North- ern Natural Gas Co.	Guyman-Hugoton Field, Texas Coun- ty, Oklahoma and Panhandle Field, Carson and Gray Counties, Tex.	10.148 8.8129	14.65 14.65	C164-283- B 8-30-63	United Gas Pipe Line Co.	Baxterville Field, Lamar County, Miss.	Depleted	
G-3014- F 9-4-63	Lone Star Gas Co.	Acreage in Stephens County, Okla.	16.8	14.65	C164-284- A 9-3-63	Arkansas Louisiana Gas Co.	Canute Area, Washita County, Okla.	15.0	14.65
G-8411- F 9-3-63	South Penn Oil Co.	Acreage in Calhoun and Ritchie Counties, W. Va.	12.0	15.325	C164-285- A 9-3-63	Natural Gas Pipeline Co. of America.	Boonesville Bend Conglomerate Field, Wise County, Tex.	15.0	14.65
G-8727- E 8-23-63	United Gas Pipe Line Co.	Maxie-Pistol Ridge Area, Forrest, Lamar and Pearl River Counties, Miss.	20.0	15.025	C164-286- A 9-3-63	Kansas-Nebraska Natural Gas Co., Inc.	Syracuse Field, Hamilton County, Kans.	12.5	14.65
G-9128- E 8-26-63	Cities Service Gas Co.	Acreage in Logan County, Okla.	12.0	14.65	C164-287- A 9-3-63	Colorado Interstate Gas Co.	Patrick Draw Area, Sweetwater County, Wyo.	16.0	14.65
G-9230- E 8-26-63	Colorado Interstate Gas Co.	Greenwood Field, Morton County, Kans.	16.0	14.65	C164-288- B 8-19-63	Pioneer Gathering System, Inc. (now Northern Natural Gas Co.)	Addie (Ellenburger) Field, Crockett County, Tex.	Depleted	
G-11801- D 9-3-63	Cities Service Gas Co.	Acreage in Barber County, Kans.	(2)		C164-289- A 9-3-63	United Fuel Gas Co.	Geary District, Roane County, W. Va.	23.0	15.325
G-13746- D 8-26-63	Transcontinental Gas Pipe Line Corp.	Acreage in Cameron Block 110 et al. Field Parishes, La.	Assigned		C164-290- B 9-3-63	Florida Gas Transmission Co.	Pheasant Field, Matagorda County, Tex.	(3)	
G-15497- D 8-29-63	Hope Natural Gas Co.	Cameron, St. Mary and Terrebonne Parishes, La.	(2)		C164-291- A 9-3-63	Northern Natural Gas Co.	Baggerly Gas Unit, Beaver County, Okla.	17.0	14.65
G-16393- D 8-26-63	Natural Gas Pipeline Co. of America.	Murphy District, Ritchie County, W. Va.	(4)		C164-292- B 9-3-63	United Gas Pipe Line Co.	Foley Field, Allen Parish, La.	Depleted	
G-16878- C 8-27-63	Michigan Wisconsin Pipe Line Co.	Alvord Field, Wise County, Tex.			C164-293- A 9-3-63	Northern Natural Gas Co.	Northwest Dover Field, Beaver County, Oklahoma and Acreage in Ochiltree County, Tex.	17.0	14.65
G-19546, et al. E 9-3-63	Texas Eastern Transmission Corp. and Transcontinental Gas Pipe Line Corp.	Acreage in Harper County, Okla.	17.0	14.65	C164-294- A 9-3-63	El Paso Natural Gas Co.	Chinle Wash Field, San Juan County, N. Mex.	17.7	15.025
C161-212- C 5-27-63	Valley Gas Transmission, Inc.	Acreage in Bee County, Tex.	14.65	14.65	C164-295- B 9-4-63	Arkansas Louisiana Gas Co.	Southeast Braman Field, Kay County, Okla.	Assigned	
C162-1023- C 5-27-63	Lone Star Gathering Co.	Terrell Point Area, Goliad County, Tex.	8.890883 14.3733 11.12320 14.65 10.92060 12.25	14.65 14.65 14.65 14.65					
C160-448- E 5-27-63	Transwestern Pipeline Co.	Southwest Yorktown Field, Dewitt County, Tex.	18.0	14.65					
C161-1811- C 9-3-63	El Paso Natural Gas Co.	Lipscomb-Cleveland Field, Lipscomb County, Tex.	17.0	14.65					
C162-17- C 8-29-63	Hope Natural Gas Co.	N.E. Haynes Area, Rio Arriba Coun- ty, N. Mex.	21.0375	15.025					
C162-292- E 8-30-63	do	Sheridan District, Calhoun County, W. Va.	25.0	15.325					
C162-1184- C 8-21-63	Arkansas Louisiana Gas Co.	Union and Pleasants Districts, Clay County, W. Va.	16.0	15.325					
C163-1040- C 8-30-63	do	Wilburton Field, Latimer County, Okla.	15.0	14.65					
C163-1288- C 9-3-63	do	Manziel Field, Wood County, Tex.	12.55406	14.65					
C163-1418- A 5-17-63	Medina Gathering Corp.	Lick Creek Field, Claiborne Parish, La.	13.5	15.025					
C163-1573- C 9-3-63	Phillips Petroleum Co.	Erie and Crawford Counties, Pa.	27.0	15.025					
C164-274- A 8-29-63	United Gas Pipe Line Co.	South King Mountain Field, Upton County, Tex.	12.0	14.65					
C164-275- B 8-29-63	Transcontinental Gas Pipe Line Corp.	Cabeza Creek Area, Goliad County, Tex.	12.0	14.65					
C164-276- A 8-29-63	Trunkline Gas Co.	Craig Area, McMullen County, Tex.	Depleted						
C164-277- A 8-29-63	Colorado Interstate Gas Co.	Cage Ranch Field, Brooks County, Tex.	13.25	14.65					
C164-278- A 8-29-63	Lone Star Gas Co.	Beaver Creek Field, Fremont County, Wyo.	17.5	14.65					
C164-279- B 8-29-63	Cities Service Gas Co.	Acreage in Stephens County, Okla.	15.0	14.65					
C164-280- B 8-29-63	Coastal States Gas Producing Co.	Coffee Creek Field, Oklahoma County, Okla.	Depleted						
C164-281- A 8-30-63	Cumberland and Allegheny Gas Co.	Acreage in Bee County, Tex.	(4)						
		Buckhammon District, Upshur Coun- ty, W. Va.	25.0	15.325					

1 Amendment to delete acreage by release agreements between parties dated Apr. 18, 1963 and July 18, 1963.
2 Amendment to delete acreage by letter agreement between parties dated May 16, 1963.
3 Production no longer economically feasible.
4 By letter agreement between parties dated Aug. 15, 1963.
5 Declined in pressure.

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 September 30, 1963.

Take further notice that, pursuant to the authority contained in and subject to the jurisdiction conferred upon the Federal Power Commission by sections 7 and 15 of the Natural Gas Act, and the Commission's rules of practice and procedure, a hearing will be held without further notice before the Commission on all applications in which no protest or petition to intervene is filed within the time required herein, if the Commission on its own review of the matter believes that a grant of the certificates is required by the public convenience and necessity. Where a protest or petition for leave to intervene is timely filed, or where the Commission on its own motion believes that a formal hearing is required, further notice of such hearing will be duly given.

Under the procedure herein provided for, unless otherwise advised, it will be

unnecessary for Applicants to appear or be represented at the hearing.

JOSEPH H. GUTRADE,
Secretary.

[F.R. Doc. 63-9776; Filed, Sept. 12, 1963;
8:47 a.m.]

[Docket No. R164-128]

KIRBY PRODUCTION CO. ET AL.

Order Providing for Hearing on and Suspension of Proposed Change in Rate

SEPTEMBER 6, 1963.

On August 9, 1963, Kirby Production Company, et al. (Kirby) tendered for filing a proposed change in its presently effective rate schedule for sales of natural gas subject to the jurisdiction of the Commission. The sale is made at a pressure base of 14.65 psia. The proposed change, which constitutes an increased rate and charge, is contained in the following designated filing:

Filing code: A—Initial service.
B—Abandonment.
C—Amendment to add acreage.
D—Amendment to delete acreage.
E—Change in name.

See footnotes at end of table.

Description: Notice of change, dated August 6, 1963.

Purchaser and producing area: Colorado Interstate Gas Company (Greenwood Field, Morton County, Kansas).

Rate schedule designation: Supplement No. 2 to Kirby's FPC Gas Rate Schedule No. 19.²

Effective date: September 15, 1963.³

Amount of annual increase: \$5,121.

Effective rate: 12.0 cents per Mcf.⁴

Proposed rate: 16.0 cents per Mcf.⁵

The proposed increased rate exceeds the applicable 11.0 cents per Mcf area ceiling for increased rates as set forth in the Commission's Statement of General Policy No. 61-1, as amended (18 CFR Ch. I, Part 2, § 2.56).

The proposed changed rate and charge 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 a hearing concerning the lawfulness of the proposed change, and that Supplement No. 2 to Kirby's FPC Gas Rate Schedule No. 19 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 Ch. I), a public hearing shall be held upon a date to be fixed by notice from the Secretary concerning the lawfulness of the proposed increased rate and charge contained in Supplement No. 2 to Kirby's FPC Gas Rate Schedule No. 19.

(B) Pending such hearing and decision thereon, Supplement No. 2 to Kirby's FPC Gas Rate Schedule No. 19 is hereby suspended and the use thereof deferred until February 15, 1964, and thereafter until such further time as it is made effective in the manner prescribed by the Natural Gas Act.

(C) Neither the supplement hereby suspended, nor the rate schedule sought to be altered thereby, shall be changed until this proceeding has been disposed of or until the period of suspension has expired, unless otherwise ordered by the Commission.

(D) Notices of intervention or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C., in accordance with the rules of practice and procedure (18 CFR 1.8

¹ Address is: P.O. Box 1745, Houston 1, Texas.

² Supersedes Cities Service Oil Company (Operator), et al. FPC Gas Rate Schedule No. 87 insofar as Kirby's interests are concerned in the Posey A-1 Unit.

³ The stated effective date is the effective date requested by Respondent.

⁴ Rate under Cities Service Oil Company (Operator), et al. FPC Gas Rate Schedule No. 87.

⁵ Subject to a downward Btu adjustment from 950 Btu's per cu. ft.

⁶ Subject to an upward and downward Btu adjustment from 1,000 Btu's per cu. ft.

and 1.37(f)) on or before October 24, 1963.

By the Commission. Commissioner Black not participating.

[SEAL]

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 63-9777; Filed, Sept. 12, 1963; 8:47 a.m.]

FEDERAL MARITIME COMMISSION

AMERICAN MAIL LINE, LTD. AND JAVA PACIFIC & HOEGH LINES

Notice of Filing of Agreement

Notice is hereby given that the following described agreement has been filed with the Commission for approval pursuant to section 15 of the Shipping Act, 1916 (39 Stat. 733; 75 Stat. 763; 46 U.S.C. 814):

Agreement No. 9247, between American Mail Line, Ltd. and Java Pacific & Hoegh Lines, a joint service operating under approved Agreement 7838, establishes an arrangement for the parties to discuss and agree upon rates, charges, practices, classifications and related tariff matters for dry cargo services in the trade from India, Pakistan, Burma and Ceylon to the West Coast ports of the United States and Canada. Each party will retain a right of independent action and each shall file its individual tariff.

Interested parties may inspect this agreement and obtain copies thereof at the Bureau of Foreign Regulation, Federal Maritime Commission, Washington 25, D.C., or may inspect a copy at the offices of the District Managers of the Commission in New York, N.Y., New Orleans, La., and San Francisco, Calif., and may submit to the Secretary, Federal Maritime Commission, Washington 25, D.C., within 20 days after publication of this notice in the FEDERAL REGISTER, written statements with reference to the agreement and their position as to approval, disapproval, or modification, together with a request for hearing, should such hearing be desired.

Dated: September 9, 1963.

By order of the Federal Maritime Commission.

THOMAS LISI,
Secretary.

[F.R. Doc. 63-9797; Filed, Sept. 12, 1963; 8:47 a.m.]

INTERSTATE COMMERCE COMMISSION

FOURTH SECTION APPLICATIONS FOR RELIEF

SEPTEMBER 10, 1963.

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

LONG-AND-SHORT HAUL

FSA No. 38527: *Commodity rates—Sea-Land Service, Inc.* Filed by Sea-Land Service, Inc. (No. 50), for itself and interested carriers. Rates on chemicals, batteries and battery boxes, also printing paper, in trailer-loads, moving in part over the highways and in part via water in containerships in inter-coastal service, from Buffalo, N.Y., and Williamsport, Pa., to Los Angeles and San Francisco, Calif.

Grounds for relief: Rail box-car competition.

Tariff: Supplement 31 to Sea-Land Service, Inc., tariff I.C.C. 14.

FSA No. 38528: *Petroleum distillate fuel oil between points in Texas.* Filed by Texas-Louisiana Freight Bureau, agent (No. 481), for interested rail carriers. Rates on petroleum distillate fuel oil, in tank-car loads, from, to and between points in Texas, over interstate routes through adjoining States.

Grounds for relief: Intrastate rates and maintenance of rates from and to points in other States not subject to the same conditions.

Tariff: Supplement 26 to Texas-Louisiana Freight Bureau, agent, tariff I.C.C. 963.

FSA No. 38529: *Cement and related articles from and to points in Southwestern and WTL Territories.* Filed by Southwestern Freight Bureau, agent (No. B-8440), for interested rail carriers. Rates on cement, cement clinkers and pulverized blast furnace slag, in carloads, between points on the D&RGW and IC railroads, on the one hand, and points in Arkansas, Colorado, Illinois, Kansas, Louisiana, Missouri, Nebraska, New Mexico, Oklahoma, Texas, and Wyoming, on the other.

Grounds for relief: Carrier competition.

Tariffs: Supplements 133 and 5 to Southwestern Freight Bureau, agent, tariffs I.C.C. 4325 and 4531, respectively.

FSA No. 38530: *Roofing and building material from Dumont, Tex.* Filed by Southwestern Freight Bureau, agent (No. B-8442), for interested rail carriers. Rates on roofing and building materials and slate, as described in the application, in carloads, from Dumont, Tex., to Alton, Chicago, Wilmington, East St. Louis, Ill., and St. Louis, Mo.

Grounds for relief: Market competition.

Tariff: Supplement 167 to Southwestern Freight Bureau, agent, tariff I.C.C. 4370.

FSA No. 38531: *T.O.F.C. service—from and to WTL and IFA Territories.* Filed by Southwestern Freight Bureau, agent (No. B-8443), for interested rail carriers. Rates on various commodities moving on class and commodity rates, loaded in or on trailers and transported on railroad flat cars, between Blytheville and Jonesboro, Ark., on the one hand, and points in western trunk-line and Illinois Freight Association territories on the other.

Grounds for relief: Motor-truck competition.

Tariff: Supplement 67 to Southwestern Freight Bureau, agent, tariff I.C.C. 4480.

FSA No. 38532: *Salt between points in Southwestern and WTL Territories.* Filed by Southwestern Freight Bureau, agent (No. B-8438), for interested rail carriers. Rates on salt, as described in the application, in carloads, from specified points in Louisiana, New Mexico, Oklahoma and Texas, to points in southwestern Illinois Freight Association and western trunk-line territories.

Grounds for relief: Market competition.

Tariffs: Supplements 31 and 45 to Southwestern Freight Bureau, agent, tariffs I.C.C. 4504 and 4506, respectively.

By the Commission.

[SEAL]

HAROLD D. McCoy,
Secretary.

[F.R. Doc. 63-9790; Filed, Sept. 12, 1963; 8:47 a.m.]

[Notice No. 864]

MOTOR CARRIER TRANSFER PROCEEDINGS

SEPTEMBER 10, 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 65919. By order of September 3, 1963, the Transfer Board approved the transfer to Marlin W. Jurgensen, Alcester, S. Dak. of Certificate in No. MC 509, issued June 12, 1937, to Rolland W. Larson, Alcester, S. Dak., authorizing the transportation of: Livestock, feed and farm machinery, and grain, from and to specified points in Iowa and South Dakota.

No. MC-FC 65936. By order of September 3, 1963, the Transfer Board approved the transfer to Joe Kempe, Le Roy, Minn., of Certificate in No. MC 117146, issued December 1, 1958, to Roy

Sawdey, Le Roy, Minn.; authorizing the transportation of: animal and poultry feeds, from New Richmond, Wis., to Le Roy, Minn. Fred R. Kraft, 115A, First Avenue, NW., Austin, Minn., attorney for applicants.

No. MC-FC 66199. By order of September 4, 1963, the Transfer Board approved the transfer to Henderson Bonded Lines, Inc., 1504 Raleigh Road, Henderson, N.C., of Certificate in No. MC 107680, issued June 29, 1951 to W. H. T. Squires, Jr., doing business as Henderson Bonded Lines, Henderson, N.C., authorizing the transportation of: Tungsten concentrates, over irregular routes, from points in Vance Co., N.C., to Glen Cove, and Long Island, N.Y., and Euclid, Ohio; empty containers, from Euclid, Ohio, to points in Vance Co., N.C.; agricultural commodities, from points in Vance and Warren Cos., N.C., to Washington, D.C., Philadelphia, Pa., and New York, N.Y.; tobacco, from points in North Carolina and Virginia within 100 miles of Henderson, N.C., to Henderson, N.C.; from Henderson, N.C., to points in North Carolina and Virginia within 100 miles of Henderson, N.C., to Rocky Mount, Wilson, Goldsboro, Greenville, Farmville, and Kinston, N.C., and Danville, Va.; from Rocky Mount, Wilson, Goldsboro, Greenville, Farmville, and Kinston, N.C., to Danville, Richmond, and Norfolk, Va., Durham, Winston-Salem, and Reidsville, N.C., with restriction; carbide, from Ivanhoe, Va., to Greensboro, Henderson, Rocky Mount, and Smithfield, N.C.; bagging and cotton ties, from Henderson, N.C., to points in South Carolina and those in that part of Georgia on and east of U.S. Highway 1; seed and seed plants, from Richmond, Va., and Baltimore, Md., and points in that part of South Carolina and Georgia on and east of U.S. Highway 1, to Henderson, N.C., and points in North Carolina and Virginia within 100 miles of Henderson, N.C.; with restriction; glass, from Laurens, S.C., to Henderson, N.C.; phosphate, from Charleston, S.C., to Richmond, Va.; burlap bags, from Richmond, Va., to Greenville and New Bern, N.C.; groceries, feed and glassware, from Petersburg, Jarrett, and Alberta, Va., to Henderson, N.C.; potatoes from Robertsonville, N.C., and points within 25 miles of Robertsonville to Richmond and Norfolk, Va., Baltimore, Md., Philadelphia and Pittsburgh, Pa., New York, N.Y., Newark, N.J., and Washington, D.C., and

return; cotton, between points in North Carolina and South Carolina; new, used and reconditioned furniture, store fixtures, and store display equipment, between Henderson and Statesville, N.C., on the one hand, and, on the other, points in Georgia, South Carolina, and Virginia; with restriction.

[SEAL]

HAROLD D. McCoy,
Secretary.

[F.R. Doc. 63-9791; Filed, Sept. 12, 1963; 8:47 a.m.]

[Notice No. 865]

MOTOR CARRIER TRANSFER PROCEEDINGS

SEPTEMBER 10, 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 general rules of practice any interested person may file a petition seeking reconsideration of the following numbered proceedings within 30 days from the date of service of the order. 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 66029. By order of September 6, 1963, the Commission, Division 3, acting as an Appellate Division, approved the transfer to Arnold Gothard, doing business as Best Way Transportation Company, La Fayette, Ala., of Certificate in No. MC 106560, issued January 13, 1955, to Woodson Vinson McClendon, Jr., and Wade Gaines McClendon, a partnership, doing business Fayette, Ala., authorizing the transportation, over irregular routes, of: Textile products, and empty yarn cones, cores, and tubes, between La Fayette, Ala., and points in Tennessee, Georgia, and Alabama. J. Douglas Harris, 413 Bell Building, Montgomery, Ala., attorney for applicants.

[SEAL]

HAROLD D. McCoy,
Secretary.

[F.R. Doc. 63-9792; Filed, Sept. 12, 1963; 8:47 a.m.]

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1963-64

United States Government Organization

MANUAL

*Official guide to the functions of
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