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Codification Guide

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

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

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Rules and Regulations

Title 14—AERONAUTICS AND SPACE

Chapter I—Federal Aviation Agency

SUBCHAPTER E—AIRSPACE [NEW]

[Airspace Docket No. 63-CE-84]

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

PART 73—SPECIAL USE AIRSPACE [NEW]

Alteration of Control Area Extension, Control Zone and Restricted Area

On September 13, 1963, a notice of proposed rulemaking was published in the FEDERAL REGISTER (28 F.R. 9955) stating that the Federal Aviation Agency was considering amendments to §§ 71.165, 71.171, and 73.54 of the Federal Aviation Regulations which would alter the boundaries of the Grand Forks, N. Dak. (Grand Forks AFB), Restricted Area/Military Climb Corridor R-5402 and change the description of the Grand Forks, N. Dak. (Grand Forks AFB) control zone and the Grand Forks control area extension to require pilots to obtain prior approval from appropriate authority before using the portion of these areas within R-5402.

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

Subsequent to publication of the notice, it was determined that an altitude designation of "Surface to 19,000 feet MSL" for the portion of R-5402 extending from the point of beginning to one nautical mile north would eliminate the need for changes in holding patterns at Grand Forks, N. Dak. Since this change will reduce the amount of airspace within R-5402, notice and public procedure thereon are unnecessary.

In consideration of the foregoing and for the reasons stated in the Notice, the following actions are taken:

1. In § 73.54 North Dakota (28 F.R. 19-37, January 26, 1963), R-5402 Grand Forks, N. Dak. (Grand Forks AFB), Restricted Area/Military Climb Corridor is amended to read:

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

Boundaries. From a point of beginning at latitude 48°00'43" N., longitude 97°24'03" W., the area centered on the 001° radial of the Grand Forks AFB TACAN, extending to a point 30 nmi N, having a width of 1 nmi at the beginning and expanding uniformly to a width of 6 nmi at the outer extremity.

Designated altitudes—

Surface to 19,000 feet MSL from the point of beginning to 1 nmi N.

Surface to flight level 270 from 1 to 3 nmi N of the point of beginning.

2,000 feet MSL to flight level 270 from 3 to 4 nmi N of the point of beginning.

3,000 feet MSL to flight level 270 from 4 to 6 nmi N of the point of beginning.

5,000 feet MSL to flight level 270 from 6 to 11 nmi N of the point of beginning.

10,000 feet MSL to flight level 270 from 11 to 15 nmi N of the point of beginning.

14,000 feet MSL to flight level 270 from 15 to 19 nmi N of the point of beginning.

17,000 feet MSL to flight level 270 from 19 to 25 nmi N of the point of beginning.

20,000 feet MSL to flight level 270 from 25 to 30 nmi N of the point of beginning.

Time of designation. Continuous.

Using agency. Grand Forks AFB Approach Control.

2. In § 71.165 (27 F.R. 220-59, November 10, 1962), the following change is made: In Grand Forks, N. Dak., "The portion of this control area extension within R-5402 shall be used only after obtaining prior approval from appropriate authority." is added.

3. In § 71.171 (27 F.R. 220-91, November 10, 1962), the following change is made: In Grand Forks, N. Dak. (Grand Forks AFB), "The portion of this control zone within R-5402 shall be used only after obtaining prior approval from appropriate authority." is added.

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

These amendments shall become effective 0001 e.s.t. March 5, 1964.

Issued in Washington, D.C., on December 24, 1963.

CLIFFORD P. BURTON,
Acting Director,
Air Traffic Service.

[F.R. Doc. 63-13482; Filed, Dec. 31, 1963; 8:46 a.m.]

[Airspace Docket No. 63-CE-85]

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

PART 73—SPECIAL USE AIRSPACE [NEW]

Alteration of Federal Airways, Control Zone and Restricted Area

On September 13, 1963, a notice of proposed rule making was published in the FEDERAL REGISTER (28 F.R. 9955) stating that the Federal Aviation Agency was considering amendments to §§ 71.107, 71.143, 71.171, and 73.54 of the Federal Aviation Regulations which would alter the Minot, N. Dak. (Minot AFB), Restricted Area/Military Climb Corridor R-5403 and modify the descriptions of the Minot, N. Dak. (Minot AFB) control zone, red Federal airway No. 46 and VOR Federal airway No. 1541.

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

Subsequent to publication of the notice, the FAA has determined that an altitude designation of "Surface to 19,000 feet MSL" for the portion of R-5403 extending from the point of beginning to one nautical mile northwest would eliminate the need for changes in the holding patterns at Minot, N. Dak. Since this change from the action proposed in the notice is less restrictive on the public, compliance with the notice and public procedure is unnecessary.

In consideration of the foregoing and for the reasons stated in the notice, the following actions are taken:

1. In § 73.54 North Dakota (28 F.R. 19-37, January 26, 1963), R-5403 Minot, N. Dak. (Minot AFB), Restricted Area/Military Climb Corridor is amended to read:

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

Boundaries. From a point of beginning at Latitude 48°26'42" N., Longitude 101°25'13" W., the area centered on the 308° radial of the Minot AFB TACAN, extending to a point 30 nmi NW, having a width of 1 nmi at the beginning and expanding uniformly to a width of 6 nmi at the outer extremity.

Designated altitudes—

Surface to 19,000 feet MSL from the point of beginning to 1 nmi NW.

Surface to flight level 270 from 1 to 3 nmi NW of the point of beginning.

3,000 feet MSL to flight level 270 from 3 to 4 nmi NW of the point of beginning.

4,000 feet MSL to flight level 270 from 4 to 6 nmi NW of the point of beginning.

6,000 feet MSL to flight level 270 from 6 to 14 nmi NW of the point of beginning.

14,000 feet MSL to flight level 270 from 14 to 22 nmi NW of the point of beginning.

19,000 feet MSL to flight level 270 from 22 to 30 nmi NW of the point of beginning.

Time of designation. Continuous.

Using agency. Minot AFB Approach Control.

2. In § 71.107 (27 F.R. 220-4, November 10, 1962), the following change is made: In R-46 "The portion of this airway within R-5403 shall be used only after obtaining prior approval from appropriate authority." is added.

3. In § 71.143 (27 F.R. 220-38, November 10, 1962), the following change is made: In V-1541 "The airspace within (R-5403) shall be used only after obtaining prior approval from appropriate authority." is deleted.

4. In § 71.171 (27 F.R. 220-91, November 10, 1962), the following change is made: In Minot, N. Dak. (Minot AFB), "The portion of this control zone within R-5403 shall be used only after obtaining prior approval from appropriate authority." is added.

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

These amendments shall become effective 0001 e.s.t. March 5, 1964.

Issued in Washington, D.C., on December 24, 1963.

CLIFFORD P. BURTON,
Acting Director,
Air Traffic Service.

[F.R. Doc. 63-13483; Filed, Dec. 31, 1963; 8:46 a.m.]

[Airspace Docket No. 63-CE-68]

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

PART 73—SPECIAL USE AIRSPACE [NEW]

Designation of Restricted Area and Alteration of Controlled Airspace and Federal Airway

On September 14, 1963, a notice of proposed rule making was published in the FEDERAL REGISTER (28 F.R. 9995), stating that the Federal Aviation Agency was considering amendments to §§ 71.123, 71.165, 71.171, and 73.42 of the Federal Aviation Regulations which would designate the Marquette, Mich. (K. I. Sawyer AFB), Restricted Area/Military Climb Corridor R-4208 and change the descriptions of the Marquette, Mich. (K. I. Sawyer AFB) and the Marquette (Marquette County Airport) control zones, the Marquette control area extension and VOR Federal airway No. 470 to require pilots to obtain prior approval before using the portions of these areas within R-4208.

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

In consideration of the foregoing and for the reasons stated in the notice, the following actions are taken:

1. In § 73.42 Michigan (28 F.R. 19-26, January 26, 1963), the following Restricted Area/Military Climb Corridor is added:

R-4208 Marquette, Mich. (K. I. Sawyer AFB), Restricted Area/Military Climb Corridor

Boundaries. From a point of beginning at latitude 46°24'13" N., longitude 87°23'04" W., the area centered on a bearing therefrom of 009°, extending to a point 30 nmi, having a width of 1 nmi at the beginning and expanding uniformly to a width of 6 nmi at the outer extremity.

Designated altitudes—

Surface to flight level 270 from the point of beginning to 3 nmi N.

3,000 feet MSL to flight level 270 from 3 to 4 nmi N of the point of beginning.

4,000 feet MSL to flight level 270 from 4 to 6 nmi N of the point of beginning.

6,000 feet MSL to flight level 270 from 6 to 9 nmi N of the point of beginning.

9,000 feet MSL to flight level 270 from 9 to 15 nmi N of the point of beginning.

14,000 feet MSL to flight level 270 from 15 to 24 nmi N of the point of beginning.

20,000 feet MSL to flight level 270 from 24 to 30 nmi N of the point of beginning.

Time of designation. Continuous.

Using agency. K. I. Sawyer AFB Approach Control.

2. In § 71.123 (27 F.R. 220-6, November 10, 1962), the following change is made: In V-470 "The portion of this airway within R-4208 shall be used only after obtaining prior approval from appropriate authority." is added.

3. In § 71.165 (27 F.R. 220-59, November 10, 1962), the following change is made: In Marquette, Mich., "The portion of this control area extension within R-4208 shall be used only after obtaining prior approval from appropriate authority." is added.

4. In § 71.171 (27 F.R. 220-91, November 10, 1962), the following changes are made:

a. In Marquette, Mich., (K. I. Sawyer AFB), "The portion of this control zone within R-4208 shall be used only after obtaining prior approval from appropriate authority." is added.

b. In Marquette, Mich. (Marquette County Airport), "The portion of this control zone within R-4208 shall be used only after obtaining prior approval from appropriate authority." is added.

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

These amendments shall become effective 0001 e.s.t., March 5, 1964.

Issued in Washington, D.C., on December 24, 1963.

CLIFFORD P. BURTON,
Acting Director,
Air Traffic Service.

[F.R. Doc. 63-13484; Filed, Dec. 31, 1963; 8:46 a.m.]

[Airspace Docket No. 63-CE-67]

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

PART 73—SPECIAL USE AIRSPACE [NEW]

Alteration of Restricted Area, Federal Airway and Control Zone

On August 30, 1963, a notice of proposed rule making was published in the FEDERAL REGISTER (28 F.R. 9536), stating that the Federal Aviation Agency was considering amendments to §§ 71.123, 71.143, 71.171, and 73.42 of the Federal Aviation Regulations which would alter the boundaries of the Sault Ste. Marie, Mich. (Kincheloe AFB), Restricted Area/Military Climb Corridor R-4205 and change the description of the Sault Ste. Marie (Kincheloe AFB) control zone and VOR Federal airways No. 193 and No. 1509 to require pilots to obtain prior approval from appropriate authority before using the portions within R-4205.

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

The substance of the proposed amendments having been published, therefore, for the reasons stated in the notice, the following actions are taken:

1. In § 73.42 Michigan (28 F.R. 19-26, January 26, 1963), Sault Ste. Marie, Mich. (Kincheloe AFB), Restricted Area/Military Climb Corridor R-4205 is amended to read:

R-4205 Sault Ste. Marie, Mich. (Kincheloe AFB); Restricted Area/Military Climb Corridor

Boundaries. From a point of beginning at latitude 46°11'57" N., longitude 84°25'46" W., the area centered on a bearing therefrom of 150°, extending to a point 30 nmi SE, having a width of 1 nmi at the beginning and expanding uniformly to a width of 6 nmi at the outer extremity.

Designated altitudes—

Surface to flight level 270 from the point of beginning to 3 nmi SE.

2,000 feet MSL to flight level 270 from 3 to 5 nmi SE of the point of beginning.

4,000 feet MSL to flight level 270 from 5 to 9 nmi SE of the point of beginning.

8,000 feet MSL to flight level 279 from 9 to 15 nmi SE of the point of beginning.

14,000 feet MSL to flight level 270 from 15 to 24 nmi SE of the point of beginning.

19,000 feet MSL to flight level 270 from 24 to 30 nmi SE of the point of beginning.

Time of designation. Continuous.

Using agency. Kincheloe AFB Approach Control.

2. In § 71.123 (27 F.R. 220-6, November 10, 1962), the following change is made: In V-193 (28 F.R. 9251), "The portion of this airway within R-4205 shall be used only after obtaining prior approval from appropriate authority." is added.

3. In § 71.143 (27 F.R. 220-38, November 10, 1962), the following change is made: In V-1509 (28 F.R. 1503, 28 F.R. 7424, 28 F.R. 8022), "The portion of this airway within R-4205 shall be used only after obtaining prior approval from appropriate authority." is added.

4. In § 71.171 (27 F.R. 220-91, November 10, 1962), the following change is made: In Sault Ste. Marie, Mich. (Kincheloe AFB), "The portion of this control zone within R-4205 shall be used only after obtaining prior approval from appropriate authority." is added.

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

These amendments shall become effective 0001 e.s.t., March 5, 1964.

Issued in Washington, D.C., on December 24, 1963.

CLIFFORD P. BURTON,
Acting Director,
Air Traffic Service.

[F.R. Doc. 63-13521; Filed, Dec. 31, 1963; 8:49 a.m.]

SUBCHAPTER F—AIR TRAFFIC AND GENERAL OPERATING RULES [NEW]

[Reg. Docket No. 2098; Amdt. 354]

PART 97—STANDARD INSTRUMENT APPROACH PROCEDURES [NEW]

Miscellaneous Amendments

The amendments to the standard instrument approach procedures contained herein are adopted to become effective when indicated in order to promote safety. The amended procedures supersede the existing procedures of the same classification now in effect for the airports specified therein. For the convenience of the users, the complete procedure is republished in this amendment indicating the changes to the existing procedures.

As a situation exists which demands immediate action in the interests of safety in air commerce, I find that compliance with the notice and procedure provisions of the Administrative Procedure Act is impracticable and that good cause exists for making this amendment effective within less than 30 days from publication.

In view of the foregoing and pursuant to the authority delegated to me by the Administrator (24 F.R. 5662), Part 97 [New] (14 CFR Part 97 [New]) is amended as follows:

1. By amending the following low or medium frequency range procedures prescribed in § 97.11(a) to read:

LFR STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
					2-engine or less		
From—	To—	Course and distance	Minimum altitude (feet)	Condition	65 knots or less	More than 65 knots	More than 2-engine, more than 65 knots

PROCEDURE CANCELLED EFFECTIVE 11 JAN. 64 OR UPON DECOMMISSIONING OF FACILITY.

City, Honolulu; State, Hawaii; Airport Name, Honolulu International; Elev., 13′; Fac. Class., SBRAZ; Ident., HL; Procedure No. 1, Amdt. 14; Eff. Date, 27 July 63; Sup. Amdt. No. 13; Dated, 30 Apr. 60

2. By amending the following automatic direction finding procedures prescribed in § 97.11(b) to read:

ADF STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
					2-engine or less		
From—	To—	Course and distance	Minimum altitude (feet)	Condition	65 knots or less	More than 65 knots	More than 2-engine, more than 65 knots

PROCEDURE CANCELLED EFFECTIVE 11 JAN. 64.

City, Charleston; State, S.C.; Airport Name, Charleston AFB/Municipal; Elev., 45′; Fac. Class., SABH; Ident., CHS; Procedure No. 2, Amdt. 2; Eff. Date, 5 May 62; Sup. Amdt. No. 1; Dated, 21 Apr. 62

CYS VOR	LOM	Direct	7600	T-dn	300-1	300-1	200-½
Divide Int*	LOM	Direct	7600	C-dn	500-1	500-1	500-1½
Egbert Int	LOM	Direct	7600	S-dn-26	400-1	400-1	400-1
Carpenter Int	LOM	Direct	7600	A-dn	800-2	800-2	800-2

Procedure turn S side of crs, 081° Outbnd, 261° Inbnd, 7600′ within 10 miles.
Minimum altitude over facility on final approach crs 7500′.
Crs and distance, facility to airport, 261°—5.1 miles.
If visual contact not established upon descent to authorized landing minimums, or if landing not accomplished within 5.1 miles after passing LOM turn left, climb to 8000′ on 166° magnetic bearing from CY LOM within 10 miles or, when directed by ATC, turn right, climb to 8000′ on R-348 CYS VOR within 10 miles.
Other change: Final deleted from transition Egbert Int to LOM.
*Divide Int: Int CYS VOR R-040 and GLL VOR R-347.

City, Cheyenne; State, Wyo.; Airport Name, Cheyenne Municipal; Elev., 6156′; Fac. Class., LOM; Ident., CY; Procedure No. 1, Amdt. 1; Eff. Date, 11 Jan. 64; Sup. Amdt. No. Orig.; Dated, 2 Sept. 61

El Paso VOR	LOM	Direct	5200	T-dn	300-1	300-1	200-½
El Paso RBn	LOM	Direct	5200	C-dn	400-1	500-1	500-1½
Int R-259 ELP-VOR and NE crs ILS	LOM	Direct	5200	S-dn-22	400-1	400-1	400-1
Newman VOR	LOM	Direct	5500	A-dn	800-2	800-2	800-2

Radar vectoring authorized in accordance with approved patterns.
Procedure turn N side of crs 038° Outbnd, 218° Inbnd, 6200′ within 10 miles.
RADAR vectors to final approach required. Procedure turn not authorized unless approved by ATC.
Minimum altitude over facility on final approach crs 5000′.
Crs and distance, facility to airport, 218°—3.7 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.7 miles after passing LOM, turn left to 125°, climb to 6000′, intercept and proceed SE on 150° bearing from ELP RBn within 20 miles.
Other change: Deletes transition from Rio RBn.

City, El Paso; State, Tex.; Airport Name, El Paso International; Elev., 3956′; Fac. Class., LOM; Ident., EL; Procedure No. 1, Amdt. 19; Eff. Date, 11 Jan. 64; Sup. Amdt. No. 18; Dated 30 Mar. 63

ADF Standard Instrument Approach Procedure—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less: 65 knots or less	2-engine or less: More than 65 knots	More than 2-engine, more than 65 knots
El Paso VOR	ELP RBn	Direct	5000	T-dn	300-1	300-1	200-½
Newman VOR	ELP RBn	Direct	5500	C-dn	400-1	500-1	500-1½
				S-dn-26	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Radar vectoring authorized in accordance with approved patterns.
Procedure turn S side of crs, 078° Outbnd, 258° Inbnd, 6500′ within 10 miles.
Minimum altitude over facility on final approach crs, 5000′.
Crs and distance, facility to airport, 258°—3.2 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.2 miles after passing ELP RBn, turn left to 090°, climb to 6000′ intercept and proceed SE on 120° crs from RBn within 20 miles.
Major change: Deletes transitions from Rio RBn and Clint RBn.

City, El Paso; State, Tex.; Airport Name, El Paso International; Elev., 3956′; Fac. Class., SABH; Ident., ELP; Procedure No. 2, Amdt. 2; Eff. Date, 11 Jan. 64; Sup. Amdt. No. 1; Dated, 19 Jan. 63

PROCEDURE CANCELLED EFFECTIVE 11 JAN. 64.

City, Great Falls; State, Mont.; Airport Name, Malmstrom AFB; Elev., 3525; Fac. Class., SABHZ; Ident., GTF; Procedure No. 1, Amdt. Orig.; Eff. Date, 17 Nov. 62

Malibu Int	Trout Int* (final)	Direct	1500	T-dn	300-1	300-1	200-½
LAX LOM	Trout Int*	Direct	2000	C-dn	500-1	600-1	600-1½
				S-dn-7R/L	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2

Radar vectoring to final approach crs authorized.
Procedure turn S side of crs, 248° Outbnd, 068° Inbnd, 2000′ within 10.0 miles of Trout Int.*
Minimum altitude over Trout Int* on final approach crs, 1500′.**
Crs and distance, Trout Int* to Runway 7R–L, 068°—4.7 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.7 miles after crossing Trout Int,* climb to 2000′ on crs of 068° no farther E than Downey FM/RBn.
*Trout Int: Int 068° bearing to Los Angeles LMM and 201° bearing from GCE RBn or R-337 SXC VOR.
**Descend to airport minimums after passing Trout Int.*

City, Los Angeles; State, Calif.; Airport Name, Los Angeles International; Elev., 126′; Fac. Class., LMM; Ident., AX; Procedure No. 2, Amdt. 3; Eff. Date, 11 Jan. 64; Sup. Amdt. No. 2; Dated, 12 Aug. 61

Oakville Int	LOM	Direct	1900	T-dn%	300-1	300-1	200-½
Bruins RBn	LOM	Direct	1800	C-dn	500-1	500-1	500-1½
Waverly Int	LOM (final)	Direct	1700	S-dn-9	400-1	400-1	400-1
Kerrville Int	LOM	Direct	1800	A-dn	800-2	800-2	800-2
Miller Int	LOM	Direct	1900				
Memphis VOR	LOM	Direct	1900				

Radar vectoring authorized in accordance with approved patterns.
Procedure turn S side W crs, 267° Outbnd, 087° Inbnd, 1800′ within 10 miles.
Minimum altitude over facility on final approach crs, 1700′.
Crs and distance, facility to airport, 087°—4.2 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.2 miles after passing ME LOM, climb to 1900′ on crs 087° within 15 miles or, when directed by ATC, turn right, climb to 1900′ on R-135 MEM-VOR within 15 miles.
%Air Carrier Note: Takeoff with less than 200-½ not authorized on Runway 14-32.

City, Memphis; State, Tenn.; Airport Name, Memphis Metropolitan; Elev., 331′; Fac. Class., LOM; Ident., ME; Procedure No. 1, Amdt. 11; Eff. Date, 11 Jan. 64; Sup. Amdt. No. 10; Dated, 9 Nov. 63

MEM VOR	LOM	Direct	1900	T-dn#	300-1	300-1	200-½
Miller Int	LOM	Direct	1900	C-dn	500-1	500-1	500-1½
Lewisburg Int	LOM	Direct	1900	S-dn-35	400-1	400-1	400-1
Walls Int	LOM	Direct	1900	A-dn	800-2	800-2	800-2
Porter Int	LOM	Direct	1900				

Radar vectoring authorized in accordance with approved patterns.
Procedure turn E side of crs, 174° Outbnd, 354° Inbnd, 1900′ within 10 miles.
Minimum altitude over facility on final approach crs, 1700′.
Crs and distance, facility to airport, 354°—4.7 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.7 miles after passing TS LOM, climb to 2500′ on crs of 354° within 15 miles or, when directed by ATC, turn left, climb to 1800′ on R-271 MEM-VOR within 15 miles.
Other change: Deletes transitions from Savage Int and Norfolk Int.
#Air Carrier Note: Takeoff with less than 200-½ not authorized on Runway 14-32.

City, Memphis; State, Tenn.; Airport Name, Memphis Metropolitan; Elev., 331′; Fac. Class., LOM; Ident., TS; Procedure No. 2, Amdt. 1; Eff. Date, 11 Jan. 64; Sup. Amdt. No. Orig.; Dated, 9 Nov. 63

MLT VOR	MLT RBn	Direct	2200	T-dn	400-1	400-1	400-1
				C-dn	500-1	500-1	500-1½
				A-dn	800-2	800-2	800-2

Procedure turn N side of crs 114° Outbnd, 294° Inbnd, 2200′ within 10 miles.
Minimum altitude over facility on final approach crs 1300′.
Crs and distance, facility to airport, 294°—1.4 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 1.4 miles after passing MLT RBN, make right climbing turn to 2200′, return to MLT RBn. Hold E, 294° Inbnd, right turns, 1 minute.
Caution: 600′ smokestacks 0.3 mile WSW of airport.

City, Millinocket; State, Maine; Airport Name, Millinocket Muncipal; Elev., 408′; Fac. Class., SABH; Ident., MLT; Procedure No. 1, Amdt. 2; Eff. Date, 11 Jan. 64; Sup. Amdt. No. 1; Dated, 27 Apr. 63

3. By amending the following very high frequency omnirange (VOR) procedures prescribed in § 97.11(c) to read:

VOR STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition: From—	Transition: To—	Transition: Course and distance	Transition: Minimum altitude (feet)	Ceiling and visibility minimums: Condition	2-engine or less: 65 knots or less	2-engine or less: More than 65 knots	More than 2-engine, more than 65 knots
XX-LFR	BLI-VOR	Direct	2000	T-dn	300-1	300-1	200-½
Maple Ridge LF Int	BLI-VOR	Direct	2000	C-d	700-1	700-1	700-1½
White Rock LF Int	BLI-VOR	Direct	2000	C-n	700-2	700-2	700-2
				A-dn	800-2	800-2	800-2
				*If aircraft equipped to receive VOR and FM simultaneously and Ferndale FM identified, the following minimums apply:			
				C-dn	700-1	700-1	700-1½
				S-dn-16	500-1	500-1	500-1

Procedure turn W side of crs, 326° Outbnd, 146° Inbnd, 2000′ within 10 miles.
Minimum altitude over facility on final approach crs, 1500′; over Ferndale FM, 900′.
Crs and distance, facility to airport, 146°—8.9 miles; Ferndale FM to airport, 146°—3.2 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.2 miles after passing Ferndale FM, or 8.9 miles after passing BLI-VOR, turn right and return to BLI-VOR climbing to 2000′.
*If Ferndale FM not identified, minimum authorized altitude over airport, 900′.

City, Bellingham; State, Wash.; Airport Name, Bellingham Municipal; Elev., 158′; Fac. Class., H-BVOR; Ident., BLI; Procedure No. 1, Amdt. 5; Eff. Date, 11 Jan. 64; Sup. Amdt. No. 4; Dated, 30 Nov. 63

From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less: 65 knots or less	2-engine or less: More than 65 knots	More than 2-engine, more than 65 knots
El Paso RBn	ELP VOR	Direct	5000	T-dn	300-1	300-1	200-½
Rio Int	ELP VOR (final)*	Direct	5500	C-dn	400-1	500-1	500-1½
Newman VOR	ELP VOR	Direct	5500	S-dn-26	400-1	400-1	400-1
Giffen Int	ELP VOR (final)	Direct	5000	A-dn	800-2	800-2	800-2

Radar vectoring authorized in accordance with approved patterns.
Procedure turn S side of crs, 077° Outbnd, 257° Inbnd, 6500′ within 10 miles.
Minimum altitude over facility on final approach crs, 5000′.
Crs and distance, facility to airport, 257°—3.8 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.8 miles after passing ELP-VOR, turn left, climb to 5500′ on R-150 within 20 miles.
*Maintain 7000′ until 5 miles W of Rio Int. If Rio Int not received, maintain 8000′ until over ELP VOR.

City, El Paso; State, Tex.; Airport Name, El Paso International; Elev., 3956′; Fac. Class., BVORTAC; Ident., ELP; Procedure No. 1, Amdt. 16; Eff. Date, 11 Jan. 64; Sup. Amdt. No. 15; Dated, 16 Feb. 63

From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less: 65 knots or less	2-engine or less: More than 65 knots	More than 2-engine, more than 65 knots
				T-dn	300-1	300-1	200-½
				C-dn	500-1	500-1	500-1½
				A-dn	800-2	800-2	800-2

Procedure turn S side of crs, 237° Outbnd, 057° Inbnd, 1600′ within 10 miles.
Minimum altitude over facility on final approach crs, 1300′.
Crs and distance, facility to airport, 057°—4.3 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.3 miles after passing GRW-VOR, climb to 1900′ on R-057 within 15 miles or, when directed by ATC, make right turn, climbing to 1600′ and return to GRW VOR.

City, Greenwood; State, Miss.; Airport Name, Municipal; Elev., 129′; Fac. Class., BVOR; Ident., GRW; Procedure No. 1, Amdt. 4; Eff. Date, 11 Jan. 64; Sup. Amdt. No. 3; Dated, 16 Nov. 63

From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less: 65 knots or less	2-engine or less: More than 65 knots	More than 2-engine, more than 65 knots
				T-dn*	300-1	300-1	200-½
				C-dn	500-1	500-1	500-1½
				S-dn-27	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Radar vectoring authorized in accordance with approved patterns.
Procedure turn N side of crs, 107° Outbnd, 287° Inbnd, 1900′ within 10 miles.
Minimum altitude over facility on final approach crs, 1000′.
Crs and distance, facility to airport, 287°—3.0 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.0 miles after passing MEM-VOR, climb to 1800′ on R-287 within 15 miles or, when directed by ATC, turn left and climb to 1900′ on R-220 within 15 miles.
*AIR CARRIER NOTE: Takeoff with less than 200-½ not authorized on Runway 14-32.

City, Memphis; State, Tenn.; Airport Name, Memphis Metropolitan; Elev., 33′; Fac. Class., BVORTAC; Ident., MEM; Procedure No. 1, Amdt. 14; Eff. Date, 11 Jan. 64; Sup. Amdt. No. 13; Dated, 9 Nov. 63

From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less: 65 knots or less	2-engine or less: More than 65 knots	More than 2-engine, more than 65 knots
Pismo Int*	SMX-VOR (final)	Direct	1500	T-dn	300-1	300-1	200-½
Orcutt Int	SMX-VOR	Direct	3000	C-dn	400-1	500-1	500-1½
SBP VOR	Pismo Int*	Direct	3000	S-dn-12	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn N side of crs, 316° Outbnd, 136° Inbnd, 3200′ within 10 miles.
Minimum altitude over facility on final approach crs, 1500′.
Crs and distance, facility to airport, 117°—4.2 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.2 miles, make immediate left climbing turn, return to SMX-VOR and climb to 3000′ on R-316 within 10 miles.
*Pismo Int: Int FLW VOR R-254 and SBP VOR R-126 or SMX VOR R-316.

City, Santa Maria; State, Calif.; Airport Name, Santa Maria Public; Elev., 259′; Fac. Class., VOR; Ident., SMX; Procedure No. 1, Amdt. 1; Eff. Date, 11 Jan. 64; Sup. Amdt; No. Orig.; Dated, 8 Apr. 61

VOR STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less: 65 knots or less	2-engine or less: More than 65 knots	More than 2-engine, more than 65 knots
Hartsfield Int%	MGR-VOR	Direct	1800	T-dn C-dn A-dn*	300-1 1000-3 NA	300-1 1000-3 NA	200-½ 1000-3 NA

Radar vectoring authorized in accordance with approved patterns.
Procedure turn W side of crs, 018° Outbnd, 198° Inbnd, 1800′ within 10 miles.
Minimum altitude over facility on final approach crs, 1800′.
Crs and distance, facility to airport, 198°—11.4 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 6 miles after passing MGR-VOR, make left turn, climbing to 1800′ on R-180 within 20 miles and contact Valdosta Approach Control.
NOTES: Aircraft will not enter IFR conditions without prior approval of ATC. Pilot will close IFR flight plan with Valdosta Approach Control or Valdosta, Ga. FSS when reaching VFR conditions on approach and will proceed VFR from contact point (6 miles after passing MGR-VOR) to airport.
Other change: Deletes transition from Cotton Int.
%Hartsfield Int: Int R-006 TLH-VOR; R-159 ABY-VOR; R-071 MAI-VOR.
*No weather available to public. Alternate minimums not authorized.

City, Thomasville; State, Ga.; Airport Name, Thomasville Municipal; Elev., 264′; Fac. Class., L-BVOR; Ident., MGR; Procedure No. 1, Amdt. 2; Eff. Date, 11 Jan. 64; Sup. Amdt. No. 1; Dated, 11 Aug. 62

Bay Int	LAX VOR	Direct	3000	T-dn C-dn A-dn	300-1 800-1 1000-2	300-1 800-1 1000-2	200-½ 800-1½ 1000-2

Radar vectoring authorized in accordance with approved patterns.
Procedure turn S side of crs, 285° Outbnd, 105° Inbnd, 3800′ within 10 miles.
Minimum altitude over LAX VOR on final approach crs, 3000′; over Redondo Int, 1300′.
Crs and distance, Redondo Int to airport, 135°—2.9 miles; breakoff point to runway, 135°—1.0 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 2.0 miles after passing Redondo Int, make immediate left climbing turn to heading 090°, climb to 1500′, turn left to intercept LGB R-272, climb to 2000′ at Hermosa Int.
Major change: Deletes A-dn minimums of 800-2.

City, Torrance; State, Calif.; Airport Name, Torrance Municipal; Elev., 95′; Fac. Class., H-BVOR-DME; Ident., LAX; Procedure No. 1, Amdt. 2; Eff. Date, 11 Jan. 64; Sup. Amdt. No. 1; Dated, 28 Dec. 63

Lee VHF Int	VLD-VOR	Direct	1800	T-dn C-dn S-d-35 S-n-35 A-dn	300-1 500-1 400-1 NA 800-2	300-1 500-1 400-1 NA 800-2	200-½ 500-1½ NA NA 800-2

Radar vectoring authorized in accordance with approved patterns.
Procedure turn W side of crs, 186° Outbnd, 006° Inbnd, 1800′ within 10 miles.
Procedure turn nonstandard to provide separation from Moody AFB traffic.
Minimum altitude over facility on final approach crs, 1200′.
Crs and distance, facility to airport, 006°—5.7 miles.
If visual contact nor established upon descent to authorized landing minimums or if landing not accomplished within 5.7 miles after passing VLD-VOR, make left turn, climbing to 1800′ intercepting R-346 of VLD-VOR within 20 miles.
NOTES: Procedure turn nonstandard to provide separation from Moody AFB traffic. No lights on Runway 12-30.
CAUTION: Air carrier night landing not authorized on Runway 35 and night takeoff not authorized on Runway 17. Unlighted trees 1000′ from approach end of Runway 35

City, Valdosta; State, Ga.; Airport Name, Valdosta Municipal; Elev., 204′; Fac. Class., BVOR; Ident., VLD; Procedure No. 1, Amdt. 10; Eff. Date, 11 Jan. 64; Sup. Amdt. No. 9; Dated, 15 Dec. 62

4. By amending the following terminal very high frequency omnirange (TerVOR) procedures prescribed in § 97.13 to read:

TERMINAL VOR STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less: 65 knots or less	2-engine or less: More than 65 knots	More than 2-engine, more than 65 knots

PROCEDURE CANCELLED, EFFECTIVE 11 Jan. 1964.

City, Groton; State, Conn.; Airport Name, Trumbull; Elev., 10′; Fac. Class., VOR; Ident., GON; Procedure No. TerVOR (R-241), Amdt. Orig.; Eff. Date, 16 Nov. 63 or upon commissioning of GON VOR

Norwich VOR Salem Int Saybrook Int Watch Hill Int	Groton VOR Groton VOR Groton VOR Groton VOR	Direct Direct Direct Direct	2100 2000 2000 2000	T-dn C-dn A-dn**	300-1 900-1 900-2	300-1 900-1 900-2	*300-1 900-1½ 900-2
				#After passing Mystic Int% on final, the following minimums are authorized:			
				C-dn A-dn**	500-1 800-2	500-1 800-2	500-1½ 800-2

Radar vectoring utilizing Quonset Point RATCC authorized in accordance with approved patterns.
Procedure turn W side of crs, 061° Outbnd, 241° Inbnd, 2000′ within 10 miles.
Minimum altitude over facility on final approach crs, #900′.
VOR on airport.
Crs and distance, Mystic Int% to airport, 241°—2.2 miles; breakoff point to Runway, 230°—0.5 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile of GON VOR or 2.2 miles after passing the Mystic Int,% make climbing right turn to 1800′ direct to Groton VOR, hold NE on R-061, 1-minute right turns, 241° Inbnd.
*200-½ authorized for takeoff on Runway 23 only.
**Alternate weather minimums authorized only for those who have an approved arrangement for weather service at the airport.
%Mystic Int: Int GON VOR R-061 and ORW VOR R-195.

City, Groton; State, Conn.; Airport Name, Trumbull; Elev., 10′; Fac. Class., VOR; Ident., GON; Procedure No. TerVOR (R-061), Amdt. Orig.; Eff. Date, 11 Jan. 64 or upon commissioning of GON VOR

TERMINAL VOR STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less: 65 knots or less	2-engine or less: More than 65 knots	More than 2-engine, more than 65 knots

PROCEDURE CANCELLED, EFFECTIVE 11 JAN. 1964.

City, Groton; State, Conn.; Airport Name, Trumbull; Elev., 10′; Fac. Class., VOR; Ident., GON; Procedure No. TerVOR (R-320), Amdt. Orig.; Eff. Date, 16 Nov. 63 or upon commissioning of GON VOR

Norwich VOR	Groton VOR	Direct	2100	T-dn	300-1	300-1	*300-1
Salem Int	Groton VOR	Direct	2000	C-dn	600-1	600-1	600-1½
Saybrook Int	Groton VOR	Direct	2000	A-dn**	800-2	800-2	800-2
Watch Hill Int	Groton VOR	Direct	2000	#After passing %Island Int, the following minimums are authorized:			
				C-dn	500-1	500-1	500-1½

Radar vectoring utilizing Quonset Point RATCC authorized in accordance with approved patterns.
Procedure turn N side of crs 140° Outbnd, 320° Inbnd, 1700′ within 10 miles.
Minimum altitude over facility on final approach crs, 600′.#
VOR on airport.
Crs and distance, Island Int% to airport, 320°—3.4 miles; breakoff point to Runway, 330°—0.5 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile of GON VOR or 3.4 miles after passing Island Int, % climb to 1800′ on heading 330°, make right turn direct to GON VOR. Hold NE, R-061, 1-minute right turns, 241° inbnd crs.
*200-½ authorized for takeoff on Runway 23 only.
**Alternate weather minimums authorized only for those who have an approved arrangement for weather service at the airport.
%Island Int: Int GON VOR R-140 and ORW VOR R-191

City, Groton; State, Conn.; Airport Name, Trumbull; Elev., 10′; Fac. Class., VOR; Ident., GON; Procedure No. TerVOR (R-140), Amdt. Orig.; Eff. Date, 11 Jan. 64 or on commissioning of GON VOR

PROCEDURE CANCELLED, EFFECTIVE 11 JAN. 1964.

City, Groton; State, Conn.; Airport Name, Trumbull; Elev., 10′; Fac. Class., VOR; Ident., GON; Procedure No. TerVOR (R-030), Amdt. Orig.; Eff. Date, 16 Nov. 63 or upon commissioning of GON VOR

Norwich VOR	Groton VOR	Direct	2100	T-dn	300-1	300-1	*300-1
Salem Int	Groton VOR	Direct	2000	C-dn	600-1	600-1	600-1½
Saybrook Int	Groton VOR	Direct	2000	A-dn**	800-2	800-2	800-2
Watch Hill Int	Groton VOR	Direct	2000	#After passing GON RBn, the following minimums are authorized:			
				C-dn	500-1	500-1	500-1½

Radar vectoring utilizing Quonset Point RATCC authorized in accordance with approved patterns.
Procedure turn W side of crs, 210° Outbnd, 030° Inbnd, 1800′ within 10 miles.
Minimum altitude over facility on final approach crs, 600′.#
VOR on airport.
Crs and distance, GON RBn to airport, 050°—0.9 mile; breakoff point to Runway, 049°—0.9 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile of the GON VOR or 0.9 mile after passing GON RBn, climb to 1800′ on heading 050°, make right turn direct to the GON VOR. Hold NE on R-061, 1-minute right turns, 241° Inbnd crs.
*200-½ authorized for takeoff on Runway 23 only.
**Alternate weather minimums of 800-2 authorized only for those who have an approved arrangement for weather service at the airport.

City, Groton; State, Conn.; Airport Name, Trumbull; Elev., 10′; Fac. Class., VOR; Ident., GON; Procedure No. TerVOR(R-210), Amdt. Orig.; Eff. Date, 11 Jan. 64 or upon commissioning of GON VOR

Hartsfield Int%	MGR-VOR	Direct	1800	T-dn#	300-1	300-1	200-½
				C-dn#	500-1	500-1	500-1½
				S-d-10	500-1	500-1	500-1
				A-dn#*	800-2	800-2	800-2

Radar vectoring authorized in accordance with approved patterns.
Procedure turn S side of crs, 270° Outbnd, 090° Inbnd, 1800′ within 10 miles.
Minimum altitude over facility on final approach crs, 800′.
Crs and distance breakoff point to end of runway, 098°—0.5 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile of MGR-VOR, turn right, climb to 1800′ on MGR R-180 within 20 miles.
NOTE: Runway 4-22 is the only runway authorized for night operations.
%Hartsfield Int: Int R-006 TLH-VOR; R-159 ABY-VOR; R-071 MAI-VOR.
#Authorized for air carriers only, that have their own arrangements for lighting.
*Authorized for air carriers only, that have their own arrangements for weather.

City, Moultrie; State, Ga.; Airport Name, Moultrie Sunset; Elev., 294′; Fac. Class., L-BVOR; Ident., MGR; Procedure No. Ter VOR-10, Amdt. 1; Eff. Date, 11 Jan. 64; Sup. Amdt. No. Orig.; Dated, 20 Oct. 62

5. By amending the following instrument landing system procedures prescribed in § 97.17 to read:

ILS Standard Instrument Approach Procedure

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
					2-engine or less		More than 2-engine, more than 65 knots
From—	To—	Course and distance	Minimum altitude (feet)	Condition	65 knots or less	More than 65 knots	
CYS-RBn	LOM	Direct	7600	T-dn	300-1	300-1	200-½
Silver Crown VHF Int	LOM	Direct	8800	C-dn	500-1	500-1	500-1½
CYS VOR	LOM	Direct	7600	S-dn-26	200-½	200-½	200-½
Divide Int*	LOM	Direct	7600	A-dn	600-2	600-2	600-2
Egbert VHF Int	LOM	Direct	7600				
Carpenter Int	LOM	Direct	7600				

Procedure turn S side of crs, 081° Outbnd, 261° Inbnd, 7600′ within 10 miles.
Minimum altitude at glide slope int Inbnd, 7500′.
Altitude of glide slope and distance to approach end of runway at OM 7500′—5.1 miles, at MM 6312′—0.6 mile.
If visual contact not established upon descent to authorized landing minimums of if landing not accomplished, turn left, climb to 8000′ on the 166° bearing from YS LMM within 10 miles or, when directed by ATC, turn right, climb to 8000′ on R-348 CYS VOR within 10 miles.
*Divide Int: Int CYS VOR R-040 and GLL VOR R-347.

City, Cheyenne; State Wyo.; Airport Name, Cheyenne Municipal; Elev., 6156′; Fac. Class., ILS; Ident., I-CYS; Procedure No. ILS-26, Amdt. 18; Eff. Date. 11 Jan. 64; Sup. Amdt. No. 17; Dated, 28 Oct. 61

Salem VOR	LOM	Direct	2600	T-dn*	300-1	300-1	200-½
YIP LOM	LOM	Direct	2200	C-dn	400-1	500-1	500-1½
Creek Int	LOM (final)	Direct	2100	S-dn-3L$**	200-½	200-½	200-½
Carleton VOR	LOM (final)	Via CRL R-010 and loc crs.	2100	S-dn-3R#	400-1	400-1	400-1
				A-dn	600-2	600-2	600-2
Dundee Int	LOM	Direct	2200				
Dundee Int	Creek Int	Via CRL R-250	2300				

Radar vectoring authorized in accordance with approved patterns.
Procedure turn E side of crs, 212° Outbnd, 032° Inbnd, 2200′ within 10 miles.
Minimum altitude at glide slope int Inbnd, 2100′.
Altitude of glide slope and distance to approach end of runway at LOM, 2016′—4.2 miles; at LMM, 870′—0.6 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, climb to 2700′ and proceed to DW LOM or, when directed by ATC, climb to 2300′ and proceed to Park Int via QG VOR R-264.
Aircraft executing missed approach may, after being reidentified, be radar controlled.
$400-¾ required when glide slope not utilized.
#Crs and distance, OM to Runway 3R, 039°—5.0 miles.
*Runway visual range of 2600′ authorized for takeoff in lieu of 200-½ when 200-½ is authorized, providing high intensity runway lights are in satisfactory operating condition.
**Runway visual range 2600′ also authorized for landing on Runway 3L; provided that all components of the ILS, high intensity runway lights, approach lights, condenser discharge flashers, outer compass locator and all related airborne equipment are operating satisfactory. Descent below the authorized landing minimum altitude of 839′ shall not be made unless visual contact with the approach lights has been established or the aircraft is clear of clouds.

City, Detroit; State, Mich.; Airport Name, Metropolitan Wayne County; Elev., 639′; Fac. Class., ILS; Ident., I-DTW; Procedure No. ILS-3-R, Amdt. 9; Eff. Date, 11 Jan. 64; Sup. Amdt. No. 8; Dated, 11 May 63

El Paso VOR	LOM	Direct	5200	T-dn	300-1	300-1	200-½
El Paso RBn	LOM	Direct	5200	C-dn	400-1	500-1	500-1½
Int R-259 ELP VOR and NE crs ILS	LOM	Direct	5200	S-dn-22	200-½	200-½	200-½
Newman VOR	LOM	Direct	5500	A-dn	600-2	600-2	600-2

Radar vectoring authorized in accordance with approved patterns.
Procedure turn N side of NE crs, 038° Outbnd, 218° Inbnd, 6200′ within 10 miles.
Radar vectors to final approach required. Procedure turn not authorized unless approved by ATC.
Minimum altitude at glide slope int Inbnd 5000′.
Altitude of glide slope and distance to approach end of runway at OM, 5000′—3.7 miles; at MM, 4139′—0.5 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, turn left to 125°, climb to 6000′, intercept and proceed SE on R-150 ELP VOR within 20 miles.
Other change: Deletes transition from Rio RBn.

City, El Paso; State, Tex.; Airport Name, El Paso International; Elev., 3956′; Fac. Clas., ILS; Ident., I-ELP; Procedure No. ILS-22, Amdt. 18; Eff. Date, 11 Jan. 64; Sup. Amdt. No. 17; Dated, 23 Feb. 63

Kerrville Int	LOM	Direct	1800	T-dn%**	300-1	300-1	200-½
Oakville Int	LOM	Direct	1900	C-dn	500-1	500-1	500-1½
Bruins RBn	LOM	Direct	1800	S-dn-9##	200-½	200-½	200-½
Waverly Int	LOM (final)	Direct	1700	A-dn	600-2	600-2	600-2
Miller Int	LOM	Direct	1900				
Memphis VOR	LOM	Direct	1900				

Radar vectoring authorized in accordance with approved patterns.
Procedure turn S side W crs, 267° Outbnd, 087° Inbnd, 1800′ within 10 miles.
Minimum altitude at glide slope int Inbnd, 1700′.
Altitude of glide slope and distance to approach end of runway at OM 1650′—4.2 miles, at MM 540′—0.6 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, climb to 1900′ on E crs ILS (087°) within 15 miles or, when directed by ATC, turn right, climb to 1900′ on R-135 MEM-VOR within 15 miles.
Note: 400-¾ required when glide slope not utilized. Touchdown point approximately 1800′ E of runway threshold.
%Air Carrier Note: Takeoff with less than 200-½ not authorized Runway 14-32.
##Runway Visual Range 2600′ also authorized for landing on Runway 9, provided all components of the ILS, high intensity runway lights, approach lights, condenser discharge flashers, outer compass locator, and all related airborne equipment are operating satisfactorily. Descent below 531′ shall not be made, unless visual contact with the approach lights has been established or the aircraft is clear of clouds.
**Runway Visual Range 2600′ also authorized for takeoff on Runway 9 in lieu of 200-½ when 200-½ is authorized; provided high intensity runway lights are operational.

City, Memphis; State, Tenn.; Airport Name, Memphis Metropolitan; Elev., 331′; Fac. Class., ILS; Ident., I-MEM; Procedure No. ILS-9, Amdt. 9; Eff. Date, 11 Jan. 64 Sup. Amdt. No. 8; Dated, 9 Nov. 63

ILS Standard Instrument Approach Procedure—Continued

Transition				Ceiling and visibility minimums			
					2-engine or less		More than 2-engine, more than 65 knots
From—	To—	Course and distance	Minimum altitude (feet)	Condition	65 knots or less	More than 65 knots	
MEM-VOR	Oakville Int	Direct	1900	T-dn#	300-1	300-1	200-½
				C-dn	500-1	500-1	500-1½
				S-dn-27	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Radar vectoring authorized in accordance with approved patterns.
Procedure turn S side E crs, 087° Outbnd, 267° Inbnd, 1900′ within 10 miles of Oakville Int.
No glide slope. Minimum altitude over Oakville Int on final approach crs, 1300′.
Crs and distance, Oakville Int to airport, 267°—3.5 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.5 miles after passing Oakville Int, climb to 1800′ on W crs ILS within 15 miles or, when directed by ATC, turn left, climb to 1900′ on R-220 MEM-VOR within 15 miles.
#Air Carrier Note: Takeoff with less than 200-½ not authorized on Runway 14-32.

City, Memphis; State, Tenn.; Airport Name, Memphis Metropolitan; Elev., 331′; Fac. Class., ILS; Ident., I-MEM; Procedure No. ILS-27, Amdt. 9; Eff. Date, 11 Jan. 64; Sup. Amdt. No. 8; Dated, 9 Nov. 63

MEM-VOR	LOM	Direct	1900	T-dn#	300-1	300-1	200-½
Miller Int	LOM	Direct	1900	C-dn	500-1	500-1	500-1½
Lewisburg Int	LOM	Direct	1900	S-dn-35*	200-½	200-½	200-½
Walls Int	LOM	Direct	1900	A-dn	600-2	600-2	600-2
Porter Int	LOM	Direct	1900				

Radar vectoring authorized in accordance with approved patterns.
Procedure turn E side of crs, 174° Outbnd, 354° Inbnd, 1900′ within 10 miles.
Minimum altitude at glide slope int Inbnd, 1700′.
Altitude of glide slope and distance to approach end of runway at OM, 1607′—4.7 miles; at MM, 514′—0.6 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, climb to 2500′ on crs of 354° from LOM within 15 miles or when directed by ATC, turn left, climb to 1800′ on R-271 MEM-VOR within 15 miles.
Other change: Deletes transitions from Savage Int and Norfolk Int.
*400-¾ required when glide slope not utilized.
#Air Carrier Note: Takeoff with less than 200-½ not authorized on Runway 14-32.

City, Memphis; State, Tenn.; Airport Name, Memphis Metropolitan; Elev., 331′; Fac. Class., ILS; Ident., I-TSE; Procedure No. ILS-35, Amdt. 1; Eff. Date, 11 Jan. 64 or upon commissioning of facility

OSH VOR	LOM	Direct	2600′	T-dn	300-1	300-1	200-½
				C-dn	500-1	500-1	500-1½
				S-dn-9	400-1	400-1	400-1
				A-dn*	800-2	800-2	800-2

Procedure turn S side of crs 268° Outbnd, 088° Inbnd, 2600′ within 10 miles.
Minimum altitude over facility on final approach crs 2500′.
No glide slope.
Distance to approach end of runway at OM, 5.7 miles; at MM, 0.6 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.7 miles after passing LOM, climb to 2600′ on OSH VOR R-088 within 15 miles or, when directed by ATC, make right climbing turn to 2600′ on W crs ILS within 15 miles.
Note: No approach lights.
Air Carrier Note: Alternate minimums authorized 24 hours daily for air carriers with weather reporting service at the airport.
*Alternate minimums not authorized 2300 to 0700 local time.

City, Oshkosh; State, Wis.; Airport Name, Winnebago County; Elev., 795′; Fac. Class., ILS; Ident., I-OSW; Procedure No. ILS-9, Amdt. 2; Eff. Date, 11 Jan. 64; Sup. Amdt. No. 1; Dated 27 July 63

SAT-VOR	LOM	Direct	3000	T-dn	300-1	300-1	200-½
SAT RBn	LOM	Direct	3000	C-dn	400-1	500-1	*500-1½
				S-dn-12#	200-½	200-½	200-½
				A-dn	600-2	600-2	*600-2

Radar vectoring authorized in accordance with approved patterns.
Procedure turn W side of NW crs, 303° Outbnd, 123° Inbnd, 3000′ within 10 miles.
Minimum altitude at glide slope int Inbnd, 2600′.
Altitude of glide slope and distance to approach end of runway at LOM, 2600′—5.9 miles; at LMM, 1028′—0.5 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, turn right, climb to 3000′ on SAT-VOR R-158 within 20 miles.
*Runway 17-35 restricted to 2-engine aircraft and smaller.
#500-¾ required when glide slope not utilized.

City, San Antonio; State, Tex.; Airport Name, San Antonio International; Elev., 808′; Fac. Class., ILS; Ident., I-ANT; Procedure No. ILS-12, Amdt. 7; Eff. Date, 11 Jan. 64; Sup. Amdt. No. 6; Dated, 28 Apr. 62

Sioux Falls RBn	LOM	Direct	2700	T-dn*	300-1	300-1	200-½
Sioux Falls VOR	LOM	Direct	2700	C-dn	500-1	500-1	500-1½
Bestland Int¢	LOM	Direct	2700	S-dn-3#**	300-¾	300-¾	300-¾
Lennox Int$	LOM	Direct	2700	A-dn	600-2	600-2	600-2

Procedure turn S side SW crs 206 Outbnd, 026 Inbnd, 2700′ within 10 miles.
Minimum altitude at glide slope int Inbnd, 2600′.
Altitude of glide slope and distance to approach end of runway at OM, 2526′—3.7 miles; at MM, 1623′—0.5 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, climb to 2700′ on NE crs of ILS within 20 miles.
Caution: Tower 1628′ 1.5 miles NE of LOM.
Note: No approach lights.
*300-1 required for takeoff Runway 15.
#500-1 required when glide slope not utilized. **400-¾ authorized for aircraft equipped to receive ILS and VOR simultaneously and R-168 FSD identified on final when glide slope not utilized.
¢Bestland Int: Int FSD VOR R-160 and 115° bearing from FS LOM.
$Lennox Int: Int FSD VOR R-222 and 267° bearing from FS LOM.

City, Sioux Falls; State, S. Dak.; Airport Name, Foss Field; Elev., 1428′; Fac. Class., ILS; Ident., I-FSD; Procedure No. ILS-3, Amdt. 8; Eff. Date, 11 Jan. 64; Sup. Amdt. No. 7; Dated, 9 Nov. 63

ILS STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less: 65 knots or less	2-engine or less: More than 65 knots	More than 2-engine, more than 65 knots
AWK RBn (via bearing 251)	Carter Int**	Direct	1500	T-dn	400-1	400-1	400-1
AWK VOR (via R-245)	Carter Int**	Direct	1500	C-dn*	500-1	500-1	500-1½
12-mile DME Arc, Radials 180 thru 000 clockwise.	W crs ILS	Via 12-mile Arc	1500	S-dn-9	400-1	400-1	400-1
W crs ILS and 12-mile DME Fix	Carter Int (final)**	Via W crs ILS	700	A-dn	800-2	800-2	800-2

Procedure turn S side of crs 275° Outbnd, 095° Inbnd, 1500′ within 10 miles of Carter Int.**
When authorized by ATC, DME may be used within 12 miles between radials 180 and 000 clockwise to position aircraft for final approach and elimination of procedure turn.
Minimum altitude over Carter Int** on final approach crs Inbnd, 700′.
Crs and distance, Carter Int** to airport 095°—2.5 miles.
Altitude and distance to approach end of runway at Carter Int,** 700′—2.5 miles; at AXX RBn, 095°—0.2 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 2.5 miles after passing Carter Int**, climb to 1500′ on E crs of ILS within 20 miles.
NOTES: 1. No glide slope. No approach lights. No marker beacons. 2. Procedure authorized only for aircraft equipped to receive VOR and ILS simultaneously.
*CAUTION: Standard obstruction clearance not provided for circling N side of airport. When necessary to circle N of airport, 700′ ceiling minimums apply due 420′ tower 1.4 miles N.
**Carter Int: Int W crs ILS and R-245 AWK VOR.

City, Wake Island; Airport Name, Wake; Elev., 15′; Fac. Class., ILS; Ident., I-AWK; Procedure No. ILS-9, Amdt. Orig.; Eff. Date, 11 Jan. 64. LOC Only

6. By amending the following radar procedures prescribed in § 97.19 to read:

RADAR STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet, MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If a radar instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below. Positive identification must be established with the radar controller. From initial contact with radar to final authorized landing minimums, the instructions of the radar controller are mandatory except when (A) visual contact is established on final approach at or before descent to the authorized landing minimums, or (B) at pilot's discretion if it appears desirable to discontinue the approach, except when the radar controller may direct otherwise prior to final approach, a missed approach shall be executed as provided below when (A) communication on final approach is lost for more than 5 seconds during a precision approach, or for more than 30 seconds during a surveillance approach; (B) directed by radar controller; (C) visual contact is not established upon descent to authorized landing minimums; or (D) if landing is not accomplished.

Radar terminal area maneuvering altitudes by sectors and limiting distance				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less: 65 knots or less	2-engine or less: More than 65 knots	More than 2-engine, more than 65 knots
		Within:		Surveillance approach			
000°	175°	40 miles	9,000				
175°	360°	40 miles	16,500	T-dn	300-1	300-1	200-¼
175°	360°	20 miles	10,500	C-dn-8R, 35, 26L, 17.	*500-1	500-1	500-1½
				S-dn-8R, 35, 26L, 17.	*500-1	500-1	500-1
				A-dn	800-2	800-2	800-2

Radar vectoring authorized in accordance with approved patterns.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished —
Runway 17: Climb straight ahead to 7800′ to EGW RBn, or when directed by ATC, make left climbing turn, proceed direct to DEN VOR at 7000′.
Runway 35: Climb to 7000′ on the N course of SPO ILS to Derby Int, hold N, right turns, or when directed by ATC, make right climbing turn to 7000′, proceed direct to DEN VOR at 7000′.
Runway 8R: Climb straight ahead to 7000′ direct to DE LOM or, when directed by ATC, left climbing turn to 7000′ direct to DEN VOR.
Runway 26L: Turn right, climb to 7000′ on 345° bearing from DE LOM within 10 miles or, when directed by ATC, turn right, climb to 7000′ direct to DEN VOR.
CAUTION: 5570′ tank 0.8 mile ESE of airport; 5521′ beacon 1.5 miles S of airport.
*400-1 for Runway 17. 500-1 required for circling S of airport due to 5570′ tank and 5521′ beacon.

City, Denver; State, Colo.; Airport Name, Stapleton Airfield; Elev., 5331′; Fac. Class., Denver; Ident., Radar; Procedure No. 1, Amdt. 3; Eff. Date, 11 Jan. 64; Sup. Amdt. No. 2; Dated, 23 Mar. 63

All directions	Radar site	Within 25 miles	1600	Surveillance approach			
				T-dn	300-1	300-1	200-½
				C-dn-23, 27, and 30.	400-1	500-1	500-1½
				C-dn-5, 9, and 12.	500-1	500-1	500-1½
				S-dn-23, 27, and 30.	400-1	400-1	400-1
				S-dn-5, 9, and 12.	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2

Radar control will provide 1000′ vertical clearance within a 3-mile radius or 500′ vertical clearance within a 3- to 5-mile (inclusive) radius of radio antenna towers 995′ 7.1 miles, 1003′ 6.3 miles, and 615′ 10.3 miles S of radar antenna, and also must provide separation from restricted area R-2903A.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, climb to 1600′ straight ahead, then proceed to JAX RBn or JAX VOR.

City, Jacksonville; State, Fla.; Airport Name, Imeson; Elev., 52′; Fac. Class., Imeson; Ident., Radar; Procedure No. 1, Amdt. 5; Eff. Date, 11 Jan. 64; Sup. Amdt. No. 4; Dated, 30 Mar. 63

RADAR STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Radar terminal area maneuvering altitudes by sectors and limiting distance				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less: 65 knots or less	2-engine or less: More than 65 knots	More than 2-engine, more than 65 knots
		Within: —		Surveillance approach			
040°	185°	20 miles	1900				
185°	040°	20 miles	1800	T-dn*	300-1	300-1	200-½
				C-dn#	500-1	500-1	500-1½
				S-dn-27, 3, 35, 17, 9, 21.	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

All bearings and distances are from radar antenna site with sector azimuths progressing clockwise. Radar control must provide 3 miles or 1000′ vertical separation; or 3 to 5 miles and 500′ vertical separation from following towers: 1349′ 9.7 miles NE, 1340′ 8.0 miles NE, 975′ 9.2 miles NE, and 1333′ 8.7 miles NE.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished—

Runways 27 and 21: Turn left, climb to 1900′ on R-220 MEM-VOR within 15 miles.

Runways 3 and 9: Turn right, climb to 1900′ on R-135 MEM-VOR within 15 miles.

Runway 35: Turn right, climb to 1900′ on R-135 MEM-VOR within 15 miles.

Runway 17: Turn right, climb to 1900′ on R-220 MEM-VOR within 15 miles.

*AIR CARRIER NOTE: Takeoff with less than 200-½ not authorized on Runway 14-32.

#Radar approach not authorized on Runway 14-32.

City, Memphis; State, Tenn.; Airport Name, Memphis Metropolitan; Elev., 331′; Fac. Class., Memphis; Ident., Radar; Procedure No. 1, Amdt. 9; Eff. Date, 11 Jan. 64; Sup. Amdt. No. 8; Dated, 9 Nov. 63

These procedures shall become effective on the dates specified therein.

These amendments are made under the authority of sections 307(c), 313(a), and 601 of the Federal Aviation Act of 1958 (49 U.S.C. 1348(c), 1354(a), 1421; 72 Stat. 749, 752, 775).

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

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

[F.R. Doc. 63-12885; Filed, Dec. 31, 1963, 8:49 a.m.]

Chapter III—Federal Aviation Agency

SUBCHAPTER C—AIRCRAFT REGULATIONS

[Reg. Docket No. 1941; Amdt. 665]

PART 507—AIRWORTHINESS DIRECTIVES

Douglas Model DC–8 Series Aircraft

A proposal to amend Part 507 of the regulations of the Administrator to include an airworthiness directive requiring inspection of the bogie beam assembly and repair or replacement of any found defective on Douglas Model DC–8 Series aircraft was published in 28 F.R. 9846.

Interested persons have been afforded an opportunity to participate in the making of this amendment. One comment stated that the AD is unjustified and unnecessary because the operators are now lubricating the swivel joint. In order to assure that all operators have and continue a satisfactory inspection, rework and lubrication program for the bogie beam swivel joint, issuance of the AD is considered necessary.

Another comment recommended an extension in the inspection intervals specified in the AD. The Agency concurs with this and the AD has been revised accordingly. The Agency does not concur, however, that the 75-hour lubrication period should be extended, since frequent lubrication of the swivel joint is essential as a corrosion inhibitor, and no substantiating data has been submitted to justify an increase in time.

A comment recommended that the AD, if issued should allow salvage of parts where the corrosion depth limits or rework limits are exceeded, subject to approval of the manufacturer. The Agency concurs with this and the AD has been revised to incorporate this provision. A comment also requested that the baking and shot peening required be deferred for at least 500 hours after rework is accomplished to eliminate excessive down time. This request was not substantiated from a structural standpoint, and therefore was not adopted.

A comment to incorporate a seal around the bogie beam swivel joint cannot be fully evaluated since insufficient information was given relative to the snugness of the O-ring fit around the swivel pin. Also, no information was supplied showing the effectiveness of such a seal in keeping out moisture around the swivel pin at this location, except for the service experience provided by one operator.

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:

DOUGLAS. Applies to all Model DC–8 Series aircraft.

Compliance required as indicated.

There have been several failures of the main landing gear forward bogie beam swivel pin lower lugs due to cracking as a result of corrosion. To preclude further failures of this nature accomplish the following on both left and right forward bogie beam assemblies P/N's 5719124, 5760631, or 5760633.

(a) For bogie beam assemblies which do not incorporate the rework outlined in paragraph 2, "Accomplishment Instructions" Kit "A" or "D" of DC–8 Service Bulletin No. 32–79 dated July 11, 1962, or FAA approved equivalent, within 500 hours' time in service after the effective date of this AD, on forward bogie beam assemblies having more than 1,000 hours' time in service as of the effective date of this AD and prior to the accumulation of 1,500 hours' time in service for bogie beam assemblies having less than 1,000 hours' time in service as of the effective date of this AD and thereafter at intervals not to exceed 1,000 hours' time in service, accomplish the inspection outlined in (a)(1) and rework as necessary per (a)(2).

(1) Conduct close visual inspection of the forward bogie beam swivel joint lugs and the swivel bolt, P/N 5719288, with swivel bolt removed, for indication of cracks, using at least a 10-power glass, paying particular attention to the swivel bolt keyways of both the lower lug and the swivel bolt. Also, inspect visually for corrosion in these same areas.

(i) Any parts found cracked must be replaced with undamaged parts before further flight.

(ii) If no corrosion or cracks are found, reassemble the bogie beam and grease the swivel joint in accordance with the instructions outlined in paragraph 2C(5) of DC–8 Service Bulletin No. 32–64, before further flight.

(iii) If corrosion is found, accomplish the inspection and rework outlined in (a)(2).

(2) Determine the depth of corrosion in the manner described in paragraph 2C(6) of DC–8 Service Bulletin No. 32–64.

(i) If corrosion in the affected areas can be removed within the tolerance limits specified in paragraph 2C(6) of DC–8 Service Bulletin No. 32–64, and the maximum diametral clearance after removal of the corrosion does not exceed 0.010 inch between the bogie beam swivel bolt and the lug, accomplish the inspection and rework outlined in paragraph 2C(7) of Service Bulletin No. 32–64 or FAA approved equivalent, before further flight. See also (b). If maximum metal removal exceeds the limits specified in paragraphs 2C(6) or 2C(7) of Service Bulletin No. 32–64, the bogie beam must be replaced with an undamaged part before further flight, unless the part can be salvaged by reworking to FAA approved equivalent rework limits.

(ii) If corrosion in the affected areas can be removed within the tolerance limits specified in paragraph 2C(6) of DC–8 Service Bulletin No. 32–64, and the maximum diametral clearance after removal of the corrosion exceeds 0.010 inch between the bogie beam swivel bolt and lug, accomplish the inspection and interim rework outlined in paragraph 2C(8) of Service Bulletin No. 32-64, or the final rework referred to in (c), or an FAA approved equivalent before further flight.

(iii) Bogie beam assemblies incorporating the interim rework outlined in paragraph 2C(8) of Service Bulletin No. 32-64, may be continued in service not to exceed 1,500 hours' time in service from the time the interim work was accomplished. However, if this interim work is incorporated, the final inspection and rework referred to in (c) must then be accomplished prior to the accumulation of 1,500 hours' time in service from the time the interim rework was accomplished. The 1,000-hour periodic inspection is not required for bogie beams incorporating this interim rework.

(b) As an alternate measure to (a)(2)(i), if corrosion in the affected areas can be removed within the tolerance limits specified in (a)(2)(i), the inspection and rework outlined in paragraph 2D of DC-8 Service Bulletin No. 32-64 may be accomplished. Repeat the inspection, and rework as necessary, at intervals not to exceed 700 hours' time in service. If maximum metal removal exceeds the limits specified in paragraph 2C(6) or 2C(7) of Service Bulletin No. 32-64, the bogie beam must be replaced with an undamaged part before further flight unless the part can be salvaged by reworking to FAA approved equivalent rework limits.

(c) When the bogie beam has been inspected and reworked in accordance with Kit "A" or "D" of DC-8 Service Bulletin No. 32-79 or an FAA approved equivalent, the periodic inspections specified in (a) and (b) may be discontinued.

(d) Lubricate the bogie beam swivel joint at intervals not to exceed every 75 hours' time in service in accordance with the following:

(1) Subsequent to the initial inspection and/or rework per (a) or (b); lubricate in accordance with the instructions specified in paragraph 2C(5)(c) of DC-8 Service Bulletin No. 32-64.

(2) Subsequent to the final rework per (c), including those bogie beam assemblies previously modified, if Kit "A" is incorporated, lubricate in accordance with the instructions specified in paragraph 2A(6) of DC-8 Service Bulletin No. 32-79. If Kit "D" is incorporated, lubricate in accordance with the instructions specified in Figure 2, Item (20) of DC-8 Service Bulletin No. 32-79.

(e) Upon request of an operator, an FAA maintenance inspector, subject to prior approval of the Chief, Engineering and Manufacturing Branch, FAA Western Region, may adjust the repetitive inspection intervals specified in this AD to permit compliance at an established inspection period of the operator if the request contains substantiating data to justify the increase for such operator.

(Douglas Service Bulletins Nos. 32-64, Reissue No. 3, dated April 26, 1962, and 32-79, dated July 11, 1962, cover this same subject.)

This amendment shall become effective January 31, 1964.

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

Issued at Washington, D.C., on December 23, 1963.

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

[F.R. Doc. 63-13480; Filed, Dec. 31, 1963; 8:45 a.m.]

Title 19—CUSTOMS DUTIES

Chapter I—Bureau of Customs, Department of the Treasury

[T.D. 56077]

PART 8—LIABILITY FOR DUTIES; ENTRY OF IMPORTED MERCHANDISE

Liquidated Damages

In T.D. 53398, approved December 17, 1953, § 8.59(j) of the Customs Regulations was amended to authorize collectors of customs to cancel claims for liquidated damages incurred for failure to timely file an entry for merchandise not subject to quota which had been released under a special permit upon the payment of $10, provided the collector was satisfied that the delay in filing the entry was not due to wilful negligence and was occasioned by circumstances reasonably beyond the control of the parties. Due to increased costs, the sum of $10 no longer reimburses the Government for the expenses incurred in processing the claim, including the billing, collection, and accounting involved, nor does it constitute a sufficient deterrent to prevent recurrence of the violation. It is necessary therefore, to increase the amount to $25.

Accordingly, § 8.59(j) is amended by substituting "$25" for "$10" therein.

The citation of authority for § 8.59 is amended to read:

(Secs. 448, 484, 558, 623, 46 Stat. 714, 722, as amended, 744, as amended, 759, as amended; 19 U.S.C. 1448, 1484, 1558, 1623)

(Sec. 624, 46 Stat. 759, 19 U.S.C. 1624)

The amendment to § 8.59(j) shall be effective as to violations occurring 30 days after the date of publication of this decision in the FEDERAL REGISTER.

[SEAL] PHILIP NICHOLS, Jr.,
Commissioner of Customs.

Approved: December 18, 1963.

JAMES A. REED,
Assistant Secretary of the Treasury.

[F.R. Doc. 63-13316; Filed, Dec. 31, 1963; 8:45 a.m.]

Proposed Rule Making

DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

Food and Drug Administration

[21 CFR Parts 121, 146, 146a, 146b, 146c, 146e]

INFECTION IN CHICKENS

Proposed Nomenclature Change

The Commissioner of Food and Drugs has evaluated information before him consisting of conclusions reached by qualified university and governmental personnel meeting under the auspices of the Animal Disease and Parasite Research Division of the Agricultural Research Service, United States Department of Agriculture. He has concluded that for the efficient enforcement of the act the food additive and antibiotic regulations should be amended with respect to nomenclature to reflect conclusions reached at that meeting with regard to Mycoplasma gallisepticum infection in chickens.

It is concluded that the term "chronic respiratory disease" should refer to infection caused by the primary infective agent Mycoplasma gallisepticum. Respiratory infections commonly associated with this disease should be called "complicated chronic respiratory disease". Therefore, pursuant to the authority vested in the Secretary of Health, Education, and Welfare by the Federal Food, Drug, and Cosmetic Act (secs. 409, 507, 59 Stat. 463 as amended, 72 Stat. 1785 as amended; 21 U.S.C. 348, 357), and delegated to the Commissioner by the Secretary (25 F.R. 8625), it is proposed to amend Parts 121, 146, 146a, 146b, 146c, 146e as hereinafter indicated.

1. It is proposed to amend §§ 121.208 (d) (tables 1 and 4), 121.210(c) (table 1), 121.213(c) (table 1), 121.217(a) (table), 121.232(d) (table), 121.233(d) (table), 121.237(b) (table), and 121.252(d) (table) by deleting the words "chronic respiratory disease," wherever they appear, and substituting therefor the words "complicated chronic respiratory disease".

2. It is proposed to amend § 146.26(b) (6), (7)(i), (9), (10), (12), (13), (16)(i), and (17)(i) by deleting therefrom the words "chronic respiratory disease," and substituting therefor the words "complicated chronic respiratory disease".

3. It is proposed to amend the following sections by deleting therefrom the words "chronic respiratory disease" and substituting therefor the words "complicated chronic respiratory disease":

§ 146a.51(f) (5) (i)
§ 146a.69(f) (5) (i)
§ 146a.88(c) (5) (i)
§ 146a.93(e) (5) (iii)
§ 146b.112(f) (3)
§ 146b.115(f) (4) (iii)
§ 146b.119(f) (4) (iii)
§ 146b.125(b) (3)
§ 146b.127(c) (2)
§ 146b.129(b) (4) (iii)
§ 146c.205(f) (5) (iv)
§ 146c.219(f) (4) (iii)
§ 146e.423(c) (4) (i)
§ 146e.425(f) (4) (i)

Any interested person may, within 30 days from the date of publication of this notice in the FEDERAL REGISTER, file with the Hearing Clerk, Department of Health, Education, and Welfare, Room 5440, 330 Independence Avenue SW., Washington, D.C., 20201, written comments (preferably in quintuplicate) on the proposal. Comments may be accompanied by a memorandum or brief in support thereof.

Dated: December 24, 1963.

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

[F.R. Doc. 63-13506; Filed, Dec. 31, 1963; 8:48 a.m.]

FEDERAL AVIATION AGENCY

[14 CFR Parts 1 [New], 13, 33 [New]]

[Reg. Docket No. 3025; Notice No. 63-47]

AIRCRAFT ENGINES

Proposed Airworthiness Standards

The Federal Aviation Agency is considering a proposal to recodify the airworthiness standards for aircraft engines of Part 13 of the Civil Air Regulations into Part 33 [New].

Interested persons are invited to participate in the proposed recodification by submitting such writen data, views, or arguments as they may desire. Communications should identify the regulatory docket or notice number and be submitted in duplicate to the Federal Aviation Agency, Office of the General Counsel: Attention Rules Docket, 800 Independence Avenue SW., Washington, D.C., 20553. All communications received on or before February 17, 1964, will be considered by the Administrator before taking action on the proposed recodification. The proposal 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 proposal is a part of the program of the Federal Aviation Agency to recodify its regulatory material that was announced in Draft Release 61-25, published in the FEDERAL REGISTER on November 15, 1961 (26 F.R. 10698).

The object of Part 33 [New] is to restate existing regulations, not to make new ones. The pertinent provisions have been freely reworded and rearranged, subject to every precaution against disturbing existing rights, privileges, duties, or functions. In addition, in cases where well established administrative practice or construction has established authoritative interpretations, the revised language reflects the interpretations.

Each proposed recodified section is followed by a note citing the present section of the regulations upon which it is based. A cross-reference table has been placed at the end of Part 33 [New] to permit easy access from the old regulations to the new. Internal cross references to parts or sections that are not yet recodified contain a blank space for later insertion of the correct recodified number with the present number contained in brackets. When a part or section that is referred to in a cross reference is later recodified, the correct number will be inserted and the bracketed number will be dropped.

No substantive changes involving an increased burden on the public have been made in the regulations, the purpose of the recodification project being simply to streamline and clarify present regulatory language and to delete obsolete or redundant provisions. It should be noted that the definitions, abbreviations, and rules of construction contained in Part 1 [New] published in the FEDERAL REGISTER on May 15, 1962 (27 F.R. 4587) would apply to the proposed rules. In addition, we propose to amend Part 1 [New] by adding a definition of "30-minute power" and by amending the definition of "fire resistant". The definition of "30-minute power" is presently in Part 13. The amendment to the definition of "fire resistant" would remove the phrase "as well as aluminum alloy" from paragraph (2) of the definition and thereby make it consistent with the definition of that term in the present Civil Air Regulations.

This proposal places all of the aircraft engine airworthiness standards of Part 13 of the Civil Air Regulations in Part 33 [New]. That part of Part 13 concerning procedural requirements for type certification of aircraft engines will be recodified in Part 21 [New].

When finally adopted, Part 33 [New] will include the substance of any applicable rules or amendments adopted and made effective during the period between the date of notice and the effective date of the final rule, and may also include applicable rules on which individual notices of proposed rulemaking have been issued and the comment period has expired, but which have not been theretofore adopted.

In consideration of the foregoing, it is proposed to amend Part 1—Definitions and Abbreviations [New] (14 CFR Part 1 [New]) as follows:

1. By revising the definition of "fire resistant" to read as follows:

"Fire resistant":

(1) With respect to sheet or structural members, means the capacity to with-

stand heat at least as well as aluminum alloy in dimensions appropriate for the purpose for which they are used; and

(2) With respect to fluid-carrying lines, other flammable fluid system parts, wiring, air ducts, fittings, and powerplant controls, means the capacity to withstand heat in dimensions appropriate for the purpose for which they are used, under the heat and other conditions likely to occur at the place concerned.

* * * * *

2. By adding a definition of "30-minute power" reading as follows:

30-minute power, with respect to helicopter turbine engines, means the maximum brake horsepower, developed under static conditions at specified altitudes and atmospheric temperatures, under the maximum conditions of rotor shaft rotational speed and gas temperature, and limited in use to periods of not over 30 minutes as shown on the engine data sheet.

In addition, it is proposed to amend Chapter I of Title 14 of the Code of Federal Regulations by deleting §§ 13.1, 13.16 (c) and (d), 13.21, 13.100, 13.101, 13.102, 13.103, 13.104 13.110, 13.111 13.112, 13.113, 13.114, 13.115, 13.116, 13.150, 13.151, 13.152, 13.153, 13.154, 13.155, 13.156, 13.157, 13.158, 13.200, 13.201, 13.202, 13.203, 13.204, 13.205, 13.210, 13.211, 13.212, 13.213, 13.214, 13.215, 13.216, 13.217, 13.250, 13.251, 13.252, 13.254, 13.255, 13.256, 13.257, 13.258, 13.259, 13.260, and adding a Part 33 [New] reading as hereinafter set forth.

This proposal is made under the authority of sections 313(a), 601, and 603 of the Federal Aviation Act of 1958 (49 U.S.C. 1354(a), 1421, and 1423).

Issued in Washington, D.C., on December 24, 1963.

N. E. HALABY,
Administrator.

PART 33—AIRWORTHINESS STANDARDS; AIRCRAFT ENGINES

Subpart A—General

§ 33.1 Applicability.

This part prescribes airworthiness requirements for issuing type certificates, supplemental type certificates, and changes to those certificates for aircraft engines.

[Revision note: Based on § 13.0]

§ 33.3 General.

Each applicant must show that the aircraft engine concerned meets the applicable requirements of this part.

[Revision note: Supplied]

§ 33.5 Instruction manual.

Each applicant must prepare and make available an approved manual containing instructions for the installation, operation, servicing, and maintenance of the engine.

[Revision note: Based on § 13.21]

Subpart B—Design and Construction; General

§ 33.11 Applicability.

This subpart prescribes the general design and construction requirements for reciprocating and turbine aircraft engines.

[Revision note: Supplied]

§ 33.13 Design features.

The engine may not have design features that experience has shown to be hazardous or unreliable. The suitability of all questionable design details or parts must be established by tests.

[Revision note: Combines §§ 13.100(a) and 13.200(a)]

§ 33.15 Materials.

The suitability and durability of all materials used in the engine must be established on a basis of experience or tests. These materials must conform to approved specifications that insure their having the strength and other properties assumed in the design data.

[Revision note: Combines §§ 13.101 and 13.201]

§ 33.17 Fire prevention.

(a) The design and construction of the engine and the materials used must minimize the probability of the occurrence and spread of fire because of structural failure, overheating, or other causes.

(b) External lines and fittings that convey flammable fluids must be at least fire resistant. Appropriate design, shielding, or routing must minimize the probability of a fire hazard caused by the deterioration of flammable fluid carrying lines from heat, vibration, or fluid pressure.

[Revision note: Combines §§ 13.102 and 13.202]

§ 33.19 Durability.

Engine design and construction must minimize the development of an unsafe condition of the engine between overhaul periods. The design of the compressor and turbine rotor cases must provide for the containment of damage from rotor blade failure.

[Revision note: Combines §§ 13.104 and 13.204]

§ 33.21 Engine cooling.

Engine design and construction must provide the necessary cooling under conditions in which the airplane is expected to operate.

[Revision note: Combines §§ 13.113 and 13.213]

§ 33.23 Engine mounting attachments.

The mounting attachments and structure of the engine must have sufficient strength, when the engine is mounted on an aircraft, to withstand the loads arising from the loading conditions prescribed in the airworthiness parts of the regulations in this subchapter applicable to the aircraft involved.

[Revision note: Combines §§ 13.114 and 13.214]

§ 33.25 Accessory attachments.

Accessory drives and mounting attachments must be designed and constructed so that the engine will operate properly with the accessories attached. The design of the engine must allow for the examination, adjustment, or removal of all essential engine accessories.

[Revision note: Combines §§ 13.115 and 13.215]

§ 33.27 Turbine rotors.

To minimize the probability of failure or turbine rotors—

(a) Turbine rotors must be demonstrated to be of enough strength to withstand damage inducing factors like those that might result from abnormal rotor speeds, temperatures, or vibration; and

(b) The design and functioning of engine control devices, systems, and instrumentation must give reasonable assurance that those engine operating limitations that affect turbine rotor structural integrity will not be exceeded in service.

[Revision note: Combines §§ 13.116 and 13.216]

Subpart C—Design and Construction; Reciprocating Engines

§ 33.31 Applicability.

This subpart prescribes additional design and construction requirements for reciprocating aircraft engines with which the applicant must show compliance.

[Revision note: Based on § 13.100 (first sentence)]

§ 33.33 Vibration.

The engine must be designed and constructed to function throughout its normal operating range of crankshaft rotational speeds and engine powers without inducing excessive stress in any of the engine parts because of vibration and without imparting excessive vibration forces to the aircraft structure.

[Revision note: Based on § 13.103]

§ 33.35 Fuel and induction system.

(a) The fuel system of the engine must be designed and constructed to supply an appropriate mixture of fuel to the cylinders throughout the complete operating range of the engine under all flight and atmospheric conditions.

(b) The intake passages of the engine through which air or fuel in combination with air passes for combustion purposes must be designed and constructed to minimize the danger of ice accretion in those passages. The engine must be designed and constructed to permit the use of a means for ice prevention.

(c) The type and degree of fuel filtering necessary for protection of the engine fuel system against foreign particles in the fuel must be specified. The applicant must show that foreign particles passing through the prescribed filtering means will not critically impair engine fuel system functioning.

(d) All passages in the induction system that conduct a mixture of fuel and air must be self-draining, to prevent a liquid lock in the cylinders, in all attitudes that the applicant establishes as those the engine can have when the aircraft in which it is installed is in the static ground attitude.

[Revision note: Based on § 13.110]

§ 33.37 Ignition system.

Each spark ignition engine must have a dual ignition system having at least two spark plugs per cylinder and two separate electric circuits with separate sources of electrical energy, or have an ignition system of equal in-flight reliability.

[Revision note: Based on § 13.111]

§ 33.39 Lubrication system.

(a) The lubrication system of the engine must be designed and constructed so that it will function properly in all flight attitudes and atmospheric conditions in which the airplane is expected to operate. In wet sump engines this requirement must be met when only one-half of the maximum lubricant supply is in the engine.

(b) The lubrication system of the engine must be designed and constructed to permit installing a means of cooling the lubricant.

(c) The crankcase must be vented to the atmosphere to preclude leakage of oil from excessive pressure in the crankcase.

[Revision note: Based on § 13.112]

Subpart D—Block Tests; Reciprocating Aircraft Engines

§ 33.41 Applicability.

This subpart prescribes the block tests and inspections to which the applicant must subject a reciprocating aircraft engine.

[Revision note: Based on § 13.150]

§ 33.43 Vibration test.

Each applicant must conduct a vibration survey to investigate crankshaft torsional and bending vibration characteristics over the operational range of crankshaft rotational speed and engine power normally used in flight (including low-power operation), from idling speed to either 110 percent of the desired maximum continuous speed rating, or 103 percent of the desired takeoff speed rating, whichever is higher. The survey must be conducted with a propeller ordinarily used on a similar engine. If a critical speed or speeds are found to be present in the operating range of the engine, they must be eliminated through design change before conducting the endurance test specified in § 33.49 or the endurance test must include operation under the most adverse vibration condition for a period sufficient to establish the ability of the engine to operate without fatigue failure.

[Revision note: Based on § 13.151]

§ 33.45 Calibration tests.

Each applicant must subject the engine to the calibration tests necessary to establish its power characteristics and the conditions for the endurance test specified in § 33.49. The results of the power characteristics calibration tests form the basis for establishing the characteristics of the engine over its entire operating range of crankshaft rotational speeds, manifold pressures, fuel/air mixture settings, and altitudes. Power ratings are based upon standard atmospheric conditions. (See also § 33.57(a).)

[Revision note: Based on § 13.152]

§ 33.47 Detonation test.

Each applicant must conduct a test to establish that the engine can function without detonation throughout its range of intended conditions of operation.

[Revision note: Based on § 13.153]

§ 33.49 Endurance test.

(a) *General.* Each applicant must conduct an endurance test of the engine (with a propeller ordinarily used on a similar engine) that includes a total of 150 hours of operation and, depending upon the type and contemplated use of the engine, consists of one of the series of runs specified in paragraphs (b) through (d) of this section, as applicable. The runs must be performed in the periods and order found appropriate by the Administrator for the specific engine. During the endurance test the engine power and the crankshaft rotational speed must be controlled within ±3 percent of the specified values.

(b) *Single-speed engines.* For engines not incorporating a supercharger and for those incorporating a single-speed supercharger, each applicant must conduct the following runs:

(1) A 30-hour run consisting of alternate periods of five minutes at takeoff power and speed, and five minutes at maximum best economy cruising power or maximum recommended cruising power.

(2) A 20-hour run consisting of alternate periods of 1½ hours at maximum continuous power and speed, and ½ hour at 75 percent maximum continuous power and 91 percent maximum continuous speed.

(3) A 20-hour run consisting of alternate periods of 1½ hours at maximum continuous power and speed, and ½ hour at 70 percent maximum continuous power and 89 percent maximum continuous speed.

(4) A 20-hour run consisting of alternate periods of 1½ hours at maximum continuous power and speed, and ½ hour at 65 percent maximum continuous power and 87 percent maximum continuous speed.

(5) A 20-hour run consisting of alternate periods of 1½ hours at maximum continuous power and speed, and ½ hour at 60 percent maximum continuous power and 84.5 percent maximum continuous speed.

(6) A 20-hour run consisting of alternate periods of 1½ hours at maximum continuous power and speed, and ½ hour at 50 percent maximum continuous power and 79.5 percent maximum continuous speed.

(7) A 20-hour run consisting of alternate periods of 2½ hours at maximum continuous power and speed, and 2½ hours at maximum best economy cruising power or at maximum recommended cruising power.

(c) *Two-speed engines.* For engines incorporating a two-speed supercharger, each applicant must conduct the following runs:

(1) A 30-hour run consisting of alternate periods in the lower gear ratio of five minutes at takeoff power and speed, and five minutes at maximum best economy cruising power or at maximum recommended cruising power. If a takeoff rating is desired in the higher gear ratio, 15 hours of the 30-hour run must be conducted in the higher gear ratio in alternate periods of five minutes at the observed horsepower obtainable with the takeoff critical altitude manifold pressure and takeoff speed, and five minutes at 70 percent high ratio maximum continuous power and 89 percent high ratio maximum continuous speed.

(2) A 15-hour run consisting of alternate periods in the lower gear ratio of one hour at maximum continuous power and speed, and ½ hour at 75 percent maximum continuous power and 91 percent maximum continuous speed.

(3) A 15-hour run consisting of alternate periods in the lower gear ratio of

one hour at maximum continuous power and speed, and ½ hour at 70 percent maximum continuous power and 89 percent maximum continuous speed.

(4) A 30-hour run in the higher gear ratio at maximum continuous power and speed.

(5) A five-hour run consisting of alternate periods of five minutes in each of the supercharger gear ratios. The first five minutes of the test must be conducted at normal rated speed in the higher gear ratio and the observed horsepower obtainable with 90 percent of the normal rated manifold pressure in the higher gear ratio under sea level conditions. The condition for operation for the alternate five minutes in the lower gear ratio will be that obtained by shifting to the lower gear ratio at constant speed.

(6) A 10-hour run consisting of alternate periods in the lower gear ratio of one hour at maximum continuous power and speed, and one hour at 65 percent maximum continuous power and 87 percent maximum continuous speed.

(7) A 10-hour run consisting of alternate periods in the lower gear ratio of one hour at maximum continuous power and speed, and one hour at 60 percent maximum continuous power and 84.5 percent maximum continuous speed.

(8) A 10-hour run consisting of alternate periods in the lower gear ratio of one hour at maximum continuous power and speed, and one hour at 50 percent maximum continuous power and 79.5 percent maximum continuous speed.

(9) A 20-hour run consisting of alternate periods in the lower gear ratio of two hours at maximum continuous power and speed, and two hours at maximum best economy cruising power and speed or at maximum recommended cruising power.

(10) A five-hour run in the lower gear ratio at maximum best economy cruising power and speed or at maximum recommended cruising power and speed.

Where simulated altitude test equipment is not available when operating in the higher gear ratio, the runs may be conducted at the observed horsepower obtained with the critical altitude manifold pressure or specified percentages thereof, and the fuel-air mixtures may be adjusted rich enough to suppress detonation.

(d) *Helicopter engines.* For engines to be eligible for use on helicopters, each applicant must conduct the following series of runs:

(1) A 35-hour run consisting of alternate periods of 30 minutes each at takeoff power and speed, and at maximum continuous power and speed.

(2) A 25-hour run consisting of alternate periods of 2½ hours each at maximum continuous power and speed, and at 70 percent maximum continuous power at maximum continuous speed.

(3) A 25-hour run consisting of alternate periods of 2½ hours each at maximum continuous power and speed, and at 70 percent maximum continuous power at 80 to 90 percent maximum continuous speed.

(4) A 25-hour run consisting of alternate periods of 2½ hours each at 80 percent maximum continuous power at takeoff speed, and at 80 percent maximum continuous power at 80 to 90 percent maximum continuous speed.

(5) A 25-hour run consisting of alternate periods of 2½ hours each at 80 percent maximum continuous power at takeoff speed, and at either maximum continuous power at 110 percent maximum continuous speed or at takeoff power at 103 percent takeoff speed, whichever condition results in the greater speed.

(6) A 15-hour run at 105 percent maximum continuous power and 105 percent maximum continuous speed or at full throttle and corresponding speed at standard sea level carburetor entrance pressure, provided that 105 percent of the maximum continuous power is not exceeded.

[Revision note: Based on § 13.154]

§ 33.51 **Operation test.**

The operation test must include all testing found necessary by the Administrator to demonstrate backfire characteristics, starting, idling, acceleration, overspeeding, functioning of propeller and ignition, and any other operational characteristic of the engine. If the engine incorporates a multispeed supercharger drive, the design and construction must allow the supercharger to be shifted from operation at the lower speed ratio to the higher and the power appropriate to the manifold pressure and speed settings for maximum continuous power at the higher supercharger speed ratio must be obtainable within five seconds.

[Revision note: Based on § 13.155]

§ 33.53 **Engine component tests.**

(a) For those engines that cannot be adequately substantiated by endurance testing in accordance with the provisions of § 33.49 the applicant must conduct additional test to establish that components are capable of functioning reliably in all normally anticipated flight and atmospheric conditions.

(b) Temperature limits must be established for those components that require temperature controlling provisions in the aircraft installation to assure satisfactory functioning, reliability, and durability.

[Revision note: Based on § 13.156]

§ 33.55 **Teardown inspection.**

After completion of the endurance test the engine must be completely disassembled and a detailed inspection made of each engine part to check for fatigue and wear.

[Revision note: Based on § 13.157]

§ 33.57 **General conduct of block tests.**

(a) The applicant may, in conducting the block tests, use separate engines of identical design and construction in the vibration, calibration, detonation, endurance, and operation tests, except that, if a separate engine is used for the endurance test it must be subjected to a calibration check before starting the endurance test.

(b) The applicant may service and make minor repairs to the engine during the block tests. If major repairs or replacement of parts are necessary during the tests or in the teardown inspection, the parts in question must be subjected to any additional tests the Administrator may require.

[Revision note: Combines §§ 13.16(d) and 13.158]

§ 33.59 **Engine operating limitations.**

Engine operating limitations for reciprocating engines established by the Administrator are based on the engine operating conditions demonstrated during the block tests required by this part and include those relating to power, speeds, temperature, pressures, fuels, and oils which the Administrator finds necessary for safe operation of the engine.

[Revision note: Based on § 13.16(c)]

Subpart E—Design and Construction; Turbine Aircraft Engines

§ 33.61 **Applicability.**

This subpart prescribes additional design and construction requirements for turbine aircraft engines with which the applicant must show compliance.

[Revision note: Based on § 13.200 (1st sentence)]

§ 33.63 **Vibration.**

The engine must be designed and constructed to function throughout its normal operating range of rotational speeds and engine power without inducing excessive stress in any engine part because of vibration and without imparting excessive vibration forces to the aircraft structure.

[Revision note: Based on § 13.203]

§ 33.65 **Surge characteristics.**

The engine must be free of detrimental surge throughout its operating range in the minimum ambient air temperature in which it is to be operated.

[Revision note: Based on §13.205]

§ 33.67 **Fuel and induction system.**

(a) The fuel system must be designed and constructed to supply an appropriate mixture of fuel to the combustion chamber throughout the complete operating range of the engine under all flight and atmospheric conditions.

(b) The intake passages of the engine through which air, or fuel in combination with air, passes for combustion purposes must be designed and constructed to minimize the danger of ice accretion in those passages and to allow for a means of ice prevention.

(c) The engine, with all provided icing protection systems operating, must operate throughout the flight power range without the accumulation of ice on the engine components that adversely affects engine operation or that causes a serious loss of power or thrust in continuous maximum and intermittent maximum icing conditions as defined in §______ (present § 4b.1(b) (7) and (8).

(d) The type and degree of fuel filtering necessary for protection of the engine fuel system against foreign particles in the fuel must be specified. The applicant must demonstrate that foreign particles passing through the specified filtering means do not critically impair engine fuel system functioning.

(e) If air is bled from the compressor for protection of the engine in icing conditions, provision must be made for positive indication that air is being directed to the proper passages.

[Revision note: Based on § 13.210]

§ 33.69 **Ignition system.**

Each engine must be equipped with an ignition system for starting the engine on the ground and in flight. An electric ignition system must have at least two igniters and two separate secondary electric circuits.

[Revision note: Based on § 13.211]

§ 33.71 **Lubrication system.**

The lubrication system must be designed and constructed to function properly in all flight attitudes and atmospheric conditions in which the airplane is expected to operate.

[Revision note: Based on § 13.212]

§ 33.73 **Power or thrust response.**

The design and construction of the engine must enable an increase, under static conditions, from flight idle power or thrust to 95 percent of takeoff power or thrust in not over five seconds.

[Revision note: Based on § 13.217]

Subpart F—Block Tests; Turbine Engines

§ 33.81 **Applicability.**

This subpart prescribes the block tests and inspections for turbine engines. Unless otherwise stated, the controlled air extraction must be zero during all tests.

[Revision note: Based on § 13.250]

§ 33.83 **Vibration test.**

The applicant must conduct a vibration survey to investigate the vibration characteristics of the engine over the operational range of rotational speed and engine power. If critical vibration is found to be present in the operating range of the engine, changes in design of the engine must be made for its elimination prior to the conduct of the endurance test specified in § 33.87, or the endurance test must include operation under the most adverse vibration condition for a period sufficient to establish the ability of the engine to operate without fatigue failure.

[Revision note: Based on § 13.251]

§ 33.85 **Calibration tests.**

(a) The applicant must subject the engine to those calibration tests necessary to establish its power characteristics and the conditions for the endurance test specified in § 33.87. The results of the power characteristics calibration tests form the basis for establishing the characteristics of the engine over its entire operating range of speeds, pressures, temperatures, and altitudes. Power ratings are based upon standard atmospheric conditions.

(b) Prior to the endurance test the power control must be adjusted to produce the maximum allowable gas temperatures and rotor speeds at takeoff operating conditions. The adjustment may not be changed during the relevant calibration tests and the relevant runs of the endurance test.

[Revision note: Based on § 13.252]

§ 33.87 **Endurance test.**

(a) *General.* Each applicant must conduct an endurance test of an engine, with a propeller ordinarily used on a similar engine if the engine is designed to operate with a propeller, that must include a total of 150 hours of operation, consisting of 25 periods of six hours each as specified in either paragraph (b) or (c) of this section. The runs must be performed in the order found appropriate by the Administrator for the specific engine. During the endurance test, the engine power and thrust and the engine rotational speed may not be less than 100 percent of the specified values except that substantiating evidence must be submitted if the engine parameters are not controlled within this limitation.

(b) *Engines other than certain helicopter engines.* For all engines except helicopter engines for which a 30-minute power rating is desired the applicant must conduct the following runs:

(1) *Takeoff and idling.* One hour of alternate five-minute periods at takeoff power and thrust and at idling power and thrust. The developed powers and thrusts at takeoff and idling conditions and their corresponding rotor speed and gas temperature conditions must be as established by the power control in accordance with the schedule established by the manufacturer. The applicant may control manually during any one period the rotor speed, power, and thrust while taking data to check performance. For engines with augmented takeoff ratings which involve increases in turbine inlet temperature, rotor speed, or shaft power, this period of running at takeoff must be at the augmented rating. For engines with augmented takeoff ratings which do not materially increase operating severity, the amount of running conducted at the augmented rating is determined by the Administrator. In changing the power setting after each period, the power-control lever must be moved in the manner prescribed in subparagraph (5) of this paragraph.

(2) *Maximum continuous and takeoff power and thrust.* Fifteen periods each of 30 minutes' duration at maximum continuous power and thrust and 10 periods each of 30 minutes' duration at takeoff power and thrust.

(3) *Maximum continuous power and thrust.* One hour and 30 minutes at the maximum continuous power and thrust.

(4) *Incremental cruise power and thrust.* Two hours and 30 minutes at the successive power lever positions corresponding to at least 15 approximately equal speed and time increments between maximum continuous engine rotational speed and ground or minimum idle rotational speed. For engines operating at constant speed, the thrust and power may be varied in lieu of speed. In the event significant peak vibration exists anywhere between ground idle and maximum continuous conditions, the number of increments chosen may be altered to increase the amount of running conducted while being subjected to the peak vibrations up to an amount not to exceed 50 percent of the total time spent in incremental running.

(5) *Acceleration and deceleration runs.* Thirty minutes of accelerations and decelerations consisting of six cycles from idling power and thrust to takeoff power and thrust and maintained at the takeoff power lever position for 30 seconds and at the idling power lever position for approximately four and one-half minutes. In complying with the provisions of this subparagraph, the power-control lever must be moved from one extreme position to the other in not more than one second, except that, where different regimes of control operations are incorporated necessitating scheduling of the power-control level motion in going from one extreme position to the other, a longer period of time is acceptable but in no case may this time exceed two seconds.

(6) *Starts.* One hundred starts must be made, of which 25 starts must be preceded by at least a two-hour engine shutdown. Ten starts must be false engine starts pausing for the applicant's specified minimum fuel drainage time before attempting a normal start. Ten starts must be normal restarts with not longer than 15 minutes since engine shutdown. The remaining starts may be made after completion of the 150 hours of endurance testing.

(7) *Maximum temperatures.* The limiting maximum hot gas and, when practicable, oil inlet temperatures must be substantiated by operation at these limits during all the takeoff and maximum continuous running of the endurance test except where the test periods are not longer than five minutes and do not always permit stabilization.

(c) *Certain helicopter engines.* For all helicopter engines for which a 30-minute power rating is desired the applicant must conduct the following series of tests:

(1) *Takeoff and idling.* One hour of alternate five-minute periods at takeoff power and thrust and at idling power and thrust. The developed powers and thrusts at takeoff and idling conditions and their corresponding rotor speed and gas temperature conditions must be as established by the power control in accordance with the schedule established by the manufacturer. During any one period the rotor speed, power, and thrust may be controlled manually while taking data to check performance. For engines with augmented takeoff ratings that involve increases in turbine inlet temperature, rotor speed, or shaft power, this period of running at rated takeoff power must be at the augmented rating. In changing the power setting after each period, the power-control lever must be moved in the manner prescribed in subparagraph (5) of this paragraph.

(2) *30-minute power.* Thirty minutes at 30-minute power and thrust.

(3) *Maximum continuous power and thrust.* Two hours at the maximum continuous power and thrust.

(4) *Incremental cruise power and thrust.* Two hours at the successive

power-lever positions corresponding with not less than 12 approximately equal speed and time increments between maximum continuous engine rotational speed and ground or minimum idle rotational speed. For engines operating at constant speed the thrust and power may be varied in lieu of speed. In the event significant peak vibrations exist anywhere between ground idle and maximum continuous conditions, the number of increments chosen must be altered to increase the amount of running conducted while being subjected to the peak vibrations up to an amount not exceeding 50 percent of the total time spent in incremental running.

(5) *Acceleration and deceleration runs.* Thirty minutes of accelerations and decelerations consisting of six cycles from idling power and thrust to takeoff power and thrust and maintained at the takeoff power lever position for 30 seconds and at the idling power lever position for approximately 4½ minutes. In complying with the provisions of this subparagraph, the power-control lever must be moved from one extreme position to the other in not more than one second except that, where different regimes of control operations are incorporated necessitating scheduling of the power-control lever motion in going from one extreme position to the other, a longer period of time is acceptable but in no case may this time exceed two seconds.

(6) *Starts.* One hundred starts of which 25 starts must be preceded by at least a two-hour engine shutdown. Ten starts must be false engine starts pausing for the applicant's specified minimum fuel drainage time before attempting a normal start. Ten normal restarts must each be performed not more than 15 minutes after engine shutdown. The remaining starts may be made after completion of the 150 hours of endurance testing.

(7) *Maximum temperatures.* The limiting maximum hot gas and oil inlet temperatures must be substantiated by operation at these limits during all the takeoff power, 30-minute power, and maximum continuous running of the endurance test except where the test periods are not longer than five minutes and do not permit stabilization.

[Revision note: Based on § 13.254]

§ 33.89 Operation test.

The operation test must include all testing found necessary by the Administrator to demonstrate starting, idling, acceleration, overspeeding, ignition, functioning of the propeller (if the engine is designed to operate with a propeller), and any other operational characteristic of the engine.

[Revision note: Based on § 13.255]

§ 33.91 Engine component tests.

(a) For those systems that cannot be adequately substantiated by endurance testing in accordance with the provisions of § 33.87, additional tests must be conducted to establish that components are capable of functioning reliably in all normally anticipated flight and atmospheric conditions.

(b) Temperature limits must be established for those components that require temperature controlling provisions in the aircraft installation to assure satisfactory functioning, reliability, and durability.

[Revision note: Based on § 13.256]

§ 33.93 Teardown inspection.

After completion of the endurance test the engine must be completely disassembled and a detailed inspection made of each engine part to check for fatigue and wear.

[Revision note: Based on § 13.257]

§ 33.95 Engine-propeller systems tests.

(a) If the engine is designed to operate with a propeller, the tests listed in paragraph (b) of this section must be conducted with a propeller installed that would ordinarily be used with a similar engine. The tests may be included in the endurance run or otherwise performed in a manner acceptable to the Administrator.

(b) (1) Feathering operation: 25 cycles.

(2) Negative torque and thrust system operation: 25 cycles from maximum continuous power.

(3) Automatic decoupler operation: 25 cycles from maximum continuous power (if repeated decoupling and recoupling in service is the intended function of the device).

(4) Reverse thrust operation: 175 cycles from the flight-idle position to full reverse and 25 cycles at maximum continuous power from full forward to full reverse thrust. At the end of each cycle the propeller must be operated in reverse pitch for a period of 30 seconds at the maximum rotational speed and power specified by the applicant for reverse pitch operation.

[Revision note: Based on § 13.259]

§ 33.97 Thrust reversers.

(a) If the engine incorporates a reverser, the endurance, calibration, operation, and vibration tests prescribed in this subpart must be run with the reverser installed. In complying with the provisions of this section, the power control lever must be moved from one extreme position to the other in not more than one second except, where regimes of control operations are incorporated necessitating scheduling of the power-control lever motion in going from one extreme position to the other, a longer period of time is acceptable but in no case may this time exceed three seconds. In addition, the test prescribed in paragraph (b) of this section must be made. This test may be scheduled as part of the endurance run.

(b) 175 reversals must be made from flight-idle forward thrust to maximum reverse thrust and 25 reversals must be made from maximum forward to maximum reverse thrust. After each reversal, the reverser must be operated at full reverse thrust for a period of one minute except that, in the case of a reverser intended for use only as a breaking means on the ground, the reverser need only be operated at full reverse thrust for a period of 30 seconds.

[Revision note: Based on § 13.260]

§ 33.99 General conduct of block tests.

(a) The applicant may, in conducting the block tests, use separate engines of identical design and construction in the vibration, calibration, endurance, and operation tests, except that if a separate engine is used for the endurance test it must be subjected to a calibration check before starting the endurance test.

(b) The applicant may service and make minor repairs to the engine during the block tests. If major repairs or replacement of parts are found necessary during the tests or in the teardown inspection, the parts in question must be subjected to any additional tests the Administrator finds necessary.

[Revision note: Combines §§ 13.16(d) and 13.258]

§ 33.101 Engine operating limitations.

Engine operating limitations established by the Administrator for turbine engines are based on the engine operating conditions demonstrated during the block tests required by this part and include those items relating to power, speeds, temperatures, pressure, fuels, and oils which the Administrator finds necessary for safe operation of the engine.

[Revision note: Based on § 13.16(c)]

PART 33

DISTRIBUTION TABLE

Present section	*Revised section*
13.0	33.1
13.1	(1)
13.10–13.19 (except 13.16 (c) and (d))	Part 21 [New]
16.16(c)	33.59, 33.101
13.16(d)	33.57(a), 33.99(a)
13.20	45.11 [New]
13.21	33.5
13.100 (opening sentence)	33.31
13.100(a)	13.13
13.100 (less (a))	(2)
13.101	33.15
13.102	33.17
13.103	33.33
13.104	33.19
13.110	33.35
13.111	33.37
13.112	33.39
13.113	33.21
13.114	33.23
13.115	33.25
13.116	33.27
13.150	33.41
13.151	33.43
13.152	33.45
13.153	33.47
13.154	33.49
13.155	33 51
13.156	33.53
13.157	33.55
13.158	33 57(b)
13.200 (opening sentence)	33.61
13.200(a)	33.13
13.200 (less (a))	(2)
13.201	33.15
13.202	33.17
13.203	33.63
13.204	33.19
13.205	33.65
13.210	33.67

[1] Transferred to Part 1 [New] or executed.
[2] Obsolete.

PART 33—Continued
DISTRIBUTION TABLE—continued

	Revised section
13.211	33.69
13.212	33.71
13.213	33.21
13.214	33.23
13.215	33.25
13.216	33.27
13.217	33.73
13.250	33.81
13.251	33.83
13.252	33.85
13.254	33.87
13.255	33.89
13.256	33.91
13.257	33.93
13.258	33.99(b)
13.259	33.95
13.260	33.97

[F.R. Doc. 63-13481; Filed, Dec. 31, 1963; 8:46 a.m.]

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

[Airspace Docket No. 63-SO-78]

RESTRICTED AREA/MILITARY CLIMB CORRIDOR AND CONTROLLED AIRSPACE

Proposed Alteration

Notice is hereby given that the Federal Aviation Agency is considering amendments to Parts 73 and 71 of the Federal Aviation Regulations, the substance of which is stated below.

The Goldsboro, N.C. (Seymour-Johnson AFB), Restricted Area/Military Climb Corridor R-5312 is presently described as follows:

Boundaries. The area based on the 228° radial of the Seymour-Johnson AFB TACAN extending from 5 miles SW of the TACAN to 32 miles SW of the TACAN, having a width of 1 mile SE and 2.3 miles NW of the 228° radial at the beginning and a width of 2.3 miles either side of the 228° radial at the outer extremity.

Designated altitudes—

2,100 feet MSL to 15,000 feet MSL from 5 miles SW of the TACAN to 6 miles SW of the TACAN.

2,100 feet MSL to flight level 240 from 6 to 7 miles SW of the TACAN.

2,100 feet MSL to flight level 270 from 7 to 10 miles SW of the TACAN.

6,100 feet MSL to flight level 270 from 10 to 15 miles SW of the TACAN.

10,100 feet MSL to flight level 270 from 15 to 20 miles SW of the TACAN.

15,100 feet MSL to flight level 270 from 20 to 25 miles SW of the TACAN.

19,100 feet MSL to flight level 270 from 25 to 32 miles SW of the TACAN.

Time of designation. Continuous.

Controlling agency. Federal Aviation Agency, Raleigh-Durham, N.C., Approach Control.

Using agency. Commander, Seymour-Johnson AFB, N.C.

The Air Force has proposed to alter R-5312 in accordance with revised airspace criteria enlarging such corridors as necessary to meet air defense aircraft requirements.

This proposal would enlarge the current climb corridor but would not affect existing airway structure in the vicinity of Seymour-Johnson AFB.

If this action is taken, the Goldsboro, N.C. (Seymour-Johnson AFB), Restricted Area/Military Climb Corridor R-5312 would be redescribed as follows:

Boundaries. From a point of beginning at latitude 35°19′27″ N., longitude 78°00′55″ W., the area centered on a true bearing therefrom of 228°, extending to a point 30 nmi SW, having a width of 2 nmi at the beginning and expanding uniformly to a width of 6 nmi at the outer extremity.

Designated altitudes—

Surface to flight level 240 from the point of beginning to 3 nmi southwest.

2,000 feet MSL to flight level 240 from 3 to 6 nmi SW of the point of beginning.

5,000 feet MSL to flight level 240 from 6 to 11 nmi SW of the point of beginning.

10,000 feet MSL to flight level 240 from 11 to 15 nmi SW of the point of beginning.

14,000 feet MSL to flight level 240 from 15 to 19 nmi SW of the point of beginning.

16,000 feet MSL to flight level 240 from 19 to 25 nmi SW of the point of beginning.

20,000 feet MSL to flight level 240 from 25 to 30 nmi SW of the point of beginning.

Time of designation. Continuous.

Controlling agency. Federal Aviation Agency, Raleigh-Durham Approach Control.

Using agency. Commander, Seymour-Johnson AFB, N.C.

The restricted area would coincide with a portion of the Goldsboro, N.C., control zone (§ 71.171), (27 F.R. 220-91, November 10, 1962). Therefore, if this area is designated as proposed, action would be taken to amend the control zone description to require approval from appropriate authority prior to operation within that portion of the control zone which coincides with the restricted area/military climb corridor.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Director, Southern Region, Attn: Chief, Air Traffic Division, Federal Aviation Agency, P.O. Box 20636, Atlanta, Ga., 30320. 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. 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 Federal Aviation Agency, Office of the General Counsel: Attention Rules Docket, 800 Independence Avenue SW., Washington, D.C. An informal docket will also be available for examination at the office of the Regional Air Traffic Division Chief.

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

Issued in Washington, D.C., on December 24, 1963.

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

[F.R. Doc. 63-13479; Filed, Dec. 31, 1963; 8:45 a.m.]

FEDERAL POWER COMMISSION

[18 CFR Part 260]

[Docket No. R-253]

NATURAL GAS COMPANIES

Annual Report Forms; Notice of Proposed Rulemaking

DECEMBER 24, 1963.

1. Notice is given pursuant to section 4 of the Administrative Procedure Act that it is proposed to amend, effective for the reporting year 1963, § 260.1 of Subchapter G, Approved Forms, Natural Gas Act, and the Annual Report Form No. 2 prescribed thereby for natural gas companies.

2. The Report Form would be amended by the addition of two new schedules,[1] one entitled "Prepaid Gas Purchases Under Take or Pay Agreements" and the other "Obligations to Customers Under Take or Pay Gas Sales Agreements." These new schedules are, in effect, supplementary to the existing schedules in Form No. 2 "Other Deferred Credits," on page 225, and "Prepayments," on page 210, respectively. We also propose to make revisions in the instructions contained in each of the existing schedules referred to above in order only to make appropriate reference to the proposed new schedules.

3. The Commission's experience in the regulation of natural gas pipeline companies indicates that more detailed information in the areas covered by the proposed new schedules will enable it to better carry out its responsibilities.

4. Any interested person may submit to the Federal Power Commission, Washington, D.C., 20426, on or before February 17, 1964, data, views, and comments in writing concerning the amendments proposed herein. The Commission will consider these written submittals before taking any action upon the proposed amendments. An original and nine (9) copies of any such submittals should be filed.

5. These amendments to the Commission's regulations are proposed to be issued under the authority granted by the Natural Gas Act, as amended, particularly sections 10 and 16 thereof (52 Stat. 826, 830; 15 U.S.C. 717i, 717o).

6. In consideration of the foregoing, it is proposed to amend § 260.1, Subchapter G of Chapter I, Title 18 of the Code of Federal Regulations, and FPC Form No. 2, prescribed thereby, as follows:

a. Paragraph (c) of § 260.1 would be amended by inserting in the list of schedules, following the line "Other deferred credits.", the words: "Prepaid gas purchases under take or pay agreements."

b. Paragraph (c) would be further amended by inserting in the list of schedules, following the line "Prepayments.", the words: "Obligations to customers under take or pay gas sales agreements."

c. Annual Report FPC Form No. 2, prescribed by § 260.1, would be amended by revising the instruction paragraph 2 in the schedule on page 210 entitled "Pre-

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[1] Appendix filed as part of original document.

payments (Account 165)" to read as follows:

2. For any prepaid gas purchases under take or pay clauses of gas purchase agreements show the total amount and report particulars thereof as called for by the schedule, Prepaid Gas Purchases Under Take or Pay Agreements, page 210A. Show also in this schedule, but as a separate item, any prepaid gas purchases classified in Account 165, Prepayments, but not related to take or pay arrangements.

d. The said Annual Report FPC Form No. 2 would be further amended by adding the following new instruction 4. to the schedule on page 225 entitled "Other Deferred Credits (Account 253)":

4. For any undelivered gas obligations to customers under take or pay clauses of sale agreements, show the total amount and report particulars thereof as called for by the schedule, Obligations to Customers Under Take or Pay Sales Agreements, page 225A. Show also in this schedule, but as a separate item, any advance billings or receipts for gas sales or service classified in Account 253 but not related to take or pay arrangements.

e. The said Annual Report FPC Form No. 2 would be further amended by adding two new schedules (pages 210A and 225A) entitled "Obligations to Customers Under Take or Pay Gas Sales Agreements" and "Prepaid Gas Purchases Under Take or Pay Agreements", respectively, as set out in the appendix hereto.

By direction of the Commission.

GORDON M. GRANT,
Acting Secretary.

[F.R. Doc. 63-13494; Filed, Dec. 31, 1963; 8:46 a.m.]

[18 CFR Part 157]

[Docket No. R-254]

NATURAL GAS PIPELINE COMPANIES

Budget-Type Certificate Applications for Gas-Sales Facilities; Notice of Proposed Rulemaking

DECEMBER 24, 1963.

1. Notice is given pursuant to section 4 of the Administrative Procedure Act that the Commission is proposing to amend § 157.7 of its regulations under the Natural Gas Act to permit the use by pipeline companies, under certain prescribed conditions, of budget-type applications for certificates of public convenience and necessity authorizing the construction of gas-sales facilities.

2. The Commission's regulations now permit the use of budget-type certificate applications for gas-purchase facilities (18 CFR 2.58) and the recent Commission Opinion No. 409[1] states that despite "real differences between blanket authorization of minor gas-purchase facilities and of gas-sales facilities, it may well be possible to provide for budget-type applications for the construction of certain types of facilities other than those used for the purchase of gas." The amendment proposed herein would implement that statement with respect to gas-sales facilities.

3. Any interested person may submit to the Federal Power Commission, Washington, D.C., 20426, on or before February 17, 1964, data, views, and comments in writing concerning the amendments proposed herein. The Commission will consider these written submittals before taking any action upon the proposed amendments. An original and nine (9) copies of any such submittals should be filed.

4. This amendment to the Commission's regulations is proposed to be issued under the authority granted by the Natural Gas Act, as amended, particularly sections 7, 15, and 16 thereof (52 Stat. 824, 829, 830; 56 Stat. 83, 84; 15 U.S.C. 717(f), 717n, 717o).

5. In consideration of the foregoing and noting that there is now pending before the Commission, in Docket No. R-240[2], a proposed amendment to § 157.7 relating to budget-type applications for gas-purchase facilities, it is now proposed to further amend § 157.7, Subchapter E of Chapter I, Title 18 of the Code of Federal Regulations, by adding a new paragraph (c) to read as follows:

§ 157.7 Abbreviated applications.

* * * * *

(c) *Gas-sales facilities—budget-type application.* An abbreviated application requesting a budget-type certificate authorizing the construction and operation of gas-sales facilities during a given twelve-month period may be filed upon compliance with the following:

(1) The facilities are to be used for—

(i) The sale of volumes of natural gas previously authorized under certificates for sale to existing distributors at rates on file with this Commission, where such distributors have obtained all requisite local and state authorization: *Provided,* That no abbreviated application may be filed under this provision where the distributor is required to make a contribution to the applicant for the cost of construction of facilities; or

(ii) Routine sales of natural gas to ultimate consumers who will use the gas for one or more of the following purposes: well drilling, road building, irrigation, agriculture or seasonal industrial use (e.g., alfalfa dehydration, canning); or

(iii) Miscellaneous rearrangements, i.e., changes of existing field operations or relocation of existing facilities when required by highway construction, dam construction or for other similar reasons: *Provided,* That the changes or relocations will not result in any change of service rendered by means of such facilities.

(2) The deliveries to any one distributor or consumer through the facilities to be installed will not exceed 100,000 Mcf annually and will not be used by the distributor or consumer for boiler fuel purposes.

(3) The total estimated cost of the gas-sales facilities proposed in the application does not exceed $300,000 except where the applicant's gas plant (Account No. 101, Uniform System of Accounts Prescribed for Natural Gas Companies) is $10,000,000 or less, in which case the total estimated cost of the gas-sales facilities proposed in the application shall not exceed $100,000.

(4) In addition to the information otherwise required herein, in those instances where the applicant proposes to make direct industrial sales, the application shall contain a statement showing the minimum rate at which applicant proposes to make the aforesaid direct industrial sales.

(5) The application contains a statement indicating the maximum number of laterals and service lines to be built, their maximum length and diameter, and the maximum number of delivery points to be established under the authorization. The application also contains a statement describing and estimating the cost of the gas-sales facilities which, at the time of application, are contemplated to be built.

(6) The applicant agrees that a certificate issued under this section shall be subject to the following conditions:

(i) Direct industrial sales shall be subject to curtailment and interruption if the facilities are required to meet the existing or future contract demands of applicant's customers for firm resale service.

(ii) No gas shall be sold directly to a direct industrial customer to replace or supplement gas previously purchased by such customer from a distributing utility or municipality.

(7) The applicant agrees to file with the Commission, within sixty days after expiration of the authorized construction period, a statement showing for each individual project:

(i) Description of the gas-sales facilities installed, e.g., miles and size of pipeline (including wall thickness and minimum yield point), taps, delivery points, laterals, metering facilities.

(ii) Location of gas-sales facilities installed.

(iii) Actual installed cost of gas-sales facilities subdivided by size of pipeline, taps, delivery points, laterals, metering facilities, and appurtenant facilities.

(iv) Name of distributor or consumer served.

(v) Estimated annual and peak-day deliveries.

(vi) Estimated annual revenues.

(vii) Use to which the gas was put.

(8) "Routine sales of natural gas" means those sales which normally occur on an annual basis. "Boiler fuel purposes" means the use of natural gas for electric power generation. "Distributors" means persons or municipalities engaged in the local distribution of natural gas to the public.

By direction of the Commission.

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 63-13495; Filed, Dec. 31, 1963; 8:46 a.m.]

[1] East Tennessee Natural Gas Co., Docket No. CP63-212, issued November 5, 1963.

[2] Notice of Proposed Rulemaking, 28 F.R. 4360, May 2, 1963.

FEDERAL COMMUNICATIONS COMMISSION

[47 CFR Part 3]

[Docket No. 15201; RM-407]

TV BROADCAST STATIONS

Use of Airborne Television Transmitters; Order Extending Time for Filing Comments and Reply Comments

1. In a notice of proposed rule making in this proceeding adopted on October 24, 1963 (FCC 63-974), the Commission invited comments to elicit information concerning whether reservation and regularization of the use of UHF channels for airborne educational television in the six-state Midwest area of Illinois, Indiana, Kentucky, Michigan, Ohio and Wisconsin is in the public interest, and if so, how it may best be accomplished. It was stated in the Notice that interested parties might file comments on or before January 3, 1964 and reply comments on or before February 3, 1964.

2. A decision favorable to the airborne system might well have an effect on whatever nationwide UHF television assignment table is ultimately adopted by the Commission in the current rule making proceeding, "In the Matter of Fostering Expanded Use of UHF Television Channels" (Docket No. 14229). Accordingly inasmuch as the time for filing formal comments is being extended in that proceeding, the Commission is of the view that similar action should be taken in this proceeding so that the two proceedings can be correlated insofar as may be necessary or advantageous in the adoption of an allocation plan and the assignment of channels.

3. *Accordingly, it is ordered*, That the time for filing comments in this proceeding is extended from January 3, 1964, to February 3, 1964, and for reply comments from February 3, 1964, to April 3, 1964.[1]

4. This action is taken pursuant to authority found in sections 4(i), 5(d)(1) and 303(r) of the Communications Act of 1934, as amended, and § 0.281(d)(8) of the Commission rules.

Adopted: December 19, 1963.

Released: December 20, 1963.

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

[F.R. Doc. 63-13492; Filed, Dec. 31, 1963; 8:46 a.m.]

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[1] It is noted that in a petition filed December 16, 1963, the National Education Association of the United States has requested a 60-day extension of time for filing both comments and reply comments in this proceeding. However, we are convinced that the extension of time granted herein is adequate.

Notices

DEPARTMENT OF THE INTERIOR

Office of the Secretary

CLARENCE W. MAYOTT

Statement of Changes in Financial Interests

In accordance with the requirements of section 710(b)(6) of the Defense Production Act of 1950, as amended, and Executive Order 10647 of November 28, 1955, the following changes have taken place in my financial interests during the past six months:

(1) None.
(2) None.
(3) None.
(4) None.

This statement is made as of December 16, 1963.

Dated: December 16, 1963.

CLARENCE W. MAYOTT.

[F.R. Doc. 63-13497; Filed, Dec. 31, 1963; 8:46 a.m.]

LILBERT A. MOLLMAN

Statement of Changes in Financial Interests

In accordance with the requirements of section 710(b)(6) of the Defense Production Act of 1950, as amended, and Executive Order 10647 of November 28, 1955, the following changes have taken place in my financial interests during the past six months:

(1) None.
(2) None.
(3) None.
(4) None.

This statement is made as of December 16, 1963.

Dated: December 16, 1963.

LILBERT A. MOLLMAN.

[F.R. Doc. 63-13498; Filed, Dec. 31, 1963; 8:46 a.m.]

SAMUEL R. SHEPPERD

Statement of Changes in Financial Interests

In accordance with the requirements of section 710(b)(6) of the Defense Production Act of 1950, as amended, and Executive Order 10647 of November 28, 1955, the following changes have taken place in my financial interests during the past six months:

(1) None.
(2) None.
(3) Purchase—Stock: American Bank of Commerce, Victoria, Texas.
(4) None.

This statement is made as of December 16, 1963.

Dated: December 16, 1963.

SAMUEL R. SHEPPERD.

[F.R. Doc. 63-13499; Filed, Dec. 31, 1963; 8:46 a.m.]

ALEXANDER H. WADE, JR.

Statement of Changes in Financial Interests

In accordance with the requirements of section 710(b)(6) of the Defense Production Act of 1950, as amended, and Executive Order 10647 of November 28, 1955, the following changes have taken place in my financial interests during the past six months:

(1) None.
(2) None.
(3) None.
(4) None.

This statement is made as of December 13, 1963.

Dated: December 13, 1963.

ALEXANDER H. WADE, Jr.

[F.R. Doc. 63-13500; Filed, Dec. 31, 1963; 8:46 a.m.]

DEPARTMENT OF AGRICULTURE

Commodity Credit Corporation

JUTE BAGGING AND BALE TIES USED IN WRAPPING COTTON

Extension of Time for Submission of Views

Notice is hereby given that, prior to making any determination regarding specifications for jute bagging and bale ties as provided for in the notice appearing in 28 F.R. 13551 (December 14, 1963), consideration will be given to any data, views, and recommendations which are submitted in writing to the Director, Policy and Program Appraisal Division, Agricultural Stabilization and Conservation Service, United States Department of Agriculture, Washington, D.C., 20250, by letter postmarked not later than January 20, 1964.

This extension of time for submission of views is due to the fact that a number of interested people have notified the Department that they are unable to submit their statements by January 3, 1964, as previously required.

Signed at Washington, D.C., on December 26, 1963.

H. D. GODFREY,
Executive Vice President, Commodity Credit Corporation.

[F.R. Doc. 63-13512; Filed, Dec. 31, 1963; 8:48 a.m.]

DEPARTMENT OF COMMERCE

National Bureau of Standards

RADIO STATIONS WWVB AND WWVL

Change in Schedule

Notice of change in schedule of National Bureau of Standards Radio Stations WWVB (60 kc/s) and WWVL (20 kc/s), Fort Collins, Colorado.

Notice is hereby given that Radio Stations WWVB and WWVL will operate on a reduced schedule of six hours per day beginning January 1, 1964. The new operating hours will be from 1630 UT to 2230 UT each day. Biweekly silent periods for each station will continue in effect as previously announced in the FEDERAL REGISTER of October 23, 1963, Vol. 28, No. 207, Page 11322.

R. D. HUNTOON,
Deputy Director.

[F.R. Doc. 63-13519; Filed, Dec. 31, 1963; 8:49 a.m.]

FREQUENCY BROADCAST BY NBS AND U.S. NAVY RADIO STATIONS

Frequency Offset for 1964

The frequency broadcast by National Bureau of Standards radio stations WWV, Beltsville, Md., WWVH, Maui, Hawaii, WWVL and WWVB, Fort Collins, Colo., and U.S. Navy stations NAA, Cutler, Maine, NBA, Canal Zone, NPG, San Francisco, Calif., NPM, Lualualei, Hawaii, and NSS, Annapolis, Md., will be offset from the frequency of atomic standards by -150 parts in 10^{10} during 1964. This offest, effective 0000 u.t., 1 January 1964, is 20 parts in 10^{10} lower than during 1962 and 1963, which was -130 parts in 10^{10}. This change in broadcast frequency is made in accordance with an international agreement.

R. D. HUNTOON,
Deputy Director, National Bureau of Standards.

T. S. BASKETT,
Captain, U.S. Navy, Superintendent, U.S. Naval Observatory.

[F.R. Doc. 63-13520; Filed, Dec. 31, 1963; 8:49 a.m.]

[Dept. Order No. 109 (Rev.)]

Office of the Secretary

BUREAU OF PUBLIC ROADS

Delegation of Authority and General Functions

The following order was issued by the Secretary of Commerce on December 12, 1963. This material supersedes Department Order No. 109 (Revised) appearing at 27 F.R. 11825-11826 of November 30, 1962.

SECTION 1. *Purpose.* The purpose of this order is to delegate authority to the Federal Highway Administrator and to describe the general functions of the Bureau of Public Roads.

SEC. 2. *General.*

.01 Pursuant to the provisions of Reorganization Plan No. 7 of 1949, the Bureau of Public Roads was assigned to the Department of Commerce, and currently functions under the provisions of Title 23, United States Code. The Bureau of Public Roads is continued as a primary organization unit of the Department of Commerce and is headed by the Federal Highway Administrator who is appointed by the President by and with the advice and consent of the Senate.

.02 The Federal Highway Administrator is assisted by the Deputy Federal Highway Administrator and the Chief Engineer. The Deputy Federal Highway Administrator and the Chief Engineer, in that order of succession, will perform the functions of the Federal Highway Administrator in the latter's absence, sickness, or inability to act, or during a vacancy in the office.

SEC. 3. *Delegation of authority.*

.01 Pursuant to the authority vested in the Secretary of Commerce by 23 U.S.C. 303(a) and Reorganization Plan No. 5 of 1950, and subject to such policies and directives as the Secretary of Commerce or the Under Secretary for Transportation may prescribe, the Federal Highway Administrator is hereby delegated the authority to perform the functions vested in the Secretary of Commerce under Title 23, United States Code, Highways, and under the Act approved July 14, 1960 (74 Stat. 526), 23 U.S.C. 313 NOTE, as amended, relating to National Driver Register Service, and all acts amendatory thereof except with respect to the apportionment of Federal-aid highway funds among the States and the promulgation of regulations.

.02 In addition, the Federal Highway Administrator shall exercise the authority of the Secretary of Commerce under the Defense Production Act of 1950, as amended, and Executive Order 10999 of February 16, 1962, with respect to all highways, roads, streets, bridges, tunnels, and appurtenant installations in time of national emergency.

.03 The Federal Highway Administrator may redelegate his authority to appropriate officials of the Bureau of Public Roads subject to such conditions in the exercise of such authority as he may prescribe.

SEC. 4. *General functions.*

.01 The Bureau of Public Roads shall carry out the responsibility and authority of the Secretary with respect to Federal and Federal-aid highway construction, administration, and research. More particularly, the Bureau shall: (1) in cooperation with the States, the District of Columbia, and Puerto Rico, administer Federal laws pertaining to the completion of a National System of Interstate and Defense Highways and the construction of highways on the Federal-aid primary and secondary systems and their urban extensions; (2) in cooperation with the U.S. Forest Service of the Department of Agriculture and the State highway departments, construct roads on the forest highway system; (3) construct selected main roads through public lands; (4) in cooperation with the Central American Republics, survey and construct the Inter-American Highway; and (5) conduct other programs as authorized.

.02 The Bureau of Public Roads shall provide assistance on other highway programs in behalf of other Federal agencies, and in this connection cooperate with: (1) the U.S. Forest Service of the Department of Agriculture, the National Park Service of the Department of Interior, and other Federal agencies in the construction of roads in national forests, parks, Indian Reservations, and other Federal areas; (2) the Department of State, other Federal agencies and international organizations in providing technical assistance to foreign governments in various phases of highway engineering and administration; and (3) the Secretary of Defense, or such other official as the President may designate, in meeting defense highway needs, including the construction of access roads certified as important to the national defense.

.03 The Bureau of Public Roads shall conduct, directly or in cooperation with the States, programs of planning and research on all phases of highway improvement and use.

.04 The Bureau of Public Roads shall develop and promote programs for highway safety; maintain liaison with public and private groups concerned with highway safety; and maintain a national register containing information for State driver licensing authorities regarding drivers whose licenses have been revoked or suspended for certain highway safety code violations.

SEC. 5. *Saving provisions.* All rules, regulations, orders, certificates, and delegations of authority issued by or relating to the Bureau of Public Roads or any official thereof shall remain in effect until specifically revoked or amended by proper authority.

Effective date: December 12, 1963.

HERBERT W. KLOTZ,
Assistant Secretary for Administration.

[F.R. Doc. 63-13478; Filed, Dec. 31, 1963; 8:45 a.m.]

[Dept. Order No. 109 (Rev.); Organization and Function Supp. (Rev.)]

BUREAU OF PUBLIC ROADS

Organization and Assignment of Functions

The following Organization and Function Supplement to Department Order No. 109 (Revised) of December 12, 1963 supersedes the Organization and Function Supplement to Department Order No. 109 (Revised) of November 14, 1962 appearing at 27 F.R. 11824-11825 of November 30, 1962 and Amendment No. 1 thereto appearing at 28 F.R. 3182 of April 2, 1963.

SECTION 1. *Purpose.* The purpose of this Organization and Function Supplement is to prescribe the organization and to assign functions within the Bureau of Public Roads.

SEC. 2. *Organization.*

The Bureau of Public Roads shall consist of the following organization units:

.01 Office of the Federal Highway Administrator:

The Federal Highway Administrator.
The Deputy Federal Highway Administrator.
Chief Engineer.
Special Assistant for Public Affairs.

.02 The heads of the following offices shall report directly to the Federal Highway Administrator:

1 Office of the General Counsel—

Legislation and Opinions Division.
Contracts, Claims and Compliance Division.
Lands Division.
Western Office.

2 Office of Audits and Investigations—

Compliance Division.
Investigations Division.
Audit Division.

3 Office of Administration—

Program Analysis Division.
Budget and Management Division.
Finance Division.
Personnel and Training Division.
Administrative Services Division.
Automatic Data Processing Division.

.03 The heads of the following offices and field organizations shall report to the Federal Highway Administrator through the Chief Engineer:

1 Office of Engineering and Operations—

Project Coordination Division.
Highway Standards and Design Division.
Construction and Maintenance Division.
Secondary Roads Division.
Bridge Division.
Federal Highway Projects Division.
Defense Plans and Operations Division.
Foreign Projects Division.

2 Office of Right-of-Way and Location—

Procedures Division.
Appraisal and Acquisition Division.
Systems and Location Division.

3 Office of Planning—

Current Planning Division.
Advance Planning Division.
Urban Panning Division.
National Highway Planning Division.

4 Office of Highway Safety—

Traffic Operations Division.
Driver Register Division.
Educational Services Division.
Planning and Standards Division.

5 Office of Research and Development—

Materials Research Division.
Structural Research Division.
Traffic Systems Research Division.
Hydraulic Research Division.
Economic Research Division.
Production Development Division.
Methods Development Division.
Electronic Development Division.

6 Field Organization.

SEC. 3. *Functions of the Office of the Federal Highway Administrator.*

.01 The Federal Highway Administrator plans, determines and executes the policies and programs of the Bureau of Public Roads.

.02 The Deputy Federal Highway Administrator shall assist the Federal Highway Administrator in all matters affecting the Bureau of Public Roads, and shall perform the duties of the Federal Highway Administrator during the latter's absence.

.03 The Chief Engineer shall direct the broad engineering activities of the Bureau of Public Roads, including the field operations.

.04 The Special Assistant for Public Affairs shall direct and advise on public contract activities of the Bureau of Public Roads and carry on a broad public information and publications program.

SEC. 4. *Functions of the Office of the General Counsel.* The Office of the General Counsel shall: (1) render legal advice and services to the Federal Highway Administrator and the major organizational units of the Bureau of Public Roads concerning all aspects of the Federal and Federal-aid highway programs; (2) perform all legal services and coordinate all Bureau activities in connection with its congressional legislative program and other relationships with committees of Congress; (3) acquire right-of-way for the Interstate System and defense access highways pursuant to Federal laws; (4) make legal determinations as to the eligibility of Federal-aid funds to participate in right-of-way and other highway project costs; (5) administer Bureau policies and procedures relating to State acquisition of Federal-aid right-of-way by condemnation; (6) perform legal review and interpretation of the Federal and Federal-aid contracts and related documents; (7) process contract and tort claims against the Bureau; and (8) determine legal compliance with Federal laws and regulations affecting the Federal and Federal-aid highway programs, and initiate action to assure compliance.

SEC. 5. *Functions of the Office of Audits and Investigations.*

.01 The Director, Office of Audits and Investigations shall control all activities of the field auditors, including the preparation of performance ratings, transfers, promotions, scope of audit program and work assignments. However, division and regional auditors shall be responsible to division and regional engineers for compliance with local administrative regulations.

.02 The Office of Audits and Investigations shall be responsible for: (1) audit of States' claim for reimbursement of the Federal share of the cost of approved highway projects; (2) comprehensive audit of all of the Bureau's activities and programs to (a) promote orderly and effective administration and prosecution of Federal-aid highway programs, proper and judicious expenditure of highway funds, and safeguards to Federal Government interests with respect to Federal highway programs, and (b) determine compliance with laws and with established Public Roads policies, regulations, engineering standards, approved specifications and operating procedures; (3) review and evaluation of State and Bureau administrative and accounting practices and procedures to determine the adequacy and effectiveness of management controls; (4) investigating reports or information from any source alleging irregularity, fraud, land speculation, collusion, impropriety of action on the part of Public Roads employees, State Highway personnel, or others; or any other violation of or noncompliance with requirements of legislation and administrative rules and regulations pertaining to the highway programs administered by the Bureau of Public Roads; and (5) reporting the findings of these reviews and making such recommendations as may be appropriate to the Federal Highway Administrator for his use in determining the action to be taken in the correction of deficiencies or unsatisfactory conditions.

SEC. 6. *Functions of the Office of Administration.* The Office of Administration shall provide staff services to the operating organization units of the Bureau of Public Roads in the areas of financial management, personnel management, administrative services and facilities operations budget administration, organization and management analysis, automatic data processing, and program analysis. These activities include employee recruitment, training, and utilization; budget formulation and execution; organization and management planning; manpower and facilities utilization; procurement; records, space, and property management, safety operations and drafting services; accounting operations and fiscal control systems; automatic data processing and programing systems and services; collection and dissemination of program data; and continuing analysis of program progress and financial requirements in relation to Highway Trust Fund revenues. This office shall also provide guidance and technical assistance to cooperating highway organizations in the areas of financial and administrative management.

SEC. 7. *Functions of the Office of Engineering and Operations.* The Office of Engineering and Operations shall be responsible for activities relating to program, design, construction, and maintenance of Federal-aid highways and bridges and highways on lands under Federal jurisdiction; administration of Inter-American Highway program and other cooperative highway missions in foreign countries; defense access road programs, and emergency and defense readiness plans and operations. These activities include the exercise of engineering supervision, provision of technical assistance and guidance, and the application of standard specifications and criteria developed for all aspects of highway operations.

SEC. 8. *Functions of the Office of Right-of-Way and Location.* The Office of Right-of-Way and Location shall be responsible for the designation of highway systems; determination of specific route locations for projects on the Interstate System and on the Federal-aid primary and secondary highway systems and their urban extensions; appraisal and acquisition of rights-of-way for Federal-aid projects and administration of utilities matters pertaining thereto; development of standards and guides for use of States in right-of-way appraisal and acquisition, administration, and utilization; development of procedures for administering provisions of highway legislation with respect to public hearings, archeological and paleontological salvage, and relocation and re-housing assistance for families and businesses displaced as a result of Federal-aid highway construction.

SEC. 9. *Functions of the Office of Planning.* The Office of Planning shall develop and prescribe systematic programs for: (1) master planning and long-range programing of national highway systems; (2) standards and techniques for the orderly and progressive development of integrated networks of Interstate and Federal-aid highways; (3) highway planning in metropolitan areas in relation to trends, problems, and needs peculiar to urban transportation; and (4) national highway planning from the standpoint of the total transportation facilities and needs of the nation.

SEC. 10. *Functions of the Office of Highway Safety.* The Office of Highway Safety shall (1) conduct programs designed to promote driver safety on the Nation's streets and highways, with the objective of reducing human and economic loss resulting from motor vehicle accidents; (2) develop uniform highway safety standards and accident prevention methods and techniques; (3) identify and mobilize, for application on a national scale, the local and regional efforts of all other Federal, State, and private organizations or public institutions, and of industry and allied groups having an interest in highway safety; (4) provide technical and educational services; and (5) maintain a national register containing information for State driver licensing authorities regarding drivers whose licenses have been revoked or suspended for certain highway safety code violations.

SEC. 11. *Functions of the Office of Research and Development.* The Office of Research and Development shall (1) conduct laboratory and field physical research and testing of materials, products, processes, road equipment and construction methods; (2) develop new or improved applications in highway operations; (3) conduct studies of the economic benefits and impact of highway development, and other factors affecting economics of transportation; (4) disseminate research results, conclusions, technical information, and highway revenue and expenditure statistics; (5) conduct research in highway traffic, control and safety, vehicle characteristics and performance, driver behavior and accident costs in relation to causes and highway design; and (6) conduct hydraulic research dealing with flood and water flow problems as they affect highway design and use.

SEC. 12. *Functions of the Field Organization (See Appendix A for Listing of Offices Comprising the Field Organization).* Field operations of the Bureau of Public Roads are administered as follows:

1. *Federal-aid Operations.* The field organization for Federal-aid operations consists of Regional Offices established throughout the United States, each encompassing a designated group of Division Offices which in turn are responsible for supervision of program activities in individual States.

2. *Direct Federal Construction Operations.* Regional Engineers for Regions 7, 8, 9, and 10, in addition to their Federal-aid responsibility, are responsible for administering the direct Federal construction program within their regions. The Regional Engineer for Region 15 is responsible for administering a program of direct Federal highway survey, design, and construction throughout the Eastern United States.

3. *Inter-American Highway.* The Regional Engineer for the Inter-American Highway Region is responsible for administering the Inter-American Highway program in cooperation with the Central American Republics and Panama, and for furnishing technical advice and assistance to these governments at the request of the Department of State or other United States Governmental agency or corporation.

4. *Foreign Programs.* Division Engineers for the foreign Division Offices are responsible for the performance of authorized engineering or other services, and for rendering assistance in the establishment of modern highway departments and in the training of local personnel in all phases of highway operations.

Effective date: December 12, 1963.

HERBERT W. KLOTZ,
Assistant Secretary for Administration.

APPENDIX A (REVISED)

BUREAU OF PUBLIC ROADS—FIELD ORGANIZATION

Regional and Division Offices

The location of the Regional Offices of the Bureau of Public Roads and the Divisions over which they have jurisdiction are as follows (Division Office location indicated in parenthesis):

Region number (Regional office location) and States in region (Division office location)

Region 1 (Albany, N.Y.):

Connecticut (Hartford).
Maine (Augusta).
Massachusetts (Boston).
New Hampshire (Concord).
New Jersey (Trenton).
New York (Albany).
Puerto Rico (Santurce).
Rhode Island (Providence).
Vermont (Montpelier).

Region 2 (Hagerstown, Md.):

Delaware (Dover).
District of Columbia.
Maryland (Baltimore).
Ohio (Columbus).
Pennsylvania (Harrisburg).
Virginia (Richmond).
West Virginia (Charleston).

Region 3 (Atlanta, Ga.):

Alabama (Montgomery).
Florida (Tallahassee).
Georgia (Atlanta).
Mississippi (Jackson).
North Carolina (Raleigh).
South Carolina (Columbia).
Tennessee (Nashville).

Region 4 (Homewood, Ill.):

Illinois (Springfield).
Indiana (Indianapolis).
Kentucky (Frankfort).
Michigan (Lansing).
Wisconsin (Madison).

Region 5 (Kansas City, Mo.):

Iowa (Ames).
Kansas (Topeka).
Minnesota (St. Paul).
Missouri (Jefferson City).
Nebraska (Lincoln).
North Dakota (Bismarck).
South Dakota (Pierre).

Region 6 (Fort Worth, Tex.):

Arkansas (Little Rock).
Louisiana (Baton Rouge).
Oklahoma (Oklahoma City).
Texas (Austin).

Region 7 (San Francisco, Calif.):

Arizona (Phoenix).
California (Sacramento).
Nevada (Carson City).
Hawaii (Honolulu).

Region 8 (Portland, Oreg.):

Idaho (Boise).
Montana (Helena).
Oregon (Salem).
Washington (Olympia).

Region 9 (Denver, Colo.):

Colorado (Denver).
New Mexico (Santa Fe).
Utah (Salt Lake City).
Wyoming (Cheyenne).

Region 10 (Juneau, Alaska):

Alaska (Anchorage-Fairbanks District).
Alaska (Juneau District).

Eastern Federal Highway-Projects Office, Region 15 (Arlington, Va.): Administers programs of direct federal highway survey, design and construction in Regions 1, 2, 3, 4, 5, and 6 except western portions of North Dakota and South Dakota. District offices in: (Arlington, Virginia) (Florence, Alabama) (Gatlinburg, Tennessee) (Roanoke, Virginia).

Inter-American Highway, Region 19 (San Jose, Costa Rica):

Costa Rica (San Jose).
Guatemala (Guatemala City).
Nicaragua (Managua).
Panama (Panama City).

Foreign Programs

Missions are established in foreign countries as necessary to carry out agreements with other Federal agencies, cooperating foreign countries, and other cooperating entities.

[F.R. Doc. 63-13477; Filed, Dec. 31, 1963; 8:45 a.m.]

DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

Food and Drug Administration

ELANCO PRODUCTS CO.

Notice of Filing of Petition Regarding Food Additive Tylosin

Pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (sec. 409(b)(5), 72 Stat. 1786; 21 U.S.C. 348 (b)(5)), notice is given that a petition (FAP 1249) has been filed by Elanco Products Company, a Division of Eli Lilly and Company, Indianapolis 6, Indiana, proposing the amendment of § 121.217 *Tylosin* to provide for the safe use of tylosin phosphate in chicken feed as follows:

TYLOSIN WITH OR WITHOUT OTHER ADDITIVES IN CHICKEN FEED

Principal ingredient	Quantity	Combined with—	Quantity	Limitations	Indications for use
Tylosin in feed	400–1000 gm. per ton.			Feed for not more than five days; as tylosin phosphate.	As an aid in the prevention of chronic respiratory disease.
Do	do			Feed for three to seven days depending upon severity of infection; as tylosin phosphate.	As an aid in the treatment of chronic respiratory disease.

Dated: December 24, 1963.

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

[F.R. Doc. 63-13504; Filed, Dec. 31, 1963; 8:47 a.m.]

GENERAL ELECTRIC CO.

Notice of Filing of Petition Regarding Food Additives Resins

Pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (sec. 409(b)(5), 72 Stat. 1786; 21 U.S.C. 348 (b)(5)), notice is given that a petition (FAP 1248) has been filed by General Electric Company, 1 Plastics Avenue, Pittsfield, Massachusetts, proposing the issuance of a regulation to provide for the safe use of resins, produced by the condensation of xylene-formaldehyde resins, and 4,4′-isopropylidenediphenol-epichlorohydrin epoxy resins, as coatings for containers intended for use in holding potable water and alcoholic beverage.

Dated: December 24, 1963.

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

[F.R. Doc. 63-13505; Filed, Dec. 31, 1963; 8:47 a.m.]

ATOMIC ENERGY COMMISSION

[Docket No. 50-189]

AMERICAN RADIATOR & STANDARD SANITARY CORP.

Notice of Issuance of Facility License Amendment

Please take notice that the Atomic Energy Commission has issued, effective as of the date of issuance, Amendment No. 2, set forth below, to Facility License No. R-82. The amendment authorizes American Radiator & Standard Sanitary Corporation to possess, but not to operate, the nuclear reactor facility designated as the "UTR Test Reactor" and located on the Corporation's site at Mountain View, California, which has been previously licensed for operation under License No. R-82. The license amendment also authorizes the possession in storage of special nuclear material formerly used in connection with operation of the reactor.

The Commission has found that:

(1) The possession of the reactor and the possession of the special nuclear material in the manner proposed in the application will not be inimical to the common defense and security or to the health and safety of the public.

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

(3) Prior public notice of proposed issuance of this amendment is not necessary in the public interest since the amendment does not involve significant hazards considerations different from those previously evaluated.

Within fifteen (15) days from the date of publication of this notice in the FEDERAL REGISTER, the applicant may file a request for a hearing, and any person whose interest may be affected by this proceeding may file a petition for leave to intervene. Requests for a hearing and petitions to intervene shall be filed in accordance with the provisions of the Commission's Regulation (10 CFR Part 2). If a request for a hearing or a petition for leave to intervene is filed within the time prescribed in this notice, a notice of hearing or an appropriate order will be issued.

For further details with respect to this amendment, see (1) the licensee's applications for license amendment dated August 28, 1963 and November 23, 1963, and (2) a related hazards analysis prepared by the Test & Power Reactor Safety Branch of the Division of Licensing and Regulation which are available for public inspection at the Commission's Public Document Room, 1717 H Street NW., Washington, D.C. A copy of item (2) above may be obtained at the Commission's Public Document Room, or upon request, addressed to the Atomic Energy Commission, Washington, D.C., Attention: Director, Division of Licensing and Regulation.

Dated at Germantown, Maryland, this 24th day of December 1963.

For the Atomic Energy Commission.

E. G. CASE,
Acting Chief, Test & Power Reactor Safety Branch, Division of Licensing and Regulation.

[License No. R-82; Amdt. No. 2]

License No. R-82 is revised in its entirety to read as follows:

1. This license applies to the fifteen watt graphite and light water-moderated, nuclear reactor (hereinafter referred to as "the reactor") designated as the "UTR Test Reactor" of the UTR-1 series, which is owned by American Radiator and Standard Sanitary Corporation (hereinafter "American-Standard") and located at Mountain View, California, and described in the application dated June 29, 1961, and amendments thereto dated June 30, 1961, July 15, 1961, September 18, 1961, November 6, 1961, November 21, 1961, August 28, 1963, and November 23, 1963 (hereinafter collectively referred to as "the application").

2. Pursuant to the Atomic Energy Act of 1954, as amended (hereinafter referred to as "the Act"), and having considered the record in this matter, the Atomic Energy Commission (hereinafter referred to as "the Commission") finds that:

A. There is reasonable assurance that the reactor and the special nuclear material contained in the fuel elements can be possessed at the designated location without endangering the health and safety of the public.

B. American-Standard is technically and financially qualified to possess the reactor and to assume financial responsibility for payment of Commission charges for special nuclear material and to undertake and carry out the proposed activities for a reasonable period of time.

C. The possession of the reactor and the possession of the special nuclear material in the manner proposed in the application will not be inimical to the common defense and security or to the health and safety of the public.

D. American-Standard has filed with the Commission proof of financial protection which satisfies the requirements of Commission regulations currently in effect.

3. Subject to the conditions and requirements incorporated herein, the Commission hereby licenses American-Standard:

A. Pursuant to Section 104c of the Act and Title 10, CFR, Chapter 1, Part 50, "Licensing of Production and Utilization Facilities", to possess, but not to operate, the reactor as a utilization facility at the designated location in Mountain View, California, in accordance with the procedures and limitations described in the application.

B. Pursuant to the Act and Title 10, CFR, Chapter I, Part 70, "Special Nuclear Material", to possess in storage up to 3504 grams of contained uranium-235 in fuel elements.

C. Pursuant to the Act and Title 10, CFR, Chapter I, Part 70, "Special Nuclear Material", to possess up to 16 grams of plutonium encapsulated as a plutonium-beryllium neutron source.

D. Pursuant to the Act and Title 10, CFR, Chapter I, Part 30, "Licensing of Byproduct Material", to possess, but not to separate, such byproduct material as may have been produced by operation of the reactor.

4. This license shall be deemed to contain and be subject to the conditions specified in Section 50.54 of Part 50 and Section 70.32 of Part 70, Title 10, CFR, and to be subject to all applicable provisions of the Act, and to the rules and regulations and orders of the Commission now or hereafter in effect, and to the additional conditions specified below:

A. American-Standard shall not operate the reactor.

B. American-Standard shall not load fuel into the reactor without prior authorization by the Commission.

C. In addition to those otherwise required under this license and applicable regulations, American-Standard shall keep records showing radio-activity released or discharged into the air or water beyond the effective control of American-Standard as measured at the point of such release or discharge.

D. American-Standard shall immediately report to the Commission in writing any indication or occurrence of a possible unsafe condition relating to the possession of the reactor or the fuel.

5. This license is effective as of the date of issuance and shall expire at midnight August 14, 1971.

Date of issuance: December 24, 1963.

For the Atomic Energy Commission.

[F.R. Doc. 63-13474; Filed, Dec. 31, 1963; 8:45 a.m.]

[Docket No. 50-29]

YANKEE ATOMIC ELECTRIC CO.

Notice of Issuance of Facility License Amendment

Please take notice that a Notice of Proposed Issuance of Facility License Amendment having been published in the FEDERAL REGISTER on November 23, 1963, 28 F.R. 12592 and no requests for a hearing having been filed following such publication, the Atomic Energy Commission has issued Amendment No. 5 to Facility License No. DPR-3 as set forth in said notice. The license authorizes Yankee Atomic Electric Company ("the licensee") to possess and operate its nuclear power facility located at Rowe, Massachusetts. The amendment authorizes operation of the facility at a maximum steady state power level of 600 megawatts thermal as requested by the licensee in an application for license amendment dated July 17, 1963. The previously authorized maximum steady state power level set forth in the technical specifications was 540 megawatts thermal.

Dated at Bethesda, Maryland, this 24th day of December 1963.

For the Atomic Energy Commission.

EBER R. PRICE,
Acting Director, Division of Licensing and Regulation.

[F.R. Doc. 63-13475; Filed, Dec. 31, 1963; 8:45 a.m.]

[Docket No. 50-146]

SAXTON NUCLEAR EXPERIMENTAL CORP.

Notice of Issuance of Order Extending Expiration Date of Provisional Operating License

Please take notice that the Atomic Energy Commission has issued an Order extending to February 29, 1964, the expiration date specified in Provisional Operating License No. DPR-4 issued to Saxton Nuclear Experimental Corporation, authorizing operation at thermal power levels up to 23.5 megawatts of the Saxton nuclear reactor located north of the Borough of Saxton in Liberty Township, Bedford County, Pennsylvania.

Copies of the Commission's Order, the application dated December 3, 1963, and supplement, thereto dated December 18, 1963, filed by Saxton Nuclear Experimental Corporation are available for public inspection at the Commission's Public Document Room, 1717 H Street NW., Washington, D.C.

Dated at Bethesda, Md., this 24th day of December 1963.

For the Atomic Energy Commission.

EBER R. PRICE,
Acting Director,
Division of Licensing and Regulation.

[F.R. Doc. 63-13202; Filed, Dec. 31, 1963; 8:49 a.m.]

FEDERAL COMMUNICATIONS COMMISSION

[Docket No. 15238]

WALTER J. KING

Order To Show Cause

In the matter of Walter J. King, Glen Burnie, Maryland, order to show cause why there should not be revoked the license for Radio Station KCF-2085 in the Citizens Radio Service.

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 (now § 1.89) 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 14, 1963, alleging violation of § 19.61(a) of the Commission's rules.

It further appearing, that said licensee did not reply to such communication or to a follow-up letter dated July 24, 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 (now § 1.89) of the Commission's rules;

It is ordered, This 19th day of December, 1963, pursuant to section 312(a)(4) and (c) of the Communications Act of 1934, as amended, and § 0.331(b)(8) 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 1211 Leonard Drive, Glen Burnie, Maryland.

Released: December 20, 1963.

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

[F.R. Doc. 63-13488; Filed, Dec. 31, 1963; 8:46 a.m.]

[Docket No. 15259]

HENRY W. SAVAGE

Order to Show Cause

In the matter of Henry W. Savage, Detroit, Michigan, order to show cause why there should not be revoked the license for Radio Station WI-7136 aboard the vessel "Bail Bonds II."

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 § 1.89 (formerly § 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 September 19, 1963, alleging violation of § 8.364(a)(1) of the Commission's rules.

It further appearing, that said licensee did not reply to such communication or to a follow-up letter dated October 15, 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 § 1.89 of the Commission's rules; and

It further appearing, that the violations of § 1.89 of the Commission's rules and the related facts create apparent liability by the respondent to a monetary forfeiture of $100 under section 510 of the Communications Act of 1934, as amended, and § 1.80 of the Commission's rules; and also subject the license of the above-captioned station to revocation under the provisions of section 312 of the Communications Act of 1934, as amended; but further proceedings in this Docket should be limited to action looking toward a determination as to whether an Order of Revocation should be issued; and

It is ordered, This 19th day of December 1963, pursuant to section 312(a)(4) and (c) of the Communications Act of 1934, as amended, and § 0.331(b)(8) 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 know address of 632 St. Clair, Detroit, Michigan.

Released: December 20, 1963.

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

[F.R. Doc. 63-13489; Filed, Dec. 31, 1963; 8:46 a.m.]

[Docket No. 15258]

CLYDE C. VAN DYNE

Order to Show Cause

In the matter of Clyde C. Van Dyne, Fresno, California; order to show cause why there should not be revoked the license for Radio Station KFD-0134 in the Citizens Radio Service.

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 § 1.89 (formerly § 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 August 27, 1963, alleging violation of § 19.61 (a) and (f) of the Commission's rules.

It further appearing, that said licensee did not reply to such communication or to a follow-up letter dated September 16, 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 § 1.89 of the Commission's rules; and

It further appearing, that the violations of § 1.89 of the Commission's rules and the related facts create apparent liability by the respondent to a monetary forfeiture of $100 under section 510 of the Communications Act of 1934, as amended, and § 1.80 of the Commission's rules; and also subject the license of the above-captioned station to revocation under the provisions of section 312 of the Communications Act of 1934, as amended; but further proceedings in this Docket should be limited to action looking toward a determination as to whether an Order of Revocation should be issued;

It is ordered, This 19th day of December 1963, pursuant to section 312 (a)(4) and (c) of the Communications Act of 1934, as amended, and § 0.331(b)(8) 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 4034 West Calimyrna, Fresno, California.

Released: December 20, 1963.

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

[F.R. Doc. 63-13491; Filed, Dec. 31, 1963; 8:46 a.m.]

[Docket Nos. 14154, 15011; FCC 63M-1360]

AMERICAN TELEPHONE AND TELEGRAPH CO.

Order Continuing Hearing

In the matter of American Telephone and Telegraph Company, Docket No. 14154, regulations and charges for developmental line switched service, American Telephone and Telegraph Company, Docket No. 15011, charges, practices, classifications, and regulations for and in connnection with Teletypewriter Exchange Service.

A prehearing conference having been held on December 20, 1963, for the purpose of obtaining the parties' views on a motion for continuance filed by American Telephone and Telegraph Company on November 26, 1963;

It appearing, that the requested continuance is sought in order to provide AT&T additional time to prepare exhibits reflecting its changed intention with respect to the WADS offering;

It further appearing, that no party objects to a grant of the requested relief, and that it is the intention of counsel for all parties to confer informally and to advise the Hearing Examiner within 30 days as to the earliest feasible date for the exchange of AT&T exhibits and the commencement of the hearing;

It further appearing, that the public interest would be best served by allowing AT&T reasonable time in which to prepare exhibits based on its present intentions in order that a more complete and accurate record may be made;

It is ordered, This 20th day of December 1963, that the dates now established for the exchange of AT&T exhibits and for commencement of the hearing are continued to dates to be set by subsequent order of the Hearing Examiner.

Released: December 24, 1963.

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

[F.R. Doc. 63-13486; Filed, Dec. 31, 1963; 8:46 a.m.]

[Docket Nos. 15190, 15191; FCC 63M-1359]

BOARDMAN BROADCASTING CO., INC., AND DANIEL ENTERPRISES, INC.

Order Following Further Prehearing Conference

In re applications of Boardman Broadcasting Company, Inc., Boardman, Ohio, Docket No. 15190, File No. BP-14305; Daniel Enterprises, Inc., Warren, Ohio, Docket No. 15191, File No. BP-14886; for construction permits.

At a further prehearing conference held on December 13, 1963, all parties agreed to the following changes in the schedule of procedural steps under which this proceeding is being tried:

Dec. 16, 1963—Freeze on Boardman showing—Cancelled.
Dec. 18, 1963—Hearing on Boardman engineering presentation and exchange of non-technical presentation—Cancelled.
Jan. 2, 1964—Notification of witnesses—Cancelled.
Jan. 10, 1964—Exchange of applicant's remainder of engineering presentation and all of non-technical presentations.
Jan. 17, 1964—Engineering showings "frozen" (not to be altered in substantial part).
Jan. 20, 1964—Notification by respondent of intention to make rebuttal presentation.
Jan. 24, 1964—If respondent elects to make rebuttal presentation, exchange of that showing.
Jan. 28, 1964—Notification by parties of witnesses desired to be present for cross-examination.
Feb. 3, 1964—Hearing.

So Ordered, This 20th day of December, 1963.

Released: December 24 ,1963.

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

[F.R. Doc. 63-13487; Filed, Dec. 31, 1963; 8:46 a.m.]

[Docket Nos. 15248-15250; FCC 63-1161]

UNITED ARTISTS BROADCASTING, INC., ET AL.

Order Designating Application for Hearing on Stated Issues

In re applications of: United Artists Broadcasting, Inc., Cleveland, Ohio, Docket No. 15248, File No. BPCT-3168; Cleveland Telecasting Corp., Cleveland, Ohio, Docket No. 15249, File No. BPCT-3191; The Superior Broadcasting Corp., Cleveland, Ohio, Docket No. 15250, File No. BPCT-3243; for construction permits for new television broadcast stations.

At a session of the Federal Communications Commission held at its offices in Washington, D.C., on the 18th day of December 1963;

The Commission, having under consideration the above captioned applications, each requesting a construction permit for a new television broadcast station to operate on Channel 65, Cleveland, Ohio; and

It appearing, that the above captioned applications are mutually exclusive in that operation by the applicants as proposed would result in mutually destructive interference; and

It further appearing, that the following matters are to be considered in connection with the issues specified below:

(a) United Artists Broadcasting, Inc., a new corporation is a wholly owned subsidiary of, and is completely controlled by, United Artists Corporation, a distributor of motion picture films. United Artists Corporation has been involved in numerous antitrust actions, including a major civil antitrust suit brought by the United States in which United Artists Corporation was adjudged to be in violation of laws of the United States. Notwithstanding the fact that the applicant herein did not exist at the time of the above-mentioned violation, under the circumstances here presented the Commission must look behind the corporate veil of United Artists Broadcasting, Inc., and notice the character of the parent corporation (Mansfield Journal Co. v. Federal Communications Commission, 180 F. 2d, at page 37). Pursuant to its policy as expressed in its "Report on Uniform Policy as to Violation by Applicants of Laws of United States" (Docket No. 9572, 1RR [Part Three] Page 91: 495-503, April 1951), the Commission must determine, in the light of the past history of the parent corporation, whether the applicant has the requisite qualifications to be a broadcast licensee.

(b) Cleveland Telecasting Corp. has not furnished sufficient information respecting the naturalization of stockholder Theodore Miclau to enable a determination to be made as to whether he is a citizen of the United States. It cannot be determined, therefore, that Cleveland Telecasting Corp. is legally qualified to construct, own and operate the proposed television broadcast station.

(c) Cleveland Telecasting Corp. has, in its application, stated that the applicant corporation is not controlled, directly or indirectly, by another corporation or legal entity and that no other corporation owns 10 percent or more of the stock of the applicant corporation. Exhibits filed with the application show, however, that 31.33 percent of the authorized stock of the applicant corporation has been subscribed by Independent Music Broadcasters, Inc., a corporation. Additionally, the applicant has failed to state whether it will have and maintain absolute control of the station, its equipment, and operation, including complete supervision of the programs to be broadcast. Moreover, the applicant has failed to furnish copies of documents, instruments, contracts or understandings relating to ownership, management, use or control of the station or facilities, or any right or interest therein, although it has stated that such documents exist. The ownership, management and control of the proposed station cannot, therefore, be determined.

(d) Based on the information contained in the application of Cleveland Telecasting Corp., cash in the amount of at least $210,399 will be required for the construction and initial operation of the proposed station. The foregoing figure does not include any sum which may be payable to United States Leasing Corporation immediately upon execution of a lease. No proposed lease agreement has been filed with the application and, despite the fact that the applicant has shown figures representing the cost to it for the purchase of equipment, no equipment proposal has been submitted. To meet the initial cash requirements, applicant has shown current and liquid assets of $1,000. Applicant proposes to finance the construction and operation of the proposed station through funds obtained by subscription agreements filed by Edwin C. Bertke, James C. Heintz, Jr., Theodore Miclau, and Independent Music Broadcasters, Inc., but no financial information with respect to the ability of any of these parties to meet their commitments has been furnished. A statement filed by William L. Rinyu purporting to be a commitment to furnish funds does not appear to constitute a firm undertaking. It cannot be determined, therefore, that the applicant is financially qualified.

(e) The applications of Cleveland Telecasting Corp. and The Superior Broadcasting Corp. show that each proposes to locate its main studio at its transmitter site which is outside the corporate limits of the city of Cleveland. It must be determined, therefore, whether a grant of the application of either would be consistent with § 73.613(a) of the Commission's rules and, if not, whether circumstances exist which would warrant a waiver of said section.

(f) The applications of Cleveland Telecasting Corp. and The Superior Broadcasting Corp. show that each proposes to locate its transmitter at a point 14.8 miles from the Post Office in Akron, Ohio, to which city Channel 61 is allocated, whereas § 73.610(d) and Table IV, § 73.698 of the Commission's rules require a separation of twenty miles. It must be determined, therefore, whether a grant of either of the said applications would be consistent with §§ 73.610(d) and 73.698 of the Commission's rules and, if not, whether circumstances exist which would warrant waiver of said sections.

(g) Cleveland Telecasting Corp., not having received a clearance from the Federal Aviation Agency with respect to its proposed antenna system and site, it cannot be determined that said antenna system and site would not constitute a hazard to air navigation.

(h) Based on the information contained in the application of The Superior Broadcasting Corp., cash in the amount of at least $203,814 will be required for the construction and initial operation of the proposed station. The foregoing figure may be substantially understated since the applicant appears to have made no provision for the costs of freight, installation, painting, miscellaneous costs and contingencies. Insufficient information has been furnished to enable a determination to be made as to whether the estimated costs of operation for the first year ($300,000) include rental payments for the land and buildings. If it does not, the amount of cash initially required would appear to be in excess of $208,189. To meet the said cash requirements, the applicant has shown current and liquid assets of $20,084 representing cash on hand. The applicant has submitted a letter from Union Commerce Bank which states that the bank contemplates a loan of $750,000 to the applicant upon terms and at a rate of interest to be agreed upon at some future time. Such a statement does not, in the Commission's judgment, constitute a commitment to make a loan and the proposed loan may not, therefore, be considered to be available at the present time. The applicant proposes to lease its land and buildings from Mavec and Company, a real estate firm, but no information has been furnished to indicate that Mavec and Company is financially able to meet its commitment in that respect. Accordingly, it cannot be determined that the applicant is financially qualified. The evidence to be adduced with respect to the financial issue to be specified in connection therewith will be restricted to the deficiencies described, or to an alternate showing of financial qualifications.

It further appearing, that, except as indicated above, United Artists Broadcasting, Inc., is legally, financially and technically qualified to construct, own and operate the proposed television broadcast station; and that, except as indicated above, The Superior Broadcasting Corp. is legally and otherwise qualified to construct, own and operate the proposed television broadcast station; and

It further appearing, that, upon due consideration of the above-captioned applications, the Commission finds that, pursuant to section 309(e) of the Communications Act of 1934, as amended, a hearing is necessary and that the said applications must be designated for hearing in a consolidated proceeding on the issues set forth below:

It is ordered, That, pursuant to section 309(e) of the Communications Act of 1934, as amended, the above-captioned applications of United Artists Broadcasting, Inc., Cleveland Telecasting Corp., and The Superior Broadcasting Corp. are designated for hearing in a consolidated proceeding at a time and place to be specified in a subsequent Order, upon the following issues:

1. To determine, in the light of the past conduct of United Artists Corporation, whether United Artists Broadcasting, Inc., has the requisite qualifications to be a licensee of a television broadcast station.

2. To determine whether Cleveland Telecasting Corp. is legally qualified to construct, own and operate the proposed television broadcast station.

3. In connection with the ownership and control of Cleveland Telecasting Corp., to determine:

(a) The identity and ownership interests of the stockholders;

(b) The manner in which the applicant, in the event of a grant of its application, will have and maintain control of the station, equipment, operation, and supervision of programs to be broadcast;

(c) The nature, contents and effect of any documents, instruments, contracts, agreements, or understandings which may exist, on the ownership, management, use or control of the proposed station of its facilities.

4. To determine whether Cleveland Telecasting Corp. is financially qualified to construct, own and operate the proposed television broadcast station.

5. To determine whether a grant of the application of either Cleveland Telecasting Corp. or the Superior Broadcasting Corp. would be consistent with the provisions of § 73.613(a) of the Commission's rules and, if not, whether circumstances exist which would warrant a waiver of said section.

6. To determine whether a grant of the application of either Cleveland Telecasting Corp. or the Superior Broadcasting Corp. would be consistent with the provisions of § 73.610(d) and Table IV, § 73.698 of the Commission's rules and, if not whether circumstances exist which would warrant a waiver of said sections.

7. To determine whether there is a reasonable possibility that the tower height and location proposed by Cleveland Telecasting Corp. would constitute a hazard to air navigation.

8. To determine whether The Superior Broadcasting Corp. is financially qualified to construct, own and operate the proposed television broadcast station.

9. To determine on a comparative basis which of the operations proposed in the above-captioned applications would best serve the public interest, convenience and necessity in light of the significant differences between the applicants as to:

(a) The background and experience of each, bearing on its ability to own and operate the proposed television broadcast station.

(b) The proposals of each with respect to the management and operation of the proposed television broadcast stations.

(c) The programming services proposed in each of the above-captioned applications.

10. To determine, in the light of the evidence adduced pursuant to the foregoing issues which, if any, of the instant applications should be granted.

It is further ordered, That the issues in the above-captioned proceedings may be enlarged by the Examiner, on his own motion or on petition properly filed by a party to the proceeding, and upon sufficient allegations of fact in support thereof, by the addition of the following issue:

"To determine whether the funds available to the applicant will give reasonable assurance that the proposals set forth in the application will be effectuated."

It is further ordered, That, to avail themselves of the opportunity to be heard, United Artists Broadcasting, Inc., Cleveland Telecasting Corp., and The Superior Broadcasting Corp., pursuant to § 1.221(c) of the Commission's rules, in person or by attorney, shall, within twenty (20) days of the mailing of the Order, file with the Commission, in triplicate, a written appearance stating an intention to appear on the date set for the hearing and present evidence on the issues specified in this Order.

It is further ordered, That the applicants herein shall, pursuant to section 311(a)(2) of the Communications Act of 1934, as amended, and § 1.594(a) of the Commission's rules, give notice of the hearing, either individually, or, if feasible, jointly, within the time and in the manner prescribed in such rule, and shall advise the Commission of the publication of such notice as required by § 1.594(g) of the rules.

Released: December 23, 1963.

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

[F.R. Doc. 63-13490; Filed, Dec. 31, 1963; 8:46 a.m.]

[Docket Nos. 15212; 15213; FCC 63M-1366]

TVUE ASSOCIATES, INC., AND UNITED ARTISTS BROADCASTING, INC.

Order Continuing Prehearing Conference

In re applications of TVUE Associates, Inc., Houston, Texas, Docket No. 15212, File No. BPCT-3161; United Artists Broadcasting, Inc., Houston, Texas, Docket No. 15213, File No. BPCT-3166; for construction permits for new television broadcast stations.

On the Hearing Examiner's own motion: *It is hereby ordered*, This 24th day of December 1963, that the further prehearing conference scheduled in this proceeding for January 3, 1964, is rescheduled for January 7, 1964, at 10:00 a.m. in Washington, D.C.

Released: December 27, 1963.

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

[F.R. Doc. 63-13530; Filed, Dec. 31, 1963; 8:49 a.m.]

FEDERAL MARITIME COMMISSION

[Docket No. 1166]

U.S. ATLANTIC & GULF/AUSTRALIA-NEW ZEALAND CONFERENCE

Order of Investigation in the Matter of Agreements

Whereas, pursuant to section 15 of the Shipping Act, 1916, Agreements Nos. 6200-7 and 6200-8, between the member lines of the U.S. Atlantic & Gulf/Australia-New Zealand Conference, as listed in the Appendix below, would modify the basic conference Agreement No. 6200, as amended, to enlarge the geographical scope of the range served by the conference to include Great Lakes and St. Lawrence River ports of the United States; would amend Article 2 to provide conference jurisdiction over rate agreements and freight contracts concluded by any line(s) operating from Canadian ports (excluding Pacific Coast ports) although the range of ports served by the Conference, as described in the preamble of the basic conference agreement, as amended, does not include Canadian ports; and would amend Article 8 with respect to conference voting procedures;

Whereas, Agreement No. 6200-B, between A/B Atlanttrafik, a regular conference member, and Montreal Australia New Zealand Line (M.A.N.Z.), an associate member of the conference, apparently would establish those two carriers as Canadian Lines within the purview of the aforesaid Article 2, and would cover Canadian ports (excluding Pacific Coast ports) as well as the United States ports covered by the scope of Agreement No. 6200, as amended, and by the proposed amendment, No. 6200-B;

Whereas, notice was published of the filing of Agreements Nos. 6200-7 and 6200-8 in the FEDERAL REGISTER on September 5 and 20, 1963, respectively, and of Agreement No. 6200-B on September 20, 1963;

Whereas, pursuant to such notices a protest and request for hearing were filed on behalf of the Dow Chemical Company and Dow Chemical International, S.A. objecting to approval of Agreement No. 6200-8, and also requesting that approval of Agreement No. 6200-B be delayed pending resolution of the question introduced during the course of hearings in Docket No. 1043 as to whether the scope of a dual-rate contract increases concurrently with an expansion of the geographical scope of a conference's range so as to be coextensive in coverage with the conference agreement;

Whereas, in connection with a proposed modification (Agreement No. 6200-6) of the basic conference agreement, A/B Atlanttrafik filed a protest against expansion of the geographical scope of the conference's range and requested a hearing with respect thereto, which was assigned Federal Maritime Commission Docket No. 1113, and the Caterpillar Tractor Company, Peoria, Illinois, filed a protest without requesting a hearing, which was assigned Docket No. 1125 and consolidated for hearing with the proceedings in Docket No. 1113;

Whereas, A/B Atlanttrafik became a conference member, and the conference thereafter, pursuant to agreement of its members, withdrew Agreement No. 6200-6 for approval and filed a motion to dismiss the proceedings in Docket Nos. 1113 and 1125, which motion the Commission granted;

Whereas, upon consideration of the agreements and protests, the Commission is of the opinion that an investigation should be undertaken to determine whether such Agreements should be approved, disapproved or modified under section 15;

Therefore, in order that a record may be developed upon which the Commission may determine to approve, disapprove or modify Agreements Nos. 6200-7, 6200-8 and 6200-B, and in order that protestants the Dow Chemical Company, Dow Chemical International, S.A., may be afforded an opportunity to publicly participate in the proceedings;

It is ordered, That pursuant to sections 15 and 22 of the Shipping Act, 1916, an investigation and hearing is hereby instituted to determine whether Agreements Nos. 6200-7, 6200-8 and 6200-B should be approved, disapproved or modified under section 15;

It is further ordered, That the parties to these agreements as listed in the Appendix below be made respondents in this proceeding;

It is further ordered, That this matter be assigned for hearing before an examiner of the Commission's Office of Hearing Examiners at a date and place to be hereafter determined and announced by the presiding Examiner;

It is further ordered, That notice of this order be published in the FEDERAL REGISTER and that a copy thereof and notice of hearing be served upon respondents;

It is further ordered, That action with respect to Agreements Nos. 6200-7, 6200-8 and 6200-B be held in abeyance pending the Commission's decision and order in this proceeding;

It is further ordered, That any persons, other than respondents, who desire to become parties to this proceeding and to participate therein, shall file a petition to intervene with the Secretary, Federal Maritime Commission, Washington, D.C., 20573, on or before January 17, 1964.

It is further ordered, That all future notices issued by or on behalf of the Commission in this proceeding, including notice of time and place of hearing or prehearing conference, shall be mailed directly to all parties of record.

By the Commission, December 10, 1963.

[SEAL] THOMAS LISI,
Secretary.

APPENDIX

U.S. Atlantic and Gulf/Australia-New Zealand Conference (6200)

American & Australian Steamship Line-Joint Service
Norton, Lilly & Company, Inc., General Agents
26 Beaver Street
New York 4, New York

Bank Line, Ltd. (The) (American & Oriental Line)
Boyd, Weir & Sewell, Inc.
24 State Street
New York 4, New York

A/B Atlanttrafik (Atlanttrafik Express Service)
Garcia & Diaz Inc., General Agents
25 Broadway
New York 4, New York

United States Lines Company (American Pioneer Line)
United States Lines
1 Broadway
New York 4, New York

Port and Associated Lines-Joint Service
Funch, Edye & Company, Inc., Agents
25 Broadway
New York 4, New York

Hamburg-Sudamerikanische Dampfscheffharts-Gesellschaft, Eggert & Amisinck
Columbus Line, Inc., General Agents
26 Broadway
New York 4, New York

Montreal Australia New Zealand Line, Ltd. (M.A.N.Z. Line)
Norton, Lilly & Company, Inc., Agents
26 Beaver Street
New York 4, New York

[F.R. Doc. 63-13518; Filed, Dec. 31, 1963; 8:48 a.m.]

FEDERAL RESERVE SYSTEM

OLD KENT BANK AND TRUST CO.

Order Approving Consolidation of Banks

In the matter of the application of Old Kent Bank and Trust Company for approval of consolidation with Community State Bank.

There has come before the Board of Governors, pursuant to the Bank Merger Act of 1960 (12 U.S.C. 1828(c)), an application by Old Kent Bank and Trust Company, Grand Rapids, Michigan, a State-chartered member bank of the Federal Reserve System, for the Board's prior approval of the consolidation of that bank and Community State Bank, Grandville, Michigan, under the charter and title of the former. As an incident to the consolidation, the two offices of Community State Bank would be operated as branches of Old Kent Bank and Trust Company. Notice of the proposed consolidation, in form approved by the Board, has been published pursuant to said Act.

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

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

Dated at Washington, D.C., this 24th day of December 1963.

By order of the Board of Governors.[2]

[SEAL] MERRITT SHERMAN,
Secretary.

[F.R. Doc. 63-13496; Filed, Dec. 31, 1963; 8:46 a.m.]

OFFICE OF EMERGENCY PLANNING

CALIFORNIA

Notice of Major Disaster

Pursuant to the authority vested in me by the President under Executive Order 10427 of January 16, 1953, Executive Order 10737 of October 29, 1957, and Executive Order 11051 of September 27, 1962 (18 F.R. 407, 22 F.R. 8799, 27 F.R. 9683); Reorganization Plan No. 1 of 1958, Public Law 85-763, and Public Law 87-296; by virtue of the Act of September 30, 1950, entitled "An Act to authorize Federal assistance to States and local governments in major disasters, and for other purposes" (42 U.S.C. 1855-1855g), as amended; notice is hereby given of a declaration of "major disaster" by the President in his letter to me dated December 21, 1963, reading in part as follows:

I hereby determine the damage in those areas of Los Angeles County, California, adversely affected by the break in the Baldwin Hills reservoir and resultant flooding on December 14, 1963, to be of sufficient severity and magnitude to warrant disaster assistance by the Federal Government to supplement State and local efforts.

I do hereby determine the following areas in the State of California to have been adversely affected by the catastrophe declared a major disaster by the President in his declaration of December 21, 1963:

THE COUNTY OF:
Los Angeles

Dated: December 24, 1963.

EDWARD A. MCDERMOTT,
Director,
Office of Emergency Planning.

[F.R. Doc. 63-13476; Filed, Dec. 31, 1963; 8:45 a.m.]

[1] Filed as part of the original document. Copies available upon request to the Board of Governors of the Federal Reserve System, Washington, D.C., 20551, or to the Federal Reserve Bank of Chicago.

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

SECURITIES AND EXCHANGE COMMISSION

[File No. 2-17555]

COLONIAL MORTGAGE SERVICE CO.

Notice of Application for Exemption

DECEMBER 24, 1963.

Notice is hereby given that Colonial Mortgage Service Company, a corporation organized under the laws of Pennsylvania ("issuer"), has filed an application pursuant to Rule 15d-20 of the General Rules and Regulations under the Securities Exchange Act of 1934 ("Act") for an order exempting the issuer from the operation of section 15(d) of the Act with respect to the duty to file any reports required by that section and the rules and regulations thereunder.

Rule 15d-20 permits the Commission, upon application and subject to appropriate terms and conditions, to exempt an issuer from the duty to file annual and other periodic reports, if the Commission finds that all outstanding securities of the issuer are held of record, as therein defined, that the number of such record holders does not exceed fifty persons, and that the filing of such reports is not necessary in the public interest or for the protection of investors.

On April 18, 1961, the issuer's Registration Statement (File No. 2-17555) covering 100,000 Common Shares was declared effective, at which time the section 15(d) undertaking became operative.

The application represents, with respect to the request for exemption, that of 119,000 total shares outstanding 117,210 shares are held by Atlas Financial Corporation, a wholly owned subsidiary of Atlas Credit Corporation. The application further represents that the balance of 1,790 shares are held by 40 shareholders of record.

The application alleges that the filing of reports by the issuer is not necessary in the public interest or for the protection of investors. The application further alleges that to a considerable degree, pertinent information is presently reflected and will continue to be reflected in the reports filed by Atlas Credit Corporation. The issuer has undertaken to furnish an annual balance sheet and an annual profit and loss statement to holders of its outstanding shares upon request.

Notice is further given that an order granting the application upon such terms and conditions as the Commission may deem necessary or appropriate may be issued by the Commission at any time on or after January 30, 1964, unless prior thereto a hearing is ordered by the Commission. Any interested person may not later than January 24, 1964, at 5:30 p.m. submit to the Commission in writing his views or any additional facts bearing upon the application or the desirability of a hearing thereon, or request the Commission in writing that a hearing be held thereon. Any such communication or request should be addressed to the Secretary, Securities and Exchange Commission, Washington, D.C., 20549, and should state briefly the nature of the interest of the person submitting such information or requesting a hearing, the reason for such request, and the issues of fact or law raised by the application which he desires to controvert.

For the Commission (pursuant to delegated authority).

[SEAL] ORVAL L. DUBOIS,
Secretary.

[F.R. Doc. 63-13502; Filed, Dec. 31, 1963; 8:47 a.m.]

[File No. 811-1045]

ONE MAIDEN LANE FUND, INC.

Notice of Filing of Application for Order Declaring That Company Has Ceased to be an Investment Company

DECEMBER 26, 1963.

Notice is hereby given that an application has been filed pursuant to section 8(f) of the Investment Company Act of 1940 ("Act") for an order of the Commission declaring that The One Maiden Lane Fund, Inc. ("Applicant"), c/o Saul Rubin, 261 Broadway, New York 7, New York, a management closed-end non-diversified investment company, has ceased to be an investment company.

The Applicant states that pursuant to a vote of shareholders taken at a meeting held on June 15, 1961, all of the assets of the Applicant have been distributed to the shareholders. It is further stated that Applicant will be dissolved by proclamation under section 203-a of the Tax Law of the State of New York in December of 1964.

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

Notice is further given that any interested person may, not later than January 15, 1964, at 5:30 p.m. submit to the Commission in writing a request for a hearing on the matter accompanied by a statement as to the nature of his interest, the reason for such request and the issues of fact or law proposed to be controverted, or he may request that he be notified if the Commission shall order a hearing thereon. Any such communication should be addressed: Secretary, Securities and Exchange Commission, Washington, D.C., 20549. A copy of such request shall be served personally or by mail (air mail if the person being served is located more than 500 miles from the point of mailing) upon applicant at the address stated above. Proof of such service (by affidavit or in case of an attorney-at-law by certificate) shall be filed contemporaneously with the request. At any time after such date, as provided by Rule 0–5 of the rules and regulations promulgated under the Act, an order disposing of the application herein may be issued by the Commission upon the basis of the showing contained in said application unless an order for hearing upon said application shall be issued upon request or upon the Commission's own motion.

For the Commission (pursuant to delegated authority).

[SEAL] ORVAL L. DUBOIS,
Secretary.

[F.R. Doc. 63–13503; Filed, Dec. 31, 1963; 8:47 a.m.]

INTERSTATE COMMERCE COMMISSION

FOURTH SECTION APPLICATIONS FOR RELIEF

DECEMBER 27, 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 38732: *Sugar to Pittsburgh, Pa. District Points.* Filed by O. W. South, Jr., agent (No. A4430), for interested rail carriers. Rates on sugar, beet or cane, in carloads, from New Orleans, La., and other points in Louisiana to points in Pennsylvania in the Pittsburgh district.

Grounds for relief: Market competition and rate relationship.

Tariff: Supplement 2 to Southern Freight Association, agent, tariff I.C.C. S–372.

FSA 38733: *Gravel from Montezuma, Ind.* Filed by Illinois Freight Association, agent (No. 224), for and on behalf of The Baltimore and Ohio Railroad Company. Rates on screened gravel, in carloads, from Montezuma, Ind., to Garrett, Atwood and Pierson, Ill.

Grounds for relief: Motor-truck competition.

Tariff: Supplement 141 to Baltimore and Ohio Railroad Company tariff I.C.C. 24048.

By the Commission.

[SEAL] BERTHA F. ARMES,
Acting Secretary.

[F.R. Doc. 63–13513; Filed, Dec. 31, 1963; 8:48 a.m.]

[Notice 286]

MOTOR CARRIER ALTERNATE ROUTE DEVIATION NOTICES

DECEMBER 27, 1963.

The following letter-notices of proposals to operate over deviation routes for operating convenience only have been filed with the Interstate Commerce Commission, under the Commission's Deviation Rules Revised, 1957 (49 CFR 211.1 (c)(8)) and notice thereof to all interested persons is hereby given as provided in such rules (49 CFR 211.1(d)(4)).

Protests against the use of any proposed deviation route herein described may be filed with the Interstate Commerce Commission in the manner and form provided in such rules (49 CFR 211.1(3)) at any time but will not operate to stay commencement of the proposed operations unless filed within 30 days from the date of publication.

Successively filed letter-notices of the same carrier under the Commission's Deviation Rules Revised, 1957, will be numbered consecutively for convenience in identification and protests if any should refer to such letter-notices by number.

MOTOR CARRIERS OF PASSENGERS

No. MC 84728 (Deviation No. 3) (SUPPLEMENTAL NOTICE), SAFEWAY TRAILS, INC., 820 T Street NE., Washington 18, D.C., filed November 6, 1963. Previous notice published in the November 14, 1963, issue of the FEDERAL REGISTER. Additional routes are now proposed as follows: (A) from Elkton, Md., over Maryland Highway 279 to junction Interstate Highway 95; (B) from Perryville, Md., over U.S. Highway 222 to junction Interstate Highway 95; (C) from Havre de Grace, Md., over Maryland Highway 155 to junction Interstate Highway 95; (D) from Aberdeen, Md., over Maryland Highway 22 to junction Interstate Highway 95; and (E) from junction Maryland Highway 24 and U.S. Highway 40 over Maryland Highway 24 to junction Interstate Highway 95, and return over the same routes, for operating convenience only.

By the Commission.

[SEAL] HAROLD D. MCCOY,
Secretary.

[F.R. Doc. 63–13514; Filed, Dec. 31, 1963; 8:48 a.m.]

[Notice 587]

MOTOR CARRIER APPLICATIONS AND CERTAIN OTHER PROCEEDINGS

DECEMBER 27, 1963.

The following publications are governed by the Interstate Commerce Commission's general rules of practice including special rules (49 CFR 1.241) governing notice of filing of applications by motor carriers of property or passengers or brokers under sections 206, 209, and 211 of the Interstate Commerce Act and certain other proceedings with respect thereto.

All hearings and pre-hearing conferences will be called at 9:30 a.m., U.S. standard time (or 9:30 a.m., local daylight saving time, if that time is observed), unless otherwise specified.

APPLICATIONS ASSIGNED FOR ORAL HEARING OR PRE-HEARING CONFERENCE

MOTOR CARRIERS OF PROPERTY

No. MC 61403 (Sub-No. 94) (AMENDMENT), filed August 21, 1963, published in FEDERAL REGISTER issue November 20, 1963, republished as amended, this issue. Applicant: THE MASON AND DIXON TANK LINES, INC., Eastman Road, Kingsport, Tenn. Applicant's attorney: W. C. Mitchell, 140 Cedar Street, New York 6, N.Y. Authority sought to operate as a *common carrier,* by motor vehicle, over irregular routes, transporting: *Chemicals syrups and oils including sorbitol,* in bulk, in tank vehicles, from Mapleton, Ill. (except from the plant site of Archer Daniels Midland Company), to points in Alabama, Florida, Georgia, Louisiana, Mississippi, North Carolina, South Carolina, Virginia, and West Virginia.

NOTE: Common control may be involved. The purpose of this republication is to add the state of Virginia.

HEARING: Remains as assigned January 7, 1964, at the offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Isadore Freidson.

No. MC 61592 (Sub-No. 14), filed December 13, 1963. Applicant: JENKINS TRUCK LINES, INC., 3708 Elm Street, Bettendorf, Iowa. Authority sought to operate as a *common carrier,* by motor vehicle, over irregular routes, transporting: *Baler and binder twine,* from Chicago, Ill. and Minneapolis, Minn. to points in Iowa, Minnesota, North Dakota, South Dakota, Nebraska, and St. Louis, Mo.

HEARING: January 14, 1964 in Room 401, Old Federal Office Building, 5th and Court Avenues, Des Moines, Iowa, before Examiner David Waters.

No. MC 70451 (Sub-No. 246), filed December 13, 1963. Applicant: WATSON-WILSON TRANSPORTATION SYSTEM, INC., 1910 Harney Street, Omaha, Nebr. Applicant's attorney: Carl L. Steiner, 39 South LaSalle Street, Chicago 3, Ill. Authority sought to operate as a *common carrier,* by motor vehicle, over irregular routes, transporting: *Source, special nuclear, and byproduct materials, radioactive materials, and related equipment, component parts and associated materials, and Classes A, B, and C explo-*

sives, ammunition (not included in Classes A, B, and C explosives), not component parts of explosives and ammunition, (1) between the Iowa Ordnance Plant near Burlington, Iowa, Travis Air Force Base, Calif., Port Chicago, Calif., Sierra Ordnance Depot, at or near Herlong, Calif., Pueblo Ordnance Depot, Colo., Fort Campbell, Ky., Sandia Base, N. Mex., Lake Mead Base, Nev., Pantex, Ordnance Plant, Tex., Red River Arsenal, Tex., and Barksdale Air Force Base, La., and (2) between the Iowa Ordnance Plant located near Burlington, Iowa, Denver and Pueblo, Colo., and Amarillo, Tex.

HEARING: January 9, 1964, at the New Mexico State Corporation Commission, Santa Fe, N. Mex., before Examiner Hugh M. Nicholson.

No. MC 109397 (Sub-No. 89), filed December 26, 1963. Applicant: TRI-STATE MOTOR TRANSIT CO., Post Office Box 311, Joplin, Mo. Applicant's attorney: Max G. Morgan, 443-54 American National Building, Oklahoma City 2, Okla. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *High explosives*, from the site of the Iowa Ordnance Plant located near West Burlington, Iowa, to Los Alamos Scientific Laboratory, N. Mex.

HEARING: January 9, 1964, at the New Mexico State Corporation Commission, Santa Fe, N. Mex., before Examiner Hugh M. Nicholson.

No. MC 109637 (Sub-No. 254), filed December 12, 1963. Applicant: SOUTHERN TANK LINES, INC., 4107 Bells Lane, Louisville, Ky. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Alcoholic beverages*, in bulk, in tank vehicles, between points in Illinois, Indiana, and Ohio, on the one hand, and, on the other, points in Connecticut, Massachusetts, and Rhode Island.

HEARING: January 21, 1964, at the Park Sheraton Hotel, New York, N.Y., before Examiner Charles J. Murphy.

No. MC 113528 (Sub-No. 8), filed December 27, 1962. Applicant: MERCURY FREIGHT LINES, INC., Post Office Box 1624, 710 North Joachim, Mobile, Ala. Applicant's attorney: Drew L. Carraway, Suite 618 Perpetual Building, 1111 E Street NW., Washington 4, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, livestock, commodities in bulk and those requiring special equipment), serving the site of the National Aeronautics and Space Administration Manned Spacecraft Center, located near Houston, Tex., and in the vicinity of Clear Lake, Tex., as an off-route point in connection with applicant's authorized regular route operations.

NOTE: Common control may be involved.

HEARING: February 3, 1964, at the Texas State Hotel, Houston, Tex., before Joint Board No. 77, or, if the Joint Board waives its right to participate, before Examiner Richard A. White.

No. MC 113908 (Sub-No. 131) (AMENDMENT), filed November 29, 1963, published FEDERAL REGISTER, issue of December 11, 1963, and republished as amended this issue. Applicant: ERICKSON TRANSPORT CORPORATION, MPO Box 706, 706 West Tampa, Springfield, Mo. Applicant's attorney: Turner White, III, 805 Woodruff Building, Springfield, Mo., 65806. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Chemicals and syrups, including sorbitol*, in bulk, in tank vehicles, from Mapletin, Ill., to points in Washington, Nevada, California, Montana, Wyoming, North Dakota, South Dakota, Colorado, Kansas, Oklahoma, Texas, New Mexico, Arizona, Oregon, Nebraska, Missouri, and Wisconsin.

NOTE: The purpose of this republication is to show Mapleton, Ill., as the origin point in lieu of the plant site as originally published.

HEARING: Remains as assigned January 7, 1964, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Isadore Freidson.

No. MC 116544 (Sub-No. 49), filed December 13, 1963. Applicant: WILSON BROTHERS TRUCK LINE, INC., 700 East Fairview Avenue, Carthage, Mo. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Dairy products, powdered milk* containing animal or vegetable fats and ingredients, *milk products, dessert preparations, beverage preparations, milk and cream substitutes, flour mixes, cake mixes and pancake mixes*, from points in Minnesota and Wisconsin to points in Arizona, California, Nevada, New Mexico, Colorado, Kansas, Utah, Wyoming, Montana, Idaho, Washington, and Oregon.

HEARING: January 20, 1964, in Room B-29, Federal Building and U.S. Courthouse, 110 South Fourth Street, Minneapolis, Minn., before Examiner Lawrence A. Van Dyke, Jr.

No. MC 117119 (Sub-No. 130), filed December 16, 1963. Applicant: WILLIS SHAW FROZEN EXPRESS, INC., Elm Springs, Ark. Applicant's attorney: John H. Joyce, 26 North College, Fayetteville, Ark. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Foodstuffs*, from points in Delaware and Maryland to points in Illinois, Indiana, Iowa, Missouri, Wisconsin, Minnesota, North Dakota, South Dakota, Nebraska, and Kansas.

HEARING: January 13, 1964, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Edith H. Cockrill.

No. MC 119767 (Sub-No. 15), filed December 12, 1963. Applicant: BEAVER TRANSPORT COMPANY, 100 South Calumet Street, Burlington, Wis. Applicant's attorney: Charles W. Singer, 33 North LaSalle Street, Chicago 2, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Foods, foodstuffs, food preparations, candy and confections*, from points in Milwaukee, Wis., commercial zone and points in Waukesha and Jefferson Counties, Wis., to points in Kansas, Iowa, Missouri, Arkansas, Nebraska, Oklahoma, Texas, Louisiana, Mississippi, and Memphis, Tenn.

HEARING: January 16, 1964, at the U.S. Courtrooms, Milwaukee, Wis., before Examiner Lawrence A. Van Dyke, Jr.

No. MC 119778 (Sub-No. 58), filed December 19, 1963. Applicant: REDWING CARRIERS, INC., Post Office Box 34, Powderly Station, Birmingham, Ala. Applicant's attorney: J. Douglas Harris, 413-14 Bell Building, Montgomery, Ala. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Anhydrous ammonia, nitrogen solutions and ammoniating solutions*, in bulk, in tank vehicles from Ketona, Ala., to points in Georgia and Florida.

NOTE: Common control may be involved.

HEARING: January 14, 1964, at the Georgia Public Service Commission, 244 Washington, Street, SW., Atlanta, Ga., before Joint Board No. 99.

No. MC 119778 (Sub-No. 59), filed December 19, 1963. Applicant: REDWING CARRIERS, INC., Post Office Box 34, Powderly Station, Birmingham, Ala. Applicant's attorney: J. Douglas Harris, 413-414 Bell Building, Montgomery, Ala. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Commodities in bulk*, between points in Alabama.

HEARING: January 24, 1964, at the U.S. Courtrooms, Montgomery, Ala., before Joint Board No. 100.

No. MC 124123 (Sub-No. 14), filed December 19, 1963. Applicant: SCHWERMAN TRUCKING CO. OF ILL., INC., 620 South 29th Street, Milwaukee 46, Wis. Applicant's attorney: James R. Ziperski (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Chemicals, plastics, plastic materials, soaps, fatty acids, fatty acid materials, products and blends thereof, organic ammonia compounds, resins, varnishes, lacquers, paints, and paint materials*, in bulk, in tank and hopper-type vehicles, from Kankakee, Ill., to points in Arkansas, Connecticut, Delaware, Illinois, Indiana, Iowa, Kansas, Kentucky, Maryland, Massachusetts, Michigan, Minnesota, Mississippi, Missouri, New Jersey, New York, North Carolina, Ohio, Pennsylvania, Tennessee, Texas, and Wisconsin.

HEARING: January 10, 1964, at the Midland Hotel, Chicago, Ill., before Examiner David Waters.

APPLICATIONS IN WHICH HANDLING WITHOUT ORAL HEARING HAS BEEN ELECTED

MOTOR CARRIERS OF PROPERTY

No. MC 50544 (Sub-No. 53), filed December 12, 1963. Applicant: THE TEXAS AND PACIFIC MOTOR TRANSPORT COMPANY, a corporation, 1507 Pacific Avenue, Dallas 1, Tex. Applicant's attorney: Tom Farmer (same address as applicant). Authority sought to operate as a *common carrier,* by motor vehicle, over regular routes, transporting: *General commodities,* between Odessa, Tex., and junction Texas Highways 302 and 18 at or near Kermit, Tex.; from Odessa over Texas Highway 302 to junction Texas Highway 18 at or near Kermit, and return over the same route, serving no intermediate points, as an alternate route for operating convenience only in connection with applicant's regular-route operations.

NOTE: Common control may be involved.

No. MC 110525 (Sub-No. 623), filed December 16, 1963. Applicant: CHEMICAL LEAMAN TANK LINES, INC., 520 East Lancaster Avenue, Downingtown, Pa. Applicant's attorney: Leonard A. Jaskiewicz, Munsey Building, Washington 4, D.C. Authority sought to operate as a *common carrier,* by motor vehicle, over irregular routes, transporting: *Trichlorosilane,* in bulk, in tank vehicles, from Waterford, N.Y., to St. Louis, Mo., Danville, Pa., and Dallas, Tex.

No. MC 110525 (Sub-No. 624), filed December 23, 1963. Applicant: CHEMICAL LEAMAN TANK LINES, INC., 520 East Lancaster Avenue, Downingtown, Pa. Applicant's attorney: Leonard A. Jaskiewicz, Munsey Building, Washington 4, D.C. Authority sought to operate as a *common carrier,* by motor vehicle, over irregular routes, transporting: *Waste pulp mill liquor,* in bulk, in tank vehicles, from Williamsburg, Pa., to Luke, Md.

No. MC 110525 (Sub-No. 625), filed December 23, 1963. Applicant: CHEMICAL LEAMAN TANK LINES, INC., 520 East Lancaster Avenue, Downingtown, Pa. Applicant's attorney: Leonard A. Jaskiewicz, Munsey Building, Washington 4, D.C. Authority sought to operate as a *common carrier,* by motor vehicle, over irregular routes, transporting: *Spent phosphoric acid,* in bulk, in tank vehicles, from Cynthiana, Ky., to East St. Louis, Ill., and Remington, Ind.

No. MC 110525 (Sub-No. 626), filed December 23, 1963. Applicant: CHEMICAL LEAMAN TANK LINES, INC., 520 East Lancaster Avenue, Downingtown, Pa. Applicant's attorney: Leonard A. Jaskiewicz, Munsey Building, Washington 4, D.C. Authority sought to operate as a *common carrier,* by motor vehicle, over irregular routes, transporting: *Creosote oil and creosote coal tar solution,* from Swedeland, Pa. to Warsaw, Va., and Bridgeville, Del.

No. MC 112846 (Sub-No. 36) (AMENDMENT) filed December 2, 1963, published FEDERAL REGISTER issue of December 11, 1963, amended December 17, 1963, and republished, as amended, this issue. Applicant: CLARE M. MARSHALL, INC., Post Office Box 611, Oil City, Pa. Applicant's representative: Henry A. Dahn (same address as applicant). Authority sought to operate as a *common carrier,* by motor vehicle, over irregular routes, transporting: *Petroleum lubricating grease,* in bulk, in tank vehicles, from Woodhaven Village (Trenton), Mich., to Canton, Lorain, and Youngstown, Ohio and Pittsburgh, Pa.

NOTE: The purpose of this republication is to delete the destination point of Munhall and to add Pittsburgh, Pa.

No. MC 114194 (Sub-No. 59), filed December 13, 1963. Applicant: KREIDER TRUCK SERVICE, INC., 8003 Collinsville Road, East St. Louis, Ill. Authority sought to operate as a *common carrier,* by motor vehicle, over irregular routes, transporting: *Coloring syrup, caramel coloring and blends,* in bulk, from Granite City, Ill. to points in Wyoming, Montana, Arizona, California, and New Mexico, and *rejected shipments,* on return.

No. MC 115716 (Sub-No. 10), filed December 13, 1963. Applicant: DENVER-LIMON-BURLINGTON TRANSFER COMPANY, a corporation, 1401 Osage Street, Denver Colo. Applicant's attorney: Edward C. Hastings, Suite 801, 1200 Lincoln Street, Denver 3, Colo. Authority sought to operate as a *common carrier,* by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, Classes A and B explosives, commodities in bulk, and commodities requiring special handling and household goods as defined by the Commission), between Ulysses and Liberal, Kans., from Ulysses, in a southerly direction over U.S. Highway 270 to Hugoton, Kans., thence in a southwesterly direction over U.S. Highway 56 to a point where U.S. Highway 56 bisects Kansas Highway 25, thence in a southerly direction over Kansas Highway 25, Oklahoma Highway 136, and U.S. Highway 64 to Guyman, Okla., thence in a northeasterly direction over U.S. Highway 54 to Liberal, and return over the same route, serving all the intermediate points (except Hooker, Okla.), and the off-route points of Johnson, Kans.

No. MC 117765 (Sub-No. 14), filed December 13, 1963. Applicant: HAHN TRUCK LINE, INC., 19 Kansas Avenue, South Hutchinson, Kans. Applicant's attorney: Rufus H. Lawson, 106 Bixler Building, 2400 Northwest 23d Street, Oklahoma City 7, Okla. Authority sought to operate as a *common carrier,* by motor vehicle, over irregular routes, transporting: *Mineral mixtures and pepper,* from Lyons, Kans., to points in Oklahoma, and *rejected and refused shipments,* on return.

No. MC 124251 (Sub-No. 5), filed December 16, 1963. Applicant: JACK JORDAN, INC., Post Office Box 244, Dalton, Ga. Applicant's attorney: Ariel V. Conlin, 626 Fulton National Bank Building, Atlanta, Ga. Authority sought to operate as a *common carrier,* by motor vehicle, over irregular routes, transporting: *Latex and latex compounds,* in bulk and in drums, in tank vehicles and in van trailers, from points in Whitfield County, Ga., to points in Florida.

PREHEARING CONFERENCE

MOTOR CARRIERS OF PROPERTY

Notice to the parties:

In accordance with Rule 68 of the Commission's general rules of practice, notice is hereby given to all parties interested that a prehearing conference in the proceedings described in the appendix attached hereto will be held on January 8, 1964, at 9:30 a.m., U.S. standard time, at the Offices of the Interstate Commerce Commission, Washington, D.C., with Examiner James C. Cheseldine presiding.

At the prehearing conference it is contemplated that the following matters will be discussed:

(1) The issues generally with a view to their simplification;

(2) The possibility and desirability of agreeing upon special procedure to expedite and control the handling of this application, including the submission of the supporting and opposing shipper testimony by verified statements;

(3) The time and place or places of such hearing or hearings as may be agreed upon;

(4) The number of witnesses to be presented and the time required for such presentations by both applicant and protestants;

(5) The practicability of both applicant and the opposing carriers submitting in written form their direct testimony with respect to:

(a) Their present operating authority,

(b) Their corporate organizations if any, ownership and control,

(c) Their Fiscal Date,

(d) Their equipment, terminals and other facilities:

(6) The practicability and desirability of all parties exchanging exhibits covering the immediately above-listed matters in advance of any hearing; and

(7) Any other matters by which the hearing can be expedited or simplified or the Commission's handling thereof aided.

The application and the authority sought (MC 23939 Sub-No. 152 through MC 109236 Sub-No. 14) are as follows:

No. MC 23939 (Sub-No. 152), filed December 23, 1963. Applicant: ASBURY TRANSPORTATION CO., a corporation, 2222 East 38th Street, Los Angeles 58, Calif. Authority sought to operate as a *common carrier,* by motor vehicle, over irregular routes, transporting: *Commodities, which, because of size or weight, require the use of special equipment,* between points in California, Idaho, Nevada, Oregon, and Washington.

No. MC 74321 (Sub-No. 26), filed December 23, 1963. Applicant: B. F. WALKER, INC., 650 17th Street, Denver 2, Colo. Applicant's attorney: Jerry Prestridge, Post Office Box 1148, Austin, Tex., 78763. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Commodities, which, because of size or weight, require the use of special equipment,* between points in California, Idaho, Nevada, Oregon, and Washington.

No. MC 106497 (Sub-No. 30), filed December 23, 1963. Applicant: PARKHILL TRUCK COMPANY, 4219 South Memorial Drive, Tulsa, Okla. Applicant's attorney: Tom. B. Kretsinger, Suite 510, Professional Building, Kansas City 6, Mo. Authority sought to operate as a *common carrier,* by motor vehicle, over irregular routes, transporting: *Commodities,* the transportation of which, because of size and weight, require the use of special equipment or handling, between points in California, Arizona, New Mexico, Idaho, Nevada, Wyoming, Colorado, Washington, and Oregon.

No. MC 107993 (Sub-No. 9), filed December 23, 1963. Applicant: J. J. WILLIS TRUCKING COMPANY, a corporation, 306 East Second Street, Odessa, Tex. Applicant's attorney: Jerry Prestridge, Post Office Box 1148, Austin, Tex., 78763. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Commodities*, which because of size and weight, require the use of special equipment, between points in California, Idaho, Nevada, Oregon, and Washington.

No. MC 109236 (Sub-No. 14), filed December 19, 1963. Applicant: GEORGE A. SIMS, M. K. SIMS (GEORGE MILTON SIMS, ELMER L. SIMS AND BEVERLY SIMS CANDLAND, EXECUTORS), ELMER L. SIMS AND G. GRANT SIMS, doing business as SALT LAKE TRANSFER CO., a partnership, 170 West Second South Street, Salt Lake City, Utah. Applicant's attorney: Harry D. Pugsley, Suite 600, El Paso Natural Gas Building, Salt Lake City 11, Utah. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Commodities which because of size or weight require special equipment*, between points in California, Idaho, and Nevada.

APPLICATIONS UNDER SECTIONS 5 AND 210a(b)

The following applications are governed by the Interstate Commerce Commission's special rules governing notices of filing of applications by motor carriers of property or passengers under sections 5(a) and 210a(b) of the Interstate Commerce Act and certain other proceedings with respect thereto (49 CFR 1.240).

MOTOR CARRIERS OF PROPERTY

No. MC-F-8631. Authority sought for purchase by EASTERN MOTOR LINES, INC., Post Office Box 632, Warrenton, N.C., of the operating rights and property of CHARLES A. PORTER, Newberry, S.C., and for acquisition by W. S. BUGG and C. M. BULLOCK, both of Warrenton, N.C., of control of such rights and property through the purchase. Applicants' attorneys: James E. Wilson and Edward G. Villalon, 716 Perpetual Building, Washington 4, D.C. Operating rights sought to be transferred: *Lumber* (except plywood and veneer), as a *common carrier* over irregular routes, from points in South Carolina, to points in Florida, Georgia, Tennessee, and North Carolina, with certain exceptions. Vendee is authorized to operate as a *common carrier* in North Carolina, Maryland, Pennsylvania, New Jersey, Virginia, Ohio, New York, Connecticut, Illinois, Indiana, Michigan, Vermont, Massachusetts, Tennessee, South Carolina, Maine, New Hampshire, Rhode Island, Delaware, Minnesota, Georgia, Alabama, Florida, Mississippi, Kentucky, West Virginia, Wisconsin, and the District of Columbia. Application has not been filed for temporary authority under section 210a(b).

No. MC-F-8632. Authority sought for control by GOREA'S MOTOR EXPRESS, INC., Bleecker Street and Culver Avenue, Utica, N.Y., of PEETSMITH FREIGHT CORP., 2005 Central Avenue, Albany, N.Y., and for acquisition by PHILIP J. GOREA, 1111 Parkway East, Utica, N.Y., of control of PEETSMITH FREIGHT CORP., through the acquisition by GOREA'S MOTOR EXPRESS, INC. Applicants' attorneys: Norman M. Pinsky and Herbert M. Canter, 345 South Warren Street, Syracuse, N.Y., 13202, and Martin Werner, 2 West 45th Street, New York, N.Y., 10036. Operating rights sought to be controlled: Certificate of registration issued December 4, 1963, in No. MC-120856 Sub-No. 1, covering the transportation of general commodities, as defined by the New York Public Service Commission, (1) over regular routes, between Schenectady and Yonkers, N.Y., serving all intermediate and numerous off-route points, and (2) over irregular routes, between points in Dutchess County, N.Y., and from points in Westchester County, to points in Orange County, N.Y. GOREA'S MOTOR EXPRESS, INC., is authorized to operate as a *common carrier* in the State of New York. Application has been filed for temporary authority under section 210a(b).

By the Commission.

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

[F.R. Doc. 63-13515; Filed, Dec. 31, 1963; 8:48 a.m.]

NOTICE OF FILING OF MOTOR CARRIER INTRASTATE APPLICATIONS

DECEMBER 27, 1963.

The following applications for motor common carrier authority to operate in intrastate commerce seek concurrent motor carrier authorization in interstate or foreign commerce within the limits of the intrastate authority sought, pursuant to section 206(a)(6) of the Interstate Commerce Act, as amended October 15, 1962. These applications are governed by special rule 1.245 of the Commission's rules of practice, published in the FEDERAL REGISTER, issue of April 11, 1963, page 3433, which provides, among other things, that protests and requests for information concerning the time and place of State Commission hearings or other proceedings, any subsequent changes therein, and any other related matters shall be directed to the State Commission with which the application is filed and shall not be addressed to or filed with the Interstate Commerce Commission.

State docket number assigned: M.C. Case No. 17186, filed November 30, 1963. Applicant: QUICKLINE, INC., 711 Helen Avenue, Charleston, W. Va. Applicant's attorney: Homer W. Hanna, Jr., Kanawha Valley Building, Charleston, W. Va. Certificate of public convenience and necessity sought to operate a freight service as follows: Transportation of *general commodities*, by motor vehicles limited to a gross weight of 12,000 pounds, and requiring expedited service within Kanawha, Mason, Putnam, and Jackson Counties, W. Va., and between points and places in said counties on the one hand, and, on the other, points and places in West Virginia.

NOTE: Applicant states the above authority is subject to the following provision: any authority issued pursuant to this application may neither be transferred to nor merged with any organization, individual, or interest holding authority as an interstate motor freight carrier unless such authority be restricted to provide a similar maximum gross weight of vehicles and a similar authorized service.

HEARING: Date, time and place assigned for hearing this application will be set after proper publication of notice in the FEDERAL REGISTER. The date of hearing will be at least thirty (30) days after the date of publication.

Requests for procedural information, including the time for filing protests, concerning this application should be addressed to the West Virginia Public Service Commission, Capitol Building, Charleston 5, W. Va., and should not be directed to the Interstate Commerce Commission.

By the Commission.

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

[F.R. Doc. 63-13516; Filed, Dec. 31, 1963; 8:48 a.m.]

[Notice 918]

MOTOR CARRIER TRANSFER PROCEEDINGS

DECEMBER 27, 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 66250. By order of December 26, 1963, the Transfer Board approved the transfer to Stone Transport, Inc., Pewaukee (Town of Brookfield), Wisconsin, of the operating rights in Certificate in No. MC 119343, issued by the Commission October, 16, 1961, to Schneider Trucking Corporation, Lannon, Wis., authorizing the transportation, over irregular routes, of rough stone and cut stone, from Lannon, Wis., and points in Menomonee and Lisbon Townships, Waukesha County, Wis., to points in Indiana, Illinois, Iowa, Minnesota, and Michigan, and empty pallets used in the transportation of rough and cut stone, from points in Indiana, Illinois, Iowa, Minnesota, and Michigan, to Lannon, Wis., and points in Menomonee and Lisbon Townships, Waukesha, Wis. Glenn R. Davis, 241 Wisconsin Avenue, Waukesha, Wis., attorney for applicants.

No. MC-FC 66382. By order of December 26, 1963, the Transfer Board approved the transfer to Raymond J. Gallagher, Cincinnati, Ohio, of Certificate in

No. MC 40326, issued September 25, 1943, to Consolidated Trucking, Inc., Cincinnati, Ohio, authorizing the transportation of: General commodities, excluding household goods and other specified commodities, between Harrison, Ind., and points in Hamilton County, Ohio, and Boone, Campbell, and Kenton Counties, Ky. Herbert Baker, 50 West Broad Street, Columbus 15, Ohio, attorney for applicants.

No. MC-FC 66419. By order of December 26, 1963, the Transfer Board approved the transfer to Beck's Montclair Moving & Storage, Inc., Montclair, N.J., of the operating rights issued by the Commission December 8, 1958, under Certificate in No. MC 65025, to Donald Terdina Ross, doing business as Beck's Storage and Moving, Montclair, N.J., authorizing the transportation, over irregular routes, of household goods, between points in 9 counties in New Jersey, on the one hand, and, on the other, points in Massachusetts, Connecticut, Pennsylvania, New York, and New Jersey. Charles J. Williams, 1060 Broad Street, Newark 2, N.J., attorney for applicants.

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

[F.R. Doc. 63-13517; Filed, Dec. 31, 1963; 8:48 a.m.]

DEPARTMENT OF LABOR

Wage and Hour Division

CERTIFICATES AUTHORIZING EMPLOYMENT OF FULL-TIME STUDENTS WORKING OUTSIDE OF SCHOOL HOURS IN RETAIL OR SERVICE ESTABLISHMENTS AT SPECIAL MINIMUM WAGES

Notice is hereby given that pursuant to section 14 of the Fair Labor Standards Act of 1938 (52 Stat. 1060, as amended, 29 U.S.C. 201 et seq.), the regulation on employment of full-time students (29 CFR Part 519), and Administrative Order No. 579 (28 F.R. 11524), the establishments listed in this notice have been issued special certificates authorizing the employment of full-time students working outside of school hours at hourly wage rates lower than the minimum wage rates otherwise applicable under section 6 of the act. The effective and expiration dates, type of establishment and total number of employees of the establishment are as indicated below. Pursuant to § 519.6(b) of the regulation, the minimum certificate rates are not less than 85 percent of the minimum applicable under section 6 of the Fair Labor Standards Act.

The following certificates were issued pursuant to paragraphs (c) and (g) of § 519.6 of 29 CFR, Part 519, providing for an allowance not to exceed the proportion of the total number of hours worked by full-time students at rates below $1.00 an hour to the total number of hours worked by all employees in the establishment during the base period, or 10 percent, whichever is lesser, in occupations of the same general classes in which the establishment employed full-time students at wages below $1.00 an hour in the base period.

REGION V

Ferrara Brothers Distributing Co., Syme and Ohio Streets, Sharon, Pa. (Ohio side); effective 12-4-63 to 9-2-64 (food store; 49 employees).

REGION VI

Annes Department Store, 4810 Milwaukee Avenue, Chicago, Ill.; effective 11-22-63 to 9-2-64 (department store; 38 employees).

REGION VIII

Sav-Way Food, 701 East Davis Street, Conroe, Tex.; effective 12-18-63 to 9-2-64 (food store; 42 employees).

T.G. & Y. Stores Co. of Delaware, d.b.a. T.G. & Y. Stores Co., No. 52, Guymon, Okla.; effective 12-11-63 to 9-2-64 (variety store; 13 employees).

The following certificates were issued to establishments coming into existence after May 1, 1960, under paragraphs (c), (d), (g), and (h) of § 519.6 of 29 CFR, Part 519. The certificates permit the employment of full-time students at rates of not less than 85 cents an hour in the classes of occupations listed, and provide for limitations on the percentage of full-time student hours of employment at rates below $1.00 an hour to total hours of employment of all employees. The percentage limitations vary from month to month between the minimum and maximum figures indicated.

McCrory, No. 355, San Jose Lakewood Shopping Center, 1634 University Boulevard West, Jacksonville, Fla.; effective 12-16-63 to 9-2-64; selling, stockkeeping, office clerical, cashier (register operation); between 0.8 percent and 6.1 percent (variety store; 39 employees).

G. C. Murphy Co., No. 297, 301—C Agricola Shopping Center, Gadsden, Ala.; effective 12-15-63 to 9-2-64; sales clerk, stock clerk, office clerk, janitor; between 9.0 percent and 10 percent (variety store; 35 employees).

G. C. Murphy Co., No. 282, 1265 Shreve City, Shreveport, La.; effective 12-15-63 to 9-2-64; stock clerk, office clerk, janitor, sales clerk; 10 percent for each month (variety store; 40 employees).

G. C. Murphy Co., No. 295, 45 Eastgate Center, Chattanooga, Tenn.; effective 12-15-63 to 9-2-64; sales clerk, stock clerk, office clerk, janitor; between 4.7 percent and 10 percent (variety store; 58 employees).

G. C. Murphy Co., No. 288, 202 Walnut Street, Abilene, Tex.; effective 12-15-63 to 9-2-64; sales clerk, office clerk, stock clerk, janitor; 10 percent for each month (variety store; 40 employees).

G. C. Murphy Co., No. 286, 13th and Avenue "J", Lubbock, Tex.; effective 12-15-63 to 9-2-64; sales clerk, stock clerk, office clerk, janitor; 10 percent for each month (variety store; 28 employees).

G. C. Murphy Co., No. 294, 619 North Grant Avenue, Odessa, Tex.; effective 12-15-63 to 9-2-64; sales clerk, office clerk, stock clerk, janitor; 10 percent for each month (variety store; 39 employees).

G. C. Murphy Co., No. 219, 430 Seminary S., Fort Worth, Tex.; effective 12-15-63 to 9-2-64; sales clerk, stock clerk, office clerk, janitor; 10 percent for each month (variety store; 127 employees).

The following certificate was issued to an establishment under paragraph (k) of § 519.6 of 29 CFR, Part 519. This certificate supplements the certificate issued pursuant to other paragraphs of that section, but does not authorize the employment of full-time students at rates below $1.00 an hour in additional occupations. The certificate contains limitations on the percentage of full-time student hours of employment at rates below $1.00 an hour to total hours of employment of all employees. The additional allowance applies to the specified month.

Newberry Shamokin Corp., No. 5, 6-12 Independence Street, Shamokin, Pa.; effective 12-9-63 to 12-31-63; 1.0 percent for the fiscal month ending in December (variety store; 23 employees).

Each certificate has been issued upon the representations of the employer which, among other things, were that employment of full-time students at special minimum rates is necessary to prevent curtailment of opportunities for employment, and the hiring of full-time students at special minimum rates will not tend to displace full-time employees. The certificates may be annulled or withdrawn, as indicated therein, in the manner provided in Part 528 of Title 29 of the Code of Federal Regulations. Any person aggrieved by the issuance of any of these certificates may seek a review or reconsideration thereof within fifteen days after publication of this notice in the FEDERAL REGISTER pursuant to the provision of 29 CFR 519.9.

Signed at Washington, D.C. this 23d day of December 1963.

LUTHER E. STONE,
Authorized Representative of the Administrator.

[F.R. Doc. 63-13501; Filed, Dec. 31, 1963; 8:46 a.m.]