



FEDERAL REGISTER

VOLUME 29 NUMBER 186

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Contents

<p>THE PRESIDENT</p> <p>PROCLAMATIONS National Forest Products Week, 1964..... 13161</p> <p>EXECUTIVE AGENCIES</p> <p>AGRICULTURAL MARKETING SERVICE</p> <p>Rules and Regulations Milk in Eastern Colorado marketing area..... 13163 National school lunch program; apportionment of funds..... 13163</p> <p>AGRICULTURAL RESEARCH SERVICE</p> <p>Notices Certain stockyards and livestock markets; approval and withdrawal of approval..... 13217</p> <p>AGRICULTURE DEPARTMENT See Agricultural Marketing Service; Agricultural Research Service; Commodity Credit Corporation.</p> <p>CIVIL AERONAUTICS BOARD</p> <p>Notices Hearings, etc.: Gilbert Air Transport Corp., et al..... 13217 International Air Transport Association..... 13218 International Tours, Jack E. Hummel..... 13218</p> <p>COMMERCE DEPARTMENT See Maritime Administration.</p> <p>COMMODITY CREDIT CORPORATION</p> <p>Rules and Regulations Rye; 1964 loan and purchase agreement program; support rates..... 13163</p> <p>DEFENSE DEPARTMENT See Navy Department.</p>		<p>FEDERAL AVIATION AGENCY</p> <p>Rules and Regulations Federal airways; alteration..... 13164 Federal airways et al.; alteration, designation and revocation..... 13164 IFR altitudes; designation of changeover points..... 13166 Jet route; alteration..... 13165</p> <p>Proposed Rule Making Control area extension, control zone and transition area; revocation, alteration and designation..... 13208 Control zone and transition area: Alteration..... 13208 Designation..... 13207 Federal airway; designation..... 13209 Federal airway segment and reporting point; revocation..... 13209 Jet route; withdrawal of proposal for alteration..... 13210 Transition area: Alteration..... 13209 Alteration and designation..... 13210</p> <p>FEDERAL COMMUNICATIONS COMMISSION</p> <p>Rules and Regulations Domestic public radio services other than Maritime Mobile; simultaneous use of common antenna structure..... 13194</p> <p>Proposed Rule Making Business radio service and domestic public point-to-point microwave radio service; proposed relay of signals; extension of time..... 13211 FM broadcast station, Pekin, Ill.; table of assignments..... 13213 Multiple ownership of standard, FM and TV stations..... 13211</p> <p>Notices AM, FM and TV station licenses terminating in 1965; composite week for program log analysis..... 13222</p> <p>Hearings, etc.: Cumberland Publishing Co., and East Kentucky Broadcasting Corp..... 13218 Miller, Verne M..... 13219 Radio Station KVOL, Inc..... 13219</p>		<p>St. Albans-Nitro Broadcasting Co., and WCHS-AM-TV Corp..... 13220 Spanish International Television Co., Inc., et al..... 13220 Springfield Telecasting Co., Midwest Television, Inc..... 13220 United Artists Broadcasting, Inc., and Ohio Radio, Inc..... 13220</p> <p>FEDERAL HOME LOAN BANK BOARD</p> <p>Proposed Rule Making Advances; home mortgages exceeding \$40,000..... 13214 Participating loans (2 documents)..... 13214, 13215 Unsecured loans..... 13214</p> <p>FEDERAL MARITIME COMMISSION</p> <p>Notices Part of Detroit Operators Association; agreement filed for approval..... 13222 Steamship conference; effects upon foreign commerce of the United States..... 13222</p> <p>FEDERAL POWER COMMISSION</p> <p>Notices Hearings, etc.: Lakeland Petroleum Corp., et al..... 13224 Natural Gas Pipeline Co. of America et al..... 13224 Socony Mobil Oil Co., Inc., et al..... 13222 Transcontinental Gas Pipe Line Corp., et al..... 13225</p> <p>FEDERAL TRADE COMMISSION</p> <p>Rules and Regulations Prohibited trade practices: Acadia Co., Inc., et al..... 13188 Clinton Watch Co., et al..... 13188 Republic Novelty Co., Inc..... 13189</p> <p>FISH AND WILDLIFE SERVICE</p> <p>Rules and Regulations Hunting: Arizona et al..... 13194 North Dakota..... 13195</p>	
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(Continued on next page)

**GENERAL SERVICES
ADMINISTRATION**

Rules and Regulations
Transportation; correction..... 13194

**HOUSING AND HOME
FINANCE AGENCY**

Notices
Director, Community Disposition
Staff; redelegation of authority.. 13226

INTERIOR DEPARTMENT

See Fish and Wildlife Service; Na-
tional Park Service.

INTERNAL REVENUE SERVICE

Proposed Rule Making
Controlled foreign corporations.. 13197
Maritime construction reserve
fund 13199

**INTERSTATE COMMERCE
COMMISSION**

Proposed Rule Making
Explosives and other dangerous
articles; transportation by pri-
vate carriers..... 13215
Power brakes and drawbars; rail-
road 13215

Washington, D.C.; proposed re-
definition of commercial zone... 13216

Notices

Applications for motor carrier
"grandfather" certificate of reg-
istration 13229
Fourth section application for
relief 13226
Increased rates within southwest
territory and between Colorado
and Wyoming and the south-
west 13233
Motor carrier alternate route de-
viation notices..... 13227
Motor carrier, broker, water car-
rier and freight forwarder ap-
plications 13230
Motor carrier intrastate applica-
tions; notice of filing..... 13232
Motor carrier transfer proceed-
ings 13232

MARITIME ADMINISTRATION

Proposed Rule Making
Construction reserve fund; cross
reference..... 13207

NATIONAL PARK SERVICE

Proposed Rule Making
Gettysburg National Military
Park, Pennsylvania; closing of
certain avenues..... 13207

NAVY DEPARTMENT

Rules and Regulations
Miscellaneous amendments to
chapter 13190

RENEGOTIATION BOARD

Rules and Regulations
Permissive exemptions from re-
negotiation; "stock item" ex-
emption..... 13193

**SECURITIES AND EXCHANGE
COMMISSION**

Notices
Hearings, etc.:
Commonwealth Oil Refining
Co., Inc., et al..... 13226
Lake Shore Pipe Line Co., and
Consolidated Natural Gas
Co..... 13226

TREASURY DEPARTMENT

See also Internal Revenue Service.
Rules and Regulations
Central Office procedures; pay-
ment of sums appropriated in
private relief acts..... 13164

Codification Guide

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

A cumulative guide is published separately at the end of each month. The guide lists the parts and sections affected by documents published since January 1, 1964, and specifies how they are affected.

3 CFR

PROCLAMATION:
3616..... 13161

7 CFR

210..... 13163
1137..... 13163
1421..... 13163

12 CFR

PROPOSED RULES:
525..... 13214
545 (2 documents)..... 13214
563..... 13215

14 CFR

71 [New] (2 documents)..... 13164
73 [New]..... 13164
75 [New]..... 13165
95 [New]..... 13166

PROPOSED RULES:

71 [New] (7 documents)..... 13207-13210
75 [New]..... 13210

16 CFR

13 (3 documents)..... 13188, 13189

26 CFR

PROPOSED RULES:
1..... 13197
2..... 13199

31 CFR

1..... 13164

32 CFR

719..... 13190
750..... 13190
756..... 13190
1455..... 13193

36 CFR

PROPOSED RULES:
7..... 13207

41 CFR

1-19..... 13194

46 CFR

PROPOSED RULES:
287..... 13207

47 CFR

21..... 13194

PROPOSED RULES:

21..... 13211
73 (2 documents)..... 13211, 13213
91..... 13211

49 CFR

PROPOSED RULES:
71-78..... 13215
132..... 13215
170..... 13216

50 CFR

32 (2 documents)..... 13194, 13195

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Presidential Documents

Title 3—THE PRESIDENT

Proclamation 3616

NATIONAL FOREST PRODUCTS WEEK, 1964

By the President of the United States of America

A Proclamation

WHEREAS this Nation has, from the days of its inception, been blessed with forest resources that have made it a beautiful and a bountiful country; and

WHEREAS those forest resources sustained our forebears and immeasurably contributed to this Nation's growth, wealth, and prosperity by providing a wide variety of products essential to life, commerce, and progress; and

WHEREAS the forest products industry is one of the largest industries in this Nation; employing 1.7 million workers who turn out 27 billion dollars worth of products each year and who receive 5.7 billion dollars in wages and salaries annually; and

WHEREAS our forest resources are so closely related to the welfare of all Americans that it is fitting that we set aside a special day to direct public attention to those resources and to the people associated with the industry; and

WHEREAS the Congress, wishing to reemphasize the importance and the potential of our forest heritage, has by a joint resolution approved September 13, 1960 (74 Stat. 898), designated the seven-day period beginning on the third Sunday of October in each year as National Forest Products Week, and has requested the President to issue an annual proclamation calling for the observance of that week:

NOW, THEREFORE, I, LYNDON B. JOHNSON, President of the United States of America, do hereby call upon the people of the United States to observe the week beginning October 18, 1964, as National Forest Products Week, with activities and ceremonies designed to direct public attention to the prominent role of our forest resources and our forest resources industry in contributing to the economic growth of our Nation, and to the significance of those resources as a base for the continued progress of rural America.

IN WITNESS WHEREOF, I have hereunto set my hand and caused the Seal of the United States of America to be affixed.

DONE at the City of Washington this 18th day of September in the year of our Lord nineteen hundred and sixty-four, and
[SEAL] of the Independence of the United States of America the one hundred and eighty-ninth.

LYNDON B. JOHNSON

By the President:

DEAN RUSK,
Secretary of State.

[F.R. Doc. 64-9720; Filed Sept. 22, 1964; 10:09 a.m.]

Rules and Regulations

Title 7—AGRICULTURE

Chapter II—Agricultural Marketing Service (School Lunch Program), Department of Agriculture

PART 210—NATIONAL SCHOOL LUNCH PROGRAM

Appendix—Apportionment of Food Assistance Funds Pursuant to National School Lunch Act Fiscal Year 1965

Pursuant to section 4 of the National School Lunch Act, as amended, food assistance funds available for the fiscal year ending June 30, 1965, are apportioned among the States as follows:

State	Total apportionment	State agency	Withheld for private schools
Alabama	\$4,056,438	\$3,949,586	\$106,852
Alaska	121,579	121,579	
Arizona	1,124,995	1,068,685	56,310
Arkansas	2,283,265	2,212,302	70,963
California	6,247,496	6,247,496	
Colorado	1,257,718	1,165,495	92,223
Connecticut	1,130,870	1,130,870	
Delaware	253,044	249,452	4,192
District of Columbia	187,306	187,306	
Florida	4,701,713	4,582,231	119,482
Georgia	5,099,603	5,099,603	
Guyana	75,531	80,686	24,845
Hawaii	782,716	732,209	50,447
Idaho	634,103	617,997	16,106
Illinois	4,276,430	4,276,430	
Indiana	2,972,956	2,972,956	
Iowa	2,424,653	2,134,354	290,299
Kansas	1,598,003	1,598,003	
Kentucky	3,602,926	3,602,926	
Louisiana	5,452,843	5,452,843	
Maine	719,114	633,341	85,773
Maryland	1,709,447	1,644,290	65,151
Massachusetts	2,735,101	2,735,101	
Michigan	3,656,338	3,215,840	447,498
Minnesota	2,903,432	2,595,961	397,471
Mississippi	3,583,444	3,583,444	
Missouri	2,935,658	2,935,658	
Montana	448,678	417,512	31,166
Nebraska	952,675	792,650	160,125
Nevada	120,265	119,001	1,264
New Hampshire	367,113	367,113	
New Jersey	2,020,762	1,718,492	302,270
New Mexico	959,061	959,061	
New York	8,087,636	8,087,636	
North Carolina	5,925,110	5,925,110	
North Dakota	644,058	568,093	75,965
Ohio	5,369,587	4,711,841	657,746
Oklahoma	1,916,383	1,916,383	
Oregon	1,195,524	1,195,524	
Pennsylvania	5,699,395	4,917,541	781,854
Puerto Rico	3,667,381	3,667,381	
Rhode Island	310,435	310,435	
South Carolina	3,671,025	3,622,540	48,485
South Dakota	534,874	534,874	
Tennessee	3,867,759	3,780,955	77,804
Texas	6,645,429	6,371,061	274,368
Utah	961,915	956,885	5,030
Vermont	243,987	243,987	
Virginia	3,632,137	3,545,904	86,233
Virgin Islands	80,728	80,728	
Washington	1,757,692	1,699,715	57,977
West Virginia	1,622,039	1,581,475	40,564
Wisconsin	2,490,303	1,960,919	538,384
Wyoming	221,677	221,677	
American Samoa	25,000	25,000	
Total	129,990,000	125,022,153	4,966,847

(Secs. 2-12, 60 Stat. 230-233, as amended, 76 Stat. 944; 42 U.S.C. 1751-1760)

Dated: September 18, 1964.

Roy W. Lennartson,
Associate Administrator.

[F.R. Doc. 64-9649; Filed, Sept. 22, 1964; 8:51 a.m.]

Chapter X—Agricultural Marketing Service (Marketing Agreements and Orders; Milk), Department of Agriculture

[Milk Order No. 137]

PART 1137—MILK IN EASTERN COLORADO MARKETING AREA

Order Amending Order

1. All of the findings, terms, and conditions of the Order Amending the Order Regulating the Handling of Milk in the Eastern Colorado Marketing Area which were annexed to and made a part of the decision of the Assistant Secretary of Agriculture issued September 4, 1964 (29 F.R. 12779; F.R. Doc. 64-9173), shall be and are the findings, terms, and conditions of this order amending the order as if set forth in full herein.

2. The aforesaid findings are supplemented by the following additional findings and determinations (§ 1137.0 (b) and (c)):

(b) *Additional findings.* It is necessary in the public interest to make this order amending the order effective not later than October 1, 1964. Any delay beyond that date would tend to disrupt the orderly marketing of milk in the marketing area.

The provisions of the said order are known to handlers. The recommended decision of the Deputy Administrator, Agricultural Marketing Service, was issued August 13, 1964, and the decision of the Assistant Secretary containing all amendment provisions of this order, was issued September 4, 1964. The changes effected by this order will not require extensive preparation or substantial alteration in method of operation for handlers. In view of the foregoing, it is hereby found and determined that good cause exists for making this order amending the order effective October 1, 1964, and that it would be contrary to the public interest to delay the effective date of this order for 30 days after its publication in the FEDERAL REGISTER. (Sec. 4(c), Administrative Procedure Act, 5 U.S.C. 1001-1011.)

(c) *Determinations.* It is hereby determined that:

(1) The refusal or failure of handlers (excluding cooperative associations specified in sec. 8c(9) of the Act) of more than 50 percent of the milk, which is marketed within the marketing area, to sign a proposed marketing agreement, tends to prevent the effectuation of the declared policy of the Act;

(2) The issuance of this order, amending the order, is the only practical means pursuant to the declared policy of the Act of advancing the interests of producers as defined in the order as herein amended; and

(3) The issuance of the order amending the order is approved or favored by at least two-thirds of the producers who during the determined representative

period were engaged in the production of milk for sale in the marketing area.

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

Effective date: October 1, 1964.

Signed at Washington, D.C., on September 18, 1964.

GEORGE L. MEHREN,
Assistant Secretary.

[F.R. Doc. 64-9650; Filed, Sept. 22, 1964; 8:51 a.m.]

Chapter XIV—Commodity Credit Corporation, Department of Agriculture

SUBCHAPTER B—LOANS, PURCHASES, AND OTHER OPERATIONS

[C.C.C. Grain Price Support Reg., 1964 Crop Rye Supp., Amdt. 1]

PART 1421—GRAINS AND SIMILARLY HANDLED COMMODITIES

Subpart—1964-Crop Rye Loan and Purchase Agreement Program

The regulations issued by the Commodity Credit Corporation (29 F.R. 7872), with respect to rye produced in 1964 which contain specific requirements for the 1964 crop of rye are hereby amended as follows:

Section 1421.2820 is amended to increase the basic support rate for rye in certain counties in Montana, North Dakota, and South Dakota. The basic support rates for rye in the counties named below are changed to read as follows:

§ 1421.2820 Support rates.

(c) Basic county support rates.

County	Rate per bushel	
	From	To
MONTANA		
Cartier	\$0.87	\$0.92
Custer	.85	.88
Dawson	.86	.89
Fallon	.87	.91
Garfield	.84	.86
McCone	.85	.87
Powder River	.83	.86
Prairie	.85	.89
Richland	.86	.88
Wibaux	.87	.92
NORTH DAKOTA		
Adams	\$0.92	\$0.97
Billings	.92	.95
Bowman	.91	.96
Dunn	.92	.95
Golden Valley	.88	.92
Grant	.92	.97
Hettinger	.92	.96
McLean	.95	.96
Mercer	.94	.96
Morton	.94	.98
Oliver	.94	.97
Sheridan	.97	.98
Sioux	.94	.98
Slope	.92	.96
Stark	.92	.96

SOUTH DAKOTA

Corson	.....	\$0.94	\$0.99
Dewey	.....	.94	.99
Harding	.....	.91	.96
Meade	.....	.93	.96
Perkins	.....	.92	.97
Ziebach	.....	.91	.98

(Sec. 4, 62 Stat. 1070, as amended; 15 U.S.C. 714b. Interpret or apply sec. 5, 62 Stat. 1072 secs. 105, 401, 63 Stat. 1051, as amended; 15 U.S.C. 714c, 7 U.S.C. 1421, 1441.)

Effective date: Upon publication in the FEDERAL REGISTER.

Signed at Washington, D.C., on September 17, 1964.

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

[F.R. Doc. 64-9604; Filed, Sept. 22, 1964;
8:46 a.m.]

Title 31—MONEY AND FINANCE: TREASURY

Subtitle A—Office of the Secretary of the Treasury

PART 1—CENTRAL OFFICE PROCEDURES

Payment of Sums Appropriated in Private Relief Acts

The Comptroller General, in decision B-142380 dated March 24, 1960, ruled that the Treasury Department make payments of amounts from the account "20X1706 Relief of Individuals and Others by Private and Public Laws." Accordingly, Part 1, Subtitle A, Title 31 of the Code of Federal Regulations is hereby amended by revising § 1.11 to read as follows:

§ 1.11 Payment of sums appropriated in private relief acts.

Persons entitled to payment of sums appropriated in private relief acts should make application for payment to the Treasury Department, Bureau of Accounts, Washington, D.C., 20226. Upon receipt of an application, bearing the signature and mailing address of the beneficiary, the Treasury Department will effect payment.

(R.S. 161, as amended; 5 U.S.C. 22)

Dated: September 17, 1964.

[SEAL] GEORGE F. STICKNEY,
Fiscal Assistant Secretary.

[F.R. Doc. 64-9630; Filed, Sept. 22, 1964;
8:49 a.m.]

Title 14—AERONAUTICS AND SPACE

Chapter I—Federal Aviation Agency

[Airspace Docket No. 64-WA-63]

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

Alteration of Federal Airway

VOR Federal airway No. 318 is designated in part from the Quebec, P.Q.,

Canada, radio range station direct to the Houlton, Maine, VOR, excluding the airspace within Canada. The Canadian Department of Transport will commission the Quebec VOR in the latter part of October at latitude 46°42'20" N., longitude 71°37'36" W., and has requested that the United States portion of Victor 318 be realigned from the Houlton VOR direct to the new Quebec VOR. In addition, they have suggested that VOR Federal airway No. 447 which is designated from Montpelier, Vt., to Newport, Vt., be extended to the United States/Canadian border on a direct line to the Sherbrook, Canada, VOR.

The purpose of this amendment to Part 71 [New] of the Federal Aviation Regulations is to realign the United States portion of Victor 318 to extend on a direct course from the Quebec VOR direct to the Houlton VOR, and to extend Victor 447 from Newport to the United States/Canadian border via the 217° True radial of the Sherbrook VOR.

Since these amendments are minor in nature and will impose no additional burden on any person, notice and public procedure hereon are unnecessary. However, since it is necessary that sufficient time be allowed to permit adequate changes to be made on aeronautical charts, these amendments will become effective more than 30 days after publication.

In consideration of the foregoing, Part 71 [New] of the Federal Aviation Regulations is amended, effective 0001 e.s.t., November 19, 1964, as hereinafter set forth.

In § 71.123 (29 F.R. 1009, 9529) the following changes are made:

a. V-318 is amended to read:

V-318 From Quebec, Province of Quebec, Canada, to Houlton, Maine. The airspace within Canada is excluded.

b. V-447 is amended to read:

V-447 From Montpelier, Vt., via the INT of Montpelier 020° and Sherbrook, P. Q., Canada, 217° radials; to Sherbrook. The portion within Canada is excluded.

These amendments are made under the authority of section 307(a) of the Federal Aviation Act of 1958 (49 U.S.C. 1348).

Issued in Washington, D.C., on September 14, 1964.

H. B. HELSTROM,
Acting Chief, Airspace Regulations
and Procedures Division.

[F.R. Doc. 64-9606; Filed, Sept. 22, 1964;
8:46 a.m.]

[Airspace Docket No. 64-SW-13]

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

PART 73—SPECIAL USE AIRSPACE [NEW]

Alteration of Federal Airways, Control Zones and Restricted Area; Designation of Control Zones and Transition Areas; and Revocation of Federal Airways and Control Area Extensions

On June 18, 1964, a Notice of Proposed Rule Making was published in the Fed-

ERAL REGISTER (29 F.R. 7778) stating that the Federal Aviation Agency proposed to alter the controlled airspace in the Corpus Christi, Tex., terminal area.

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

One action proposed in the Notice was the realignment of Victor 68, in part, from Corpus Christi to San Antonio, Tex., via the intersection of the Corpus Christi 296° and San Antonio 168° True radials. Subsequent to publication of the Notice, it was determined that it would be desirable to align Victor 68 via the San Antonio 167° True radial to coincide with a published San Antonio departure procedure. Such action is taken herein.

On June 30, 1964, the Agency adopted a revision to the airway and route structure (29 F.R. 8471) which will, among other things, eliminate the intermediate altitude airway structure effective September 17, 1964. Therefore, no action is taken herein regarding Victor airways 1537, 1548, and 1643.

In consideration of the foregoing, parts 71 [New] and 73 [New] of the Federal Aviation Regulations are amended, effective 0001 EST November 12, 1964, as hereinafter set forth.

1. Section 71.171 (29 F.R. 1101) is amended as follows:

a. The Corpus Christi, Tex., control zone is amended to read:

Corpus Christi, Tex.

Within a 5-mile radius of the Corpus Christi International Airport (latitude 27°46'20" N., longitude 97°30'20" W.); within 2 miles each side of the Corpus Christi VORTAC 200° radial, extending from the 5-mile radius zone to the VORTAC; and within 2 miles each side of the Corpus Christi ILS localizer NW course, extending from the 5-mile radius zone to the OM.

b. The Alice, Tex., control zone is amended to read:

Alice, Tex.

Within a 5-mile radius of the Alice International Airport (latitude 27°44'30" N., longitude 98°01'40" W.); within 2 miles each side of the Alice VOR 153° radial, extending from the 5-mile radius zone to 8 miles SE of the VOR; and within 2 miles each side of the Alice VOR 270° radial, extending from the 5-mile radius zone to 8 miles W of the VOR.

c. The NAS Corpus Christi, Tex., control zone is designated to read:

NAS Corpus Christi, Tex.

Within a 5-mile radius of NAS Corpus Christi (latitude 27°41'30" N., longitude 97°17'15" W.); within 2 miles each side of the Navy Corpus VOR 010° radial, extending from the 5-mile radius zone to 1 mile N of the VOR; within 2 miles each side of the Navy Corpus RBN 315° bearing, extending from the 5-mile radius zone to the RBN.

d. The Kingsville, Tex., control zone is designated to read:

Kingsville, Tex.

Within a 5-mile radius of NAAS Kingsville (North) (latitude 27°30'10" N., longitude 97°48'25" W.); within 2 miles each side of the Kingsville TACAN 321° radial, extending from the 5-mile radius zone to 8 miles NW of the TACAN; within 2 miles each side of the Kingsville UHF RBN 321° bearing, extending from the 5-mile radius zone to 8 miles NW of the UHF RBN; within 2 miles each side of the Kingsville TACAN 187° radial, extending from the 5-mile radius zone

to 7 miles S of the TACAN; within 2 miles each side of the Kingsville UHF RBN 187° bearing, extending from the 5-mile radius zone to 7 miles S of the UHF RBN; and within 2 miles each side of the Kingsville VOR 315° radial, extending from the 5-mile radius zone to the VOR.

2. Section 71.165 (29 F.R. 1073), is amended as follows:

a. The Alice, Tex., and the Kingsville, Tex., control area extensions are revoked.

b. The Brownsville, Tex., control area extension is amended to read:

Brownsville, Tex.

That airspace over the United States within a 40-mile radius of the Brownsville VORTAC S of latitude 26°30'00" N.; and that airspace W of V-163 S of latitude 26°31'00" N., and E of longitude 98°00'00" W.

c. The Corpus Christi, Tex., control area extension is amended by deleting "on the SW by V-68," and substituting "on the SW by V-68 and V-163," therefor; and by deleting all of that airspace SE of Corpus Christi.

3. Section 71.181 (29 F.R. 1160) is amended as follows:

a. The Corpus Christi, Tex., transition area is designated to read:

Corpus Christi, Tex.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Corpus Christi International Airport (latitude 27°46'20" N., longitude 97°30'20" W.); within a 7-mile radius of NAS Corpus Christi (latitude 27°41'30" N., longitude 97°17'15" W.); within 2 miles each side of the Corpus Christi VORTAC 020° radial, extending from the VORTAC to 8 miles NE; within 2 miles each side of the Corpus Christi ILS localizer NW course, extending from the International Airport 6-mile radius area to 8 miles NW of the OM; within 2 miles each side of the Corpus Christi RBN 048° bearing, extending from the International Airport 6-mile radius area to 8 miles NE of the RBN; within 2 miles each side of the Navy Corpus RBN 135° bearing, extending from the NAS Corpus Christi 7-mile radius area to 8 miles SE of the RBN; and within 2 miles each side of the Navy Corpus TACAN 139° radial, extending from the NAS Corpus Christi 7-mile radius area to 12 miles SE of the TACAN; that airspace extending upward from 1,200 feet above the surface bounded on the N by the SW boundary of V-163, latitude 28°07'00" N., and the N boundary of V-20; on the NE and E by a line extending from the N boundary of V-20 through latitude 28°42'00" N., longitude 96°26'00" W., to latitude 28°37'15" N., longitude 96°17'15" W.; thence to latitude 28°14'00" N., longitude 96°46'00" W.; thence S along longitude 96°46'00" W., to 3 nautical miles from the shoreline; thence SW 3 nautical miles from and parallel to the shoreline to latitude 27°49'00" N., to latitude 27°45'30" N., longitude 96°51'00" W.; to latitude 27°28'20" N., longitude 96°45'30" W.; to latitude 27°14'30" N., longitude 96°55'30" W.; to latitude 27°23'00" N., longitude 97°06'00" W.; thence SW to a point 3 nautical miles from the shoreline at latitude 27°11'20" N., thence to latitude 26°50'00" N., longitude 97°51'00" W.; and bounded on the S and W by a line extending from latitude 26°50'00" N., longitude 97°51'00" W.; to latitude 26°51'00" N., longitude 97°58'30" W.; to latitude 27°24'00" N., longitude 98°15'30" W.; to latitude 27°24'00" N., longitude 98°27'00" W.; to latitude 28°07'00" N., longitude 98°27'00" W., through latitude 28°27'00" N., longitude 98°14'00" W., to the SW boundary of V-163; and that airspace extending upward from 4,500 feet MSL bounded on the E by longitude 98°

27°00' W., on the S by latitude 27°24'00" N., on the W by the arc of a 35-mile radius circle centered on the Laredo, Tex., RBN, and on the N by a line extending from the intersection of the 35-mile radius arc and latitude 27°39'10" N., to latitude 27°44'00" N., longitude 98°27'00" W.

b. The Kingsville, Tex., transition area is designated to read:

Kingsville, Tex.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of NAAS Kingsville (North) (latitude 27°30'10" N., longitude 97°48'25" W.); within 2 miles each side of the Kingsville TACAN 321° radial, extending from the 7-mile radius area to 12 miles NW of the TACAN; within 2 miles each side of the Kingsville UHF RBN 321° bearing, extending from the 7-mile radius area to 12 miles NW of the UHF RBN; within 2 miles each side of the Kingsville TACAN 187° radial, extending from the 7-mile radius area to 12 miles S of the TACAN; within 2 miles each side of the Kingsville VOR 135° radial, extending from the 7-mile radius area to 12 miles SE of the VOR.

4. Section 71.123 (29 F.R. 1009, 3000, 7817, 9529, 12260), is amended as follows:

a. In V-20, "From Laredo, Tex., via Alice, Tex.; Corpus Christi, Tex.," is deleted, and "From Corpus Christi, Tex., via the" is substituted therefor.

b. In V-68, all after "San Antonio, Tex.," is deleted and "INT of San Antonio, 167° and Corpus Christi, Tex., 296° radials; Corpus Christi; Harlingen, Tex.; to McAllen, Tex. The airspace within Mexico is excluded." is substituted therefor.

c. In V-163, all before "INT of San Antonio 002°" is deleted and "From Brownsville, Tex., via INT of Brownsville 347° and Corpus Christi, Tex., 191° radials; Corpus Christi, including a W alternate from Brownsville via Harlingen, Tex., to INT of Brownsville 347° and Corpus Christi 191° radials; INT of Corpus Christi 313° and San Antonio 183° radials; San Antonio;" is substituted therefor; and "The airspace within Mexico and R-6301 is excluded." is deleted and "The airspace within Mexico is excluded." is substituted therefor.

5. Section 71.151 (29 F.R. 1067) is amended to include R-6301A and R-6301B.

6. Section 73.63 (29 F.R. 1276) is amended as follows:

a. R-6301 is revoked.

b. R-6301A is designated to read:

R-6301A Corpus Christi, Tex.

Boundaries. Beginning at latitude 27°33'30" N., longitude 97°21'00" W.; to latitude 27°32'00" N., longitude 97°15'00" W.; to latitude 27°27'40" N., longitude 97°13'15" W.; thence 3 nautical miles from and parallel to the shoreline to latitude 27°16'20" N., longitude 97°17'45" W.; to latitude 27°19'00" N., longitude 97°26'00" W.; to point of beginning.

Designated altitudes. Surface to 15,000 feet MSL.

Time of designation. Sunrise to sunset.

Controlling agency. Federal Aviation Agency, Corpus Christi Approach Control.

Using agency. Chief of Naval Air Advanced Training Command, NAS Corpus Christi, Tex.

c. R-6301B is designated to read:

R-6301B Corpus Christi, Tex.

Boundaries. Beginning at latitude 27°19'00" N., longitude 97°26'00" W.; to latitude

27°16'20" N., longitude 97°17'45" W., thence 3 nautical miles from and parallel to the shoreline to latitude 27°11'30" N., longitude 97°19'00" W., to latitude 27°14'00" N., longitude 97°28'00" W.; to point of beginning.

Designated altitudes. Surface to 15,000 feet MSL.

Time of designation. Sunrise to sunset.

Controlling agency. Federal Aviation Agency, Corpus Christi Approach Control.

Using agency. Chief of Naval Air Advanced Training Command, NAS Corpus Christi, Tex.

These amendments are made under the authority of sections 307(a) and 1110 of the Federal Aviation Act of 1958 (49 U.S.C. 1348 and 1510) and Executive Order 10854 (24 F.R. 9565).

Issued in Washington, D.C., on September 16, 1964.

H. B. HELSTROM,
Acting Chief, Airspace Regulations
and Procedures Division.

[F.R. Doc. 64-9607; Filed, Sept. 22, 1964; 8:46 a.m.]

[Airspace Docket No. 64-WA-61]

PART 75—ESTABLISHMENT OF JET ROUTES

Alteration of Jet Route

The purpose of this amendment to § 75.100 is to realign Jet Route No. 8 from Springfield, Mo., direct to St. Louis, Mo. This route is presently aligned from Springfield via Vichy, Mo., to St. Louis. The total distance between Springfield and St. Louis is only 163 miles and a flight check has indicated that the Vichy VORTAC is not required for navigation along this route. Therefore, action is taken herein to remove the Vichy VORTAC from the jet route structure.

Since the realignment of J-8 from Springfield direct St. Louis is almost directly over the Vichy VORTAC, the modification is minor in nature. Therefore, compliance with the Notice and public procedure requirements of section 4 of the Administrative Procedure Act is unnecessary. However, to allow sufficient time for appropriate changes to be made on aeronautical charts, this amendment will become effective more than 30 days after publication.

In consideration of the foregoing, § 75.100 (29 F.R. 1287, 1561) is amended as follows:

In the text of Jet Route No. 8 "Vichy, Mo.," is deleted. This amendment shall become effective 0001 e.s.t., November 12, 1964.

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

Issued in Washington, D.C., on September 17, 1964.

H. B. HELSTROM,
Acting Chief, Airspace Regulations
and Procedures Division.

[F.R. Doc. 64-9608, Filed, Sept. 22, 1964; 8:47 a.m.]

[Reg. Docket No. 4023; Amdt. 95-118]

PART 95—IFR ALTITUDES (NEW)**Designation of Changeover Points**

The purpose of this amendment is to designate changeover points in Part 95 [New]. It was proposed in Notice 64-11, issued February 27, 1964 (29 F.R. 3164).

Changeover points (COP's) are designated by the Administrator to assist pilots in determining the most appropriate point along a Federal airway, jet route or other direct route to changeover from the radio facility abaft the aircraft to the next radio facility. They are based upon a flight inspection of the signal coverage provided by each respective radio facility. Therefore, the proper use of a COP provides continuous interference free reception from one of the radio facilities at all points along the route and a common source of azimuth guidance for all aircraft operating along the same route segment. Since the placement of a COP determines the lateral extent of a given airway, its proper use will also provide the protection afforded by the Minimum Obstruction Clearance Altitude (MOCA) for the airway.

This amendment does not impose any additional burden on the pilots of aircraft operating over the airways concerned. It merely establishes a means within the provisions of the Administrative Procedure Act for the designation of the COP's that appear on the En Route charts. As before, pilots are not required to "changeover" at the designated points. These points are designated and shown on the En Route charts to assist a pilot to maintain maximum reception over the airways concerned.

Normally, the COP for a given airway is the midpoint between the two radio facilities that determine that portion of the airway. If it is not midway, a different location for the COP will be specifically designated in Part 95 [New], and published on the appropriate chart. Since the COP for a "dogleg" route segment is invariably at the intersection of the appropriate radials, as in the case of the midpoint, COP's are not specifically designated in Part 95 [New] or published on the charts for doglegs.

Amendments to Parts 71 and 75 [New] of the Federal Aviation Regulations, published July 7, 1964 (29 F.R. 8471), effective simultaneously with this amendment, include a new formula pertaining to the lateral extent of the airways. Therefore, the placement of a COP as designated in this amendment (Part 95 [New]) determines the lateral extent of these airways. For the convenience of the pilots the COP's will be shown on the appropriate charts as designated in Part 95 [New].

This amendment also includes the deletion of IFR altitudes resulting from the concurrent revocation of the intermediate altitude VOR Federal airways and other miscellaneous changes in IFR altitudes required by recent airspace actions. An MAA is not included in the list of amendments to the Federal airways un-

less a maximum altitude other than 18,000' is required.

Various comments to Notice 64-11 were received. One comment objected to the proposal on the basis that pilots should tune to the next station when over the VOR. This, of course, is desirable to obtain an exact VOR deviation indication. However, the next facility in most cases will not be received, and if received, may not offer interference free reception.

Another comment objected to the proposal since it would require a pilot to keep more information on hand. This amendment does not require the pilot to keep more information. As stated above, the COP's will continue to be shown on current En Route charts now used by the pilots.

Another comment suggested clarification of the terms "routes", "direct routes", and "route segments" as used in the proposal. The Agency agrees and the amendments are accordingly reworded to apply to "Federal airways, jet routes, and other direct routes for which the Administrator has designated an MEA in this part." In the case of a route contained in individual operations specifications, the appropriate COP (if other than midway) will be designated in the operations specifications.

Minor changes in the language of the definition contained in § 95.1(g) have been made to more clearly define the purpose and use of COP's.

Interested persons have been afforded an opportunity to participate in the making of regulations pertaining to COP's and due consideration has been given to all relevant matter presented. Since, the amendments to Parts 71 and 75 [New], effective September 17, 1964, which incorporate the new lateral extent of airways formula require these amendments to be made effective concurrently with those amendments, the Agency finds that good cause exists for making the portion of the amendment pertaining to COP's effective in less than 30 days.

That portion of the amendment pertaining to MEA's and MAA's must also be made effective concurrent with revocation of the intermediate altitude VOR Federal airways, or the associated airspace actions. Therefore, the Agency finds that in the interest of safety in air commerce compliance with the notice and procedure provisions of the Administrative Procedure Act is impracticable, and that good cause also exists to make this portion of the amendment effective in less than 30 days.

In consideration of the foregoing, Part 95 [New] of the Federal Aviation Regulations is amended, effective September 17, 1964, as follows:

1. By amending paragraphs (a) and (b) of § 95.1 and adding paragraph (g) to read:

(a) This part prescribes altitudes governing the operation of aircraft under IFR on Federal airways, jet routes, or other direct routes for which an MEA is designated in this part. In addition, it designates mountainous areas and changeover points.

(b) The MAA is the highest altitude on a Federal airway, jet route, or other direct route for which an MEA is designated in this part at which adequate reception of navigation aid signals is assured.

(g) The COP applies to operation of an aircraft along a Federal airway, jet route, or other direct route for which an MEA is designated in this part. It is the most appropriate point for transfer of the airborne navigation reference between the facility abaft the aircraft and the next appropriate facility along the Federal airway, jet route, or other direct route that provides:

(1) Continuous reception between facilities; and

(2) A common source of azimuth guidance for all aircraft operating along the same segment of the Federal airway, jet route, or direct route.

2. By redesignating paragraphs (a), (b), (c), (d), and (e) of § 95.3 as paragraphs (b), (c), (d), (e), and (f), respectively, and adding a new paragraph (a) to that section to read:

(a) COP means changeover point.

3. By amending Subpart C as follows: Section 95.101 *Amber Federal airway 1* is amended to read in part:

From, to, and MEA

Hinchinbrook, Alaska, LFR; Storey INT, Alaska; 5,000.

Storey INT, Alaska; *Anchorage, Alaska, LFR; 9,000. *6,700—MOCA Anchorage LFR, southeastbound.

Unalakleet, Alaska, LFR; Darby INT, Alaska; 2,800.

Darby INT, Alaska; Nome, Alaska, LFR; 3,000.

Section 95.1001 *Direct routes—U.S.* is amended by adding:

New Orleans, La., LF/RBn; Todd INT, La.; *2,000. *1,500—MOCA.

Todd INT, La.; Neptune INT, La.; *5,000. *1,000—MOCA.

Grand Isle, La., LF/RBn; New Orleans, La., LF/RBn; 1,500.

New Orleans, La., VOR; Todd INT, La.; *3,000. *2,000—MOCA.

Todd INT, La.; Neptune INT, La.; *18,000. *1,000—MOCA.

Miami, Fla., LF/RBn; West Palm Beach, Fla., LF/RBn; 2,000.

Jacksonville, Fla., VOR; Gainesville, Fla., VOR; 18,000. MAA—45,000.

Gainesville, Fla., VOR; St. Petersburg, Fla., VOR; 18,000. MAA—45,000.

Miami, Fla., VOR; Vero Beach, Fla., VOR; 18,000. MAA—45,000.

West Palm Beach, Fla., VOR; St. Petersburg, Fla., VOR; 18,000. MAA—45,000.

Section 95.1001 *Direct routes—U.S.* is amended to delete:

Miami, Fla., VOR; West Palm Beach, Fla., VOR; 2,000.

Miami, Fla., LF/RBn; West Palm Beach, Fla., LFR; 2,000.

Section 95.1001 *Direct route—U.S.* is amended to read in part:

Int. 096° M rad, Fillmore VOR, and 305° M rad, Long Beach VOR; Stadium INT, Calif.; *5,000. *3,000 after passing Tower INT, Calif., southeastbound.

Battle Creek, Mich., VOR; Sherwood INT, Mich.; *3,000. *2,100—MOCA. MAA—12,000.

From, to, and MEA

Battle Creek, Mich., VOR; Centerville INT, Mich.; *3,000. *2,100—MOCA. MAA—12,000.
 Battle Creek, Mich., VOR; Kalamazoo, Mich., VOR; *3,000. *2,100—MOCA. MAA—12,000.

Section 95.6004 VOR Federal airway 4 is amended to read in part:

Malad City, Idaho, VOR; Rock Springs, Wyo., VOR; 14,000.
 *Burley, Idaho, VOR; Rehn Ranch INT, Idaho; 8,400. *6,500—MCA Burley VOR, eastbound.
 Rehn Ranch INT, Idaho; Malad City, Idaho, VOR; 9,400.
 Hill City, Kans., VOR; Russell, Kans., VOR; *4,500. *3,800—MOCA.
 Russell, Kans., VOR; Salina, Kans., VOR; *3,600. *2,900—MOCA.
 Marshall, Mo., VOR; Hallsville, Mo., VOR; *2,600. *2,200—MOCA.
 Centralia, Ill., VOR, via S. alter.; New Haven INT, Ill., via S. alter.; *2,400. *2,000—MOCA.
 Cherokee, Wyo., VOR; *Laramie, Wyo., VOR; 12,800. *10,500—MCA Laramie VOR, westbound. *10,000—MCA Laramie VOR, southeastbound.
 Laramie, Wyo., VOR; Loveland INT, Colo.; *11,000. *10,500—MOCA.
 Loveland INT, Colo.; *Longmont INT, Colo.; 7,800. *13,000—MRA.
 Longmont INT, Colo.; Denver, Colo., VOR; 7,000.
 Denver, Colo., VOR; Strasburg INT, Colo.; 7,400.
 Strasburg INT, Colo.; Byers INT, Colo.; 6,900.
 Byers INT, Colo.; Thurman, Colo., VOR; 7,000.
 Thurman, Colo., VOR; Goodland, Kans., VOR; *6,700. *6,000—MOCA.
 *Laramie, Wyo., VOR, via N. alter.; Nunn INT, Colo., via N. alter.; 11,000. *10,400—MCA Laramie VOR, southeastbound.
 Nunn INT, Colo., via N. alter.; Gill, Colo., VOR, via N. alter.; 7,300.
 Canyon Creek INT, Idaho; Jerome INT, Idaho; 8,000.

Section 95.6006 VOR Federal airway 6 is amended to read in part:

Wells, Nev., VOR; Lucin, Utah, VOR; 10,300.
 Lucin, Utah, VOR; *Ogden, Utah, VOR; 9,000. *7,500—MCA Ogden VOR, westbound. *11,000—MCA Ogden VOR, eastbound.
 Ogden, Utah, VOR; Fort Bridger, Wyo., VOR; *12,000. *11,600—MOCA.
 Sidney, Nebr., VOR; North Platte, Nebr., VOR; *6,200. *5,800—MOCA.
 North Platte, Nebr., VOR; Eddyville INT, Nebr.; *5,000. *4,300—MOCA.
 Eddyville INT, Nebr.; Grand Island, Nebr., VOR; *5,000. *3,700—MOCA.
 Grand Island, Nebr., VOR; Touhy INT, Nebr.; *3,700. *3,000—MOCA.
 Touhy INT, Nebr.; Mead INT, Nebr.; *2,900. *2,400—MOCA.
 Mead INT, Nebr.; Richfield INT, Nebr.; 3,000.
 Richfield INT, Nebr.; Omaha, Nebr., VOR; *2,800. *2,600—MOCA.
 Omaha, Nebr., VOR; Carson INT, Iowa; *2,800. *2,400—MOCA.
 Carson INT, Iowa; Lyman INT, Iowa; *3,100. *2,500—MOCA.
 Cordova, Ill., VOR; Sterling INT, Ill.; *2,400. *2,100—MOCA.
 Sterling INT, Ill.; Shabbona INT, Ill.; *2,500. *2,100—MOCA.
 Shabbona INT, Ill.; Hinckley INT, Ill.; *2,700. *2,100—MOCA.
 Omaha, Nebr., VOR, via S. alter.; Elliott INT, Iowa, via S. alter.; *3,000. *2,400—MOCA.
 Medicine Bow, Wyo., VOR; Morton INT, Wyo.; 9,500.
 Morton INT, Wyo.; *Little Horse INT, Wyo.; *10,500. *10,500—MCA Little Horse INT, westbound. *9,500—MOCA.

From, to, and MEA

Little Horse INT, Wyo.; Albine INT, Wyo.; *9,000. *7,300—MOCA.
 Oakland, Calif., VOR; via S. alter.; *San Ramon INT, Calif., via S. alter.; 4,000. *4,700—MCA San Ramon INT, eastbound.
 San Ramon INT, Calif., via S. alter.; Altamont INT, Calif., via S. alter.; 5,000.
 Altamont INT, Calif., via S. alter.; Isleton INT, Calif., via S. alter.; 4,500.
 Isleton INT, Calif., via S. alter.; Sacramento, Calif., VOR, via S. alter.; southbound, 3,000; northbound, 2,000.
 Sacramento, Calif., VOR; Folsom INT, Calif.; 3,500.
 Sacramento, Calif., VOR; via N. alter.; Roseville INT, Calif.; via N. alter.; 3,500.
 Roseville INT, Calif., via N. alter.; *Newcastle INT, Calif., via N. alter.; 4,000. *7,500—MCA Newcastle INT, northeastbound.
 Reno, Nev., VOR; Wadsworth INT, Nev.; 10,000.
 Wadsworth INT, Nev.; Lovelock, Nev., VOR; *10,000. *9,200—MOCA.
 Reno, Nev., VOR, via S. alter.; Hazen, Nev., VOR, via S. alter.; 10,000.
 Hazen, Nev., VOR, via S. alter.; *Lovelock, Nev., VOR, via S. alter.; *8,000. *8,500—MCA Lovelock VOR, northeastbound. **7,600—MOCA.

Section 95.6008 VOR Federal airway 8 is amended by adding:

Kremmling, Colo., VOR; Superior INT, Colo.; *16,000. *14,900—MOCA.

Section 95.6008 VOR Federal airway 8 is amended to read in part:

Wilmington INT, Calif.; Long Beach, Calif., VOR; 2,300.
 Goffs, Calif., VOR; Mead INT, Nev.; 7,500.
 Mead INT, Nev., VOR; Mormon Mesa, Nev., VOR; 6,000.
 Long Beach, Calif., VOR, via N. alter.; Pomona, Calif., VOR, via N. alter.; 4,000.
 INT, Nev., VOR; 6,000. Long Beach, Calif., *Pomona, Calif., VOR, via N. alter.; Cable INT, Calif., via N. alter.; northeastbound, 12,000; southwestbound, 5,500. *10,000—MCA Pomona VOR, northeastbound.
 Cable INT, Calif., via N. alter.; Mount San INT, Calif., via N. alter.; northeastbound, 12,000; southwestbound, 10,400.
 Mount San INT, Calif., via N. alter., Apple INT, Calif., via N. alter.; 12,000.
 Apple INT, Calif., via N. alter.; Barstow INT, Calif., via N. alter.; northeastbound, 7,000; southwestbound, 12,000.
 Daggett, Calif., VOR, via N. alter.; *Las Vegas, Nev., VOR, via N. alter.; 9,500. *6,600—MCA Las Vegas VOR, southwestbound.
 Las Vegas, Nev., VOR, via N. alter.; Mormon Mesa, Nev., VOR, via N. alter.; *7,500. *6,500—MOCA.
 Mormon Mesa, Nev., VOR; Hurricane INT, Utah; southwestbound, *11,000; northeastbound *12,000. *8,800—MOCA.
 Hurricane INT, Utah; Bryce Canyon, Utah, VOR; 12,500.
 Hanksville, Utah, VOR; Cisco INT, Utah; *10,000. *8,100—MOCA.
 Cisco INT, Utah; *Grand Junction, Colo., VOR; **10,000. *13,500—MCA Grand Junction VOR, northeastbound. **9,200—MOCA.
 Grand Junction, Colo.; Collbran INT, Colo.; northeastbound, 14,000; southwestbound, 10,000.
 Collbran INT, Colo.; Kremmling, Colo., VOR; 13,500.
 Superior INT, Colo.; *Denver, Colo., VOR; westbound, **16,000; eastbound, 9,600. *10,500—MCA Denver VOR, westbound. **9,600—MOCA.
 Denver, Colo., VOR; Akron, Colo., VOR; 7,400.
 Akron, Colo., VOR; Hayes Center, Nebr., VOR; 6,000.
 Denver, Colo., VOR, via S. alter.; Strasburg INT, Colo., via S. alter.; 7,400.

From, to, and MEA

Strasburg INT, Colo., via S. alter.; Byers INT, Colo., via S. alter.; 6,900.
 Byers INT, Colo., via S. alter.; Akron, Colo., VOR, via S. alter.; 7,000.
 Akron, Colo., VOR, via S. alter.; Int. 081° M rad, Akron VOR, and 233° M rad, Hayes Center VOR, via S. alter.; *6,500. *5,800—MOCA.
 Int. 081° M rad, Akron VOR, and 233° M rad, Hayes Center VOR, via S. alter.; Hayes Center, Nebr., VOR, via S. alter.; *6,700. *6,000—MOCA.
 Akron, Colo., VOR, via N. alter.; Holyoke INT, Colo., via N. alter.; *6,400. *6,000—MOCA.
 Holyoke INT, Colo., via N. alter.; Hayes Center, Nebr., VOR, via N. alter.; *6,000. *4,700—MOCA.
 Hayes Center, Nebr., VOR, via N. alter.; Eddyville INT, Nebr., via N. alter.; *5,000. *4,100—MOCA.
 Eddyville INT, Nebr., via N. alter.; Grand Island, Nebr., VOR, via N. alter.; *5,000. *3,700—MOCA.
 Grand Island, Nebr., VOR; Touhy INT, Nebr.; *3,700. *3,000—MOCA.
 Touhy INT, Nebr.; Mead INT, Nebr.; *2,900. *2,400—MOCA.
 Mead INT, Nebr.; Richfield INT, Nebr.; 3,000.
 Richfield INT, Nebr.; Omaha, Nebr., VOR; *2,800. *2,600—MOCA.
 Omaha, Nebr., VOR; Carson INT, Iowa; *2,800. *2,400—MOCA.
 Carson INT, Iowa; Lyman INT, Iowa; *3,100. *2,500—MOCA.
 Cordova, Ill., VOR; Sterling INT, Ill.; *2,400. *2,100—MOCA.
 Sterling INT, Ill.; Shabbona INT, Ill.; *2,500. *2,100—MOCA.
 Shabbona INT, Ill.; Hinckley INT, Ill.; *2,700. *2,100—MOCA.
 Omaha, Nebr., VOR, via S. alter.; Elliott INT, Iowa, via S. alter.; *3,000. *2,400—MOCA.

Section 95.6009 VOR Federal airway 9 is amended to delete:

New Orleans, La., VOR, via W. alter.; *Albany INT, La., via W. alter.; **1,500. *1,500—MRA. *1,400—MOCA.
 Albany INT, La., via W. alter.; McComb, Miss., VOR, via W. alter.; 1,700.

Section 95.6009 VOR Federal airway 9 is amended to read in part:

Memphis, Tenn., VOR; Holland INT, Mo.; 2,500.
 Holland INT, Mo.; Malden, Mo., VOR; *2,500. *2,300—MOCA.
 Malden, Mo., VOR; Farmington, Mo., VOR; *3,000. *2,200—MOCA.
 *Waverly INT, Ill.; Capital, Ill., VOR; **2,400. *2,700—MRA. **2,100—MOCA.
 McComb, Miss., VOR, via W. alter.; Jackson, Miss., VOR, via W. alter.; 2,900.

Section 95.6010 VOR Federal airway 10 is amended to read in part:

Lamar, Colo., VOR; Garden City, Kans., VOR; *5,700. *5,000—MOCA.
 Garden City, Kans., VOR; Dodge City, Kans., VOR; *4,600. *4,000—MOCA.
 Dodge City, Kans., VOR; *Stafford INT, Kans.; **4,300. *4,000—MRA. **3,700—MOCA.
 Stafford INT, Kans.; Hutchinson INT, Kans.; *3,300. *2,900—MOCA.
 Walton INT, Kans.; *Florence INT, Kans.; **3,100. *5,000—MRA. **2,700—MOCA.
 Lawson INT, Mo.; Chillicothe INT, Mo.; *3,000. *2,200—MOCA.
 Pueblo, Colo., VOR; Ordway INT, Colo.; 6,700.
 Ordway INT, Colo.; Lamar, Colo., VOR; 6,500.
 Great Bend INT, Kans., via N. alter.; *Sterling INT, Kans., via N. alter.; **4,500. *4,000—MRA. **3,200—MOCA.
 Sterling INT, Kans., via N. alter.; Hutchinson, Kans., VOR, via N. alter.; *3,200. *3,000—MOCA.

From, to, and MEA

Section 95.6012 VOR Federal airway 12 is amended to read in part:

*Capron INT, Okla.; Anthony, Kans., VOR; *3,200. *5,000—MRA. **2,700—MOCA.
Anthony, Kans., VOR; Milton INT, Kans.; 3,000. *2,500—MOCA.
*Cassoday INT, Kans.; Emporia, Kans., VOR; *3,100. *4,500—MRA. **3,000—MOCA.
Anthony, Kans., VOR, via S alter.; Conway INT, Kans., via S alter.; *3,000. *2,500—MOCA.
Whitewater INT, Kans., via N alter.; *Florence INT, Kans., via N alter.; **3,000. *5,000—MRA. **2,600—MOCA.
Leeds INT, Mo.; Blue Springs, Mo., VOR; *2,500. *2,100—MOCA.
Blackwater, Mo., VOR; Millersburg INT, Mo.; *2,800. *2,600—MOCA.
Millersburg INT, Mo.; Readsville, Mo., VOR; *2,600. *2,100—MOCA.
*Santa Barbara, Calif., VOR; Inez INT, Calif.; **8,700. *7,000—MCA Santa Barbara VOR, eastbound. **8,000—MOCA.
Inez INT, Calif.; *Fillmore, Calif., VOR; 8,700. *7,800—MCA Fillmore VOR, north-westbound.
Saugus INT, Calif.; Palmdale, Calif., VOR; 8,000.
Barstow INT, Calif.; Hector, Calif., VOR; 7,000.
Clipper INT, Calif.; Needles, Calif., VOR; 8,000.
Needles, Calif., VOR; Prescott, Ariz., VOR; 10,000.
Prescott, Ariz., VOR; Winslow, Ariz., VOR; 10,500.
*Plain City INT, Ohio; **Dublin INT, Ohio; 2,500. *4,000—MRA. **3,500—MRA.
Dublin INT, Ohio; Appleton, Ohio, VOR; 2,500.

Section 95.6014 VOR Federal airway 14 is amended to read in part:

Vichy, Mo., VOR., via N alter.; St. Louis, Mo., VOR, via N alter.; *2,800. *2,100—MOCA.
Washington INT, Mo.; Howell INT, Mo.; *2,600. *2,000—MOCA.
St. Louis, Mo., VOR; Prairie INT, Ill.; *2,100. *2,000—MOCA.
Prairie INT, Ill.; Vandalia, Ill., VOR; *2,500. *2,000—MOCA.
Godfrey INT, Ill., via N alter.; Vandalia, Ill., VOR; via N alter.; *2,500. *2,000—MOCA.

Section 95.6015 VOR Federal airway 15 is amended to read in part:

Skidmore INT, Mo.; Coin INT, Iowa; *2,700. *2,400—MOCA.
Coin INT, Iowa; Emerson INT, Iowa; 2,700.
Emerson INT, Iowa; Neola, Iowa, VOR; 2,900.
Neola, Iowa, VOR; Sioux City, Iowa, VOR; 3,100.

Section 95.6016 VOR Federal airway 16 is amended to read in part:

Banning INT, Calif.; *Palm Springs INT, Calif.; **13,000. *13,000—MCA Palm Springs INT, westbound. **10,800—MOCA.
Palm Springs INT, Calif.; Blythe, Calif., VOR; *8,000. *7,500—MOCA.
Blythe, Calif., VOR; Buckeye, Ariz., VOR; 5,600.
Toltec INT, Ariz.; Tucson, Ariz., VOR; 6,500.
*Tucson, Ariz., VOR; Cochise, Ariz., VOR; 10,500. *8,700—MCA Tucson VOR, east-bound.
Vail, Ariz., FM; Tucson, Ariz., VOR, west-bound only; 8,000.
*Tucson, Ariz., VOR, via S alter.; Geronimo, INT, Ariz., via S alter.; southeastbound, 9,000; north-westbound, 7,000. *6,600—MCA Tucson VOR, southeastbound.
Geronimo INT, Ariz., via S alter.; Cochise, Ariz., VOR, via S alter.; 9,500.
Knoxville, Tenn., VOR; *Piedmont INT, Tenn.; 3,000. *5,000—MRA.

From, to, and MEA

Section 95.6016 VOR Federal airway 16 is amended to delete:

Texarkana, Ark., VOR, via S alter.; *Waterloo INT, Ark., via S alter.; 1,700. *4,000—MRA.
Waterloo INT, Ark., via S alter.; Pine Bluff, Ark., VOR, via S alter.; *4,000. *1,600—MOCA.

Section 95.6017 VOR Federal airway 17 is amended to read in part:

Gage, Okla., VOR; Meade INT, Kans.; *4,400. *3,600—MOCA.
Meade INT, Kans.; Garden City, Kans., VOR; *4,600. *4,100—MOCA.
Garden City, Kans., VOR; *Modoc INT, Kans.; *5,500. *7,000—MRA. **4,300—MOCA.
Gage, Okla., VOR, via W alter.; Liberal, Kans., VOR, via W alter.; 4,700.
Liberal, Kans., VOR, via W alter.; Garden City, Kans., VOR, via W alter.; *4,700. *4,500—MOCA.

Section 95.6019 VOR Federal airway 19 is amended to read in part:

Cimarron, N. Mex., VOR; Gordon INT, Colo.; *11,000. *10,200—MOCA.
Gordon INT, Colo.; Pueblo, Colo., VOR; 8,300.
Pueblo, Colo., VOR; Hanover INT, Colo.; 7,500.
Hanover INT, Colo.; Kiowa, Colo., VOR; 9,000.
Kiowa, Colo., VOR; Strasburg, INT, Colo.; 7,900.
Strasburg INT, Colo.; Denver, Colo., VOR; 7,400.
Cimarron, N. Mex., VOR; via E alter.; Int. 040° M rad, Cimarron VOR, and 163° M rad, Pueblo VOR, via E alter.; 10,800.
Int. 040° M rad, Cimarron VOR, and 163° M rad, Pueblo VOR, via E alter.; *Earl INT, Colo. via E alter.; 11,600. *10,500—MCA Earl INT, southbound.
Earl INT, Colo., via E alter.; Pueblo, Colo., VOR, via E alter.; 8,200.
Pueblo, Colo., VOR, via E alter.; Squirrel INT, Colo., via E alter.; 7,000.
Squirrel INT, Colo., via E alter.; Rush INT, Colo., via E alter.; 8,700.
Rush INT, Colo., via E alter.; Kiowa, Colo., VOR, via E alter.; 8,900.
Denver, Colo., VOR; *Platte INT, Colo.; 7,000. *10,500—MRA.
Platte INT, Colo.; Nunn INT, Colo.; 7,000.
Nunn INT, Colo.; Cheyenne, Wyo., VOR; 7,900.
Cheyenne, Wyo., VOR; via E alter.; Douglas, Wyo., VOR; via E alter.; 8,000.
Crazy Woman, Wyo., VOR; Sheridan, Wyo., VOR; 7,000.
Sheridan, Wyo., VOR; Billings, Mont., VOR; *8,000. *7,000—MOCA.

Section 95.6019 VOR Federal airway 19 is amended to delete:

Cheyenne, Wyo., VOR; Douglas, Wyo., VOR; 9,000.
Bear Creek INT, Wyo.; Cheyenne, Wyo., VOR, southbound only; 8,000.
Douglas, Wyo., VOR; Casper, Wyo., VOR; 8,000.

Section 95.6019 VOR Federal airway 19 is amended by adding:

Cheyenne, Wyo., VOR; Casper, Wyo., VOR; *11,500. *11,400—MOCA.
Douglas, Wyo., VOR, via E alter.; Casper, Wyo., VOR, via E alter.; 7,800.

Section 95.6020 VOR Federal airway 20 is amended to read in part:

Central INT, Ala., via N alter.; *Miller INT, Ala., via N alter.; **2,600. *5,300—MRA. **2,300—MOCA.
Miller INT, Ala., via N alter.; Newnan INT, Ga., via N alter.; *5,300. *2,300—MOCA.
Mobile, Ala., VOR, via N alter.; Evergreen, Ala., VOR, via N alter.; *2,000. *1,500—MOCA.

From, to, and MEA

Section 95.6021 VOR Federal airway 21 is amended to read in part:

Carp INT, Calif.; Long Beach, Calif., VOR; 3,500.
*Ontario, Calif., VOR; Fontana INT, Calif.; northeastbound, **10,000; southwest-bound, 5,000. *7,000—MCA Ontario VOR, Northeastbound. **5,000—MOCA.
Hector, Calif., VOR; *Craters INT, Nev.; 10,000. *12,000—MRA.
Craters INT, Nev.; Boulder, Nev., VOR; 10,000. Mormon Mesa, Nev., VOR, via E alter.; Hurricane INT, Utah, via E alter.; southwestbound, *11,000; northeastbound, *12,000. *8,800—MOCA.
Milford, Utah, VOR; Delta, Utah, VOR; 9,000.
Delta, Utah, VOR; Provo, Utah, VOR; 10,300.
Provo, Utah, VOR; Salt Lake City, Utah, VOR; 9,800.
Riverton, Utah, FM; Salt Lake City, Utah, VOR, northbound only; 7,500.
Salt Lake City, Utah, VOR; Ogden, Utah, VOR; 7,200.
Ogden, Utah, VOR; *Corinne INT, Utah; northbound, **11,000; southbound, *8,000. #*13,000—MRA. #Not applicable using Corinne RBN to determine intersection. **7,600—MOCA.
Corinne INT, Utah; Malad City, Idaho, VOR; *11,000. *10,000—MOCA.
Idaho Falls, Idaho, VOR; *Dubois, Idaho, VOR; 7,500. *9,000—MCA Dubois VOR, northbound.
Dubois, Idaho, VOR; Dillon, Mont., VOR; *12,000. *11,100—MOCA.
Dillon, Mont., VOR; *Whitehall, Mont., VOR; 10,000. *9,300—MCA Whitehall VOR, northbound.
Whitehall, Mont., VOR; Helena, Mont., VOR; 10,800.
Helena, Mont., VOR; Wolf Creek INT, Mont.; *9,000. *8,100—MOCA.
Wolf Creek INT, Mont.; Great Falls, Mont., VOR; 8,500.
Helena, Mont., VOR, via W alter.; Wolf Creek INT, Mont., via W alter.; *9,000. *8,100—MOCA.
Wolf Creek INT, Mont., via W alter.; Simms INT, Mont., via W alter.; *9,500. *7,500—MOCA.
Simms INT, Mont., via W alter.; Choteau INT, Mont., via W alter.; *9,500. *7,000—MOCA.
Choteau INT, Mont., via W alter.; Cut Bank, Mont., VOR, via W alter.; *7,000. *6,200—MOCA.

Section 95.6023 VOR Federal airway 23 is amended to read in part:

San Diego, Calif., VOR; *Cardiff INT, Calif.; 2,800. *3,000—MRA.
Cardiff INT, Calif.; Oceanside, Calif., VOR; 2,800.
Oceanside, Calif., VOR; Long Beach, Calif., VOR; 3,700.
Long Beach, Calif., VOR; Los Angeles, Calif., VOR; 2,500.
Los Angeles, Calif., VOR; Canoga INT, Calif.; 4,000.
*Canoga INT, Calif.; Castaic INT, Calif., 6,000. *5,000—MCA Canoga INT, north-westbound.
*Castaic INT, Calif.; Gorman, Calif., VOR; 9,500. *8,300—MCA Castaic INT; north-bound.
Gorman, Calif., VOR; Grapevine INT, Calif.; 9,500.
Grapevine INT, Calif.; *River INT, Calif.; northbound, 5,000; southbound, 9,500. *7,800—MCA River INT, southbound.
River INT, Calif.; Bakersfield, Calif., VOR; northbound, 3,000; southbound, 4,000.
Los Angeles, Calif., VOR, via E alter.; Valley INT, Calif.; via E alter.; northbound, 5,000; southbound, 4,000.
Valley INT, Calif., via E alter.; Lang INT, Calif., via E alter.; northbound, 7,000; southbound, 8,500.
*Saugus INT, Calif.; via E alter.; Lake Hughes, Calif.; via E alter.; 7,800. *6,600—MCA Saugus INT, northbound.

From, to, and MEA

Lamont INT, Calif., via E alter.; *Arvin INT, Calif.; via E alter.; 8,000. *7,400—MCA Arvin INT, southbound.
 Bakersfield, Calif., VOR; Delano INT, Calif.; 8,000.
 Delano INT, Calif.; Laton INT, Calif.; *3,000. *2,000—MOCA.
 Berenda INT, Calif.; Turlock INT, Calif.; *4,000. *3,000—MOCA.
 Turlock INT, Calif.; Woodward INT, Calif.; *4,000. *2,000—MOCA.
 Woodward INT, Calif.; Linden, Calif., VOR; *3,000. *2,000—MOCA.
 Stockton, Calif., VOR, via W alter.; Lodi INT, Calif., via W alter.; 2,000.
 Lodi INT, Calif., via W alter.; Sacramento, Calif., VOR, via W alter.; 2,500.
 *Grimes INT, Calif.; Yuba INT, Calif.; *4,000. *4,000—MCA Grimes INT, northbound. **2,000—MOCA.
 Yuba INT, Calif.; Gridley INT, Calif.; *4,000. *3,100—MOCA.
 Gridley INT, Calif.; Red Bluff, Calif., VOR; *4,000. *2,000—MOCA.
 Fort Jones, Calif., VOR; *Talent INT, Oreg.; *10,000. *10,500—MRA. **9,400—MOCA.

Section 95.6024 VOR Federal airway 24 is amended to read in part:

Watertown, S. Dak., VOR; via N alter.; Redwood Falls, Minn., VOR; via N alter.; *3,800. *3,100—MOCA.

Section 95.6025 VOR Federal airway 25 is amended to read in part:

Triton INT, Calif.; Albacore INT, Calif.; *2,700. *2,000—MOCA.
 Albacore INT, Calif.; *Hermosa INT, Calif.; 3,500. *3,100—MCA Hermosa INT, southeastbound.
 Hermosa INT, Calif.; Los Angeles, Calif., VOR; 2,500.
 Ventura, Calif., VOR; Henderson INT, Calif.; *5,500. *4,800—MOCA.
 *Henderson INT, Calif.; Santa Barbara, Calif., VOR; 7,000. *5,600—MCA Henderson INT, westbound.
 Santa Barbara, Calif., VOR; Pozo INT, Calif.; 8,000.
 Pozo INT, Calif.; Paso Robles, Calif., VOR; northwestbound, 6,000; southeastbound, 7,000.
 Albacore INT, Calif., via E alter.; Long Beach, Calif., VOR; via E alter.; northbound, 2,500; southbound, 3,500.
 Long Beach, Calif., VOR, via E alter.; Hermosa INT, Calif., via E alter.; 2,500.
 Gaviota, Calif., VOR, via W alter.; Orcutt INT, Calif.; via W alter.; 6,000.
 Orcutt INT, Calif., via W alter.; San Luis Obispo, Calif., VOR; via W alter.; northbound, 4,000; southeastbound, 6,000.
 Sprague INT, Oreg.; Redmond, Oreg., VOR; *11,000. *9,300—MOCA.
 Salinas, Calif., VOR; *Santa Cruz INT, Calif.; *5,500. *8,500—MRA. **4,100—MOCA.
 Woodside, Calif., VOR; San Francisco, Calif., VOR; 4,500.
 San Francisco, Calif., VOR; Sutro INT, Calif.; 3,500.
 Sutro INT, Calif.; Stinson Beach INT, Calif.; 3,000.
 Stinson Beach INT, Calif.; Point Reyes, Calif., VOR; 3,500.
 Point Reyes, Calif., VOR; *Geyserville INT, Calif.; *6,000. *12,000—MCA Geyserville INT, northbound. *7,000—MRA. **5,000—MOCA.
 Geyserville INT, Calif.; *Lakeport INT, Calif.; *12,000. *11,000—MCA Lakeport INT, southbound. *9,000—MRA. **6,200—MOCA.
 *Whitmore INT, Calif.; Mount Dome INT, Calif.; *11,000. *7,000—MCA Whitmore INT, northbound. **10,000—MOCA.

Section 95.6026 VOR Federal airway 26 is amended to read in part:

Myton, Utah, VOR; Cherokee, Wyo., VOR; *12,000. *11,700—MOCA.
 Cherokee, Wyo., VOR; Alcova INT, Wyo.; 11,600.
 Alcova INT, Wyo.; Casper, Wyo., VOR; northbound, 8,400; southbound, *9,700. *8,400—MOCA.
 Casper, Wyo., VOR; Sand Creek INT, Wyo.; *9,200. *8,000—MOCA.
 Sand Creek INT, Wyo.; Elk INT, S. Dak.; *13,000. *7,700—MOCA.
 Point Reyes, Calif., VOR; *Geyserville INT, Calif.; **6,000. *7,000—MRA. **5,000—MOCA.
 Ukiah, Calif., VOR; Fortuna, Calif., VOR; *6,700. *6,200—MOCA.
 Crescent City, Calif., VOR; *Rogue River INT, Oreg.; **9,000. *11,000—MRA. **6,400—MOCA.

Section 95.6028 VOR Federal airway 28 is amended to read:

Oakland, Calif., VOR; *San Ramon INT, Calif.; 4,000. *4,700—MCA San Ramon INT, eastbound.
 San Ramon INT, Calif.; Altamont INT, Calif.; 5,000.
 Altamont INT, Calif.; Orange INT, Calif.; 4,500.
 Orange INT, Calif.; Linden, Calif., VOR; *3,000. *2,000—MOCA.
 *Linden, Calif., VOR; Spring Hill INT, Calif.; 10,000. *6,500—MCA Linden VOR northeastbound.
 *Spring Hill INT, Calif.; Steamboat INT, Nev.; **13,000. *13,000—MCA Spring Hill INT, northeastbound. **12,000—MOCA.
 Steamboat INT, Nev.; *Reno, Nev., VOR; **13,000. *10,500—MCA Reno VOR, southwestbound. **9,000—MOCA.
 Cadott INT, Wis.; Edgar INT, Wis.; *3,200. *2,400—MOCA. MAA—14,000.
 Eau Claire, Wis., VOR, via S alter.; Loyal INT, Wis.; via S alter.; *3,200. *2,500—MOCA. MAA—14,000.
 Loyal INT, Wis., via S alter.; Wausau, Wis., VOR, via S alter.; *3,200. *3,000—MOCA. MAA—14,000.

Section 95.6027 VOR Federal airway 27 is amended to read in part:

Triton INT, Calif.; Avalon INT, Calif.; *2,700. *2,000—MOCA.
 *Avalon INT, Calif.; Santa Catalina, Calif., VOR; 4,000. *3,000—MCA Avalon INT, westbound.
 Ventura, Calif., VOR; Henderson INT, Calif.; *5,500. *4,800—MOCA.
 Gaviota, Calif., VOR; Orcutt INT, Calif.; 6,000.
 Orcutt INT, Calif.; San Luis Obispo, Calif., VOR; northbound, 4,000; southeastbound, 6,000.
 Stinson Beach INT, Calif.; Point Reyes, Calif., VOR; 3,500.

Section 95.6030 VOR Federal airway 30 is amended to read in part:

Attica, Ohio, VOR; Sharon INT, Ohio; *3,000. *2,500—MOCA.

Section 95.6032 VOR Federal airway 32 is amended to read in part:

Battle Mountain, Nev., VOR; *Elko, Nev., VOR; 10,000. *11,300—MCA Elko VOR, eastbound.
 *Salt Lake City, Utah, VOR; Fort Bridger, Wyo., VOR; **12,000. *10,700—MCA Salt Lake City VOR, northeastbound. **11,400—MOCA.

Section 95.6038 VOR Federal airway 38 is amended to read in part:

Fort Wayne, Ind., VOR; Findlay, Ohio, VOR; *2,500. *2,200—MOCA.

From, to, and MEA

Section 95.6048 VOR Federal airway 48 is amended to read in part:
 Burlington, Iowa, VOR; London INT, Ill., *2,400. *1,900—MOCA. MAA—14,000.

Section 95.6050 VOR Federal airway 50 is amended to read in part:

Decatur, Ill., VOR; Arcola INT, Ill.; *2,400. *2,000—MOCA. MAA—14,000.
 Arcola INT, Ill.; Terre Haute, Ind., VOR; *2,500. *2,100—MOCA. MAA—14,000.

Section 95.6051 VOR Federal airway 51 is amended to read in part:

Shelbyville, Ind., VOR; Stockwell INT, Ind.; 2,900. MAA—14,000.

Section 95.6054 VOR Federal airway 54 is amended to read in part:

Muscle Shoals, Ala., VOR; Tanner INT, Ala.; 2,000.
 Tanner INT, Ala.; Huntsville, Ala., VOR; 2,600.

Section 95.6055 VOR Federal airway 55 is amended to read in part:

Grantsburg, Wis., VOR; Brainerd, Minn., VOR; *3,100. *2,600—MOCA. MAA—14,000.

Section 95.6063 VOR Federal airway 63 is amended to read in part:

Buffalo INT, Mo.; Eldon INT, Mo.; *4,000. *2,500—MOCA.
 Wilton INT, Mo.; Hallsville, Mo., VOR; 2,700.

Section 95.6064 VOR Federal airway 64 is amended to read in part:

Wilmington INT, Calif.; Long Beach, Calif., VOR; 2,500.
 Long Beach, Calif., VOR; Tustin INT, Calif.; 3,500.
 Tustin INT, Calif.; *Corona INT, Calif.; 6,000. *7,400—MCA Corona INT, eastbound.
 Corona INT, Calif.; *Perris INT, Calif.; 8,000. *11,000—MCA Perris INT, eastbound.
 Perris INT, Calif.; *Thermal, Calif., VOR; **12,000. *12,000—MCA Thermal VOR, westbound. **10,200—MOCA.
 Thermal, Calif., VOR; Blythe, Calif., VOR; *7,000. *6,500—MOCA.

Section 95.6065 VOR Federal airway 65 is amended to read in part:

Lansing INT, Kans.; New Market INT, Mo.; *2,700. *2,300—MOCA.

Section 95.6066 VOR Federal airway 66 is amended to read in part:

San Diego, Calif., VOR; Bostonia INT, Calif.; 4,000.
 Bostonia INT, Calif.; Barrett Lake INT, Calif.; eastbound, 8,000; westbound, 5,500.
 Barrett Lake INT, Calif.; Campo INT, Calif.; 8,000.
 *Coyote Wells INT, Calif.; Imperial, Calif., VOR; eastbound, 4,000; westbound, 5,000. *6,700—MCA Coyote Wells INT, westbound.
 Imperial, Calif., VOR; Yuma, Ariz., VOR; 2,500.
 Gila Bend, Ariz., VOR; Flier INT, Ariz.; 6,500.
 Flier INT, Ariz.; Tucson, Ariz., VOR; *8,000. *6,700—MOCA.
 Tucson, Ariz., VOR; Geronimo INT, Ariz.; southeastbound, 9,000; northwestbound, 7,000.
 Geronimo INT, Ariz.; Douglas, Ariz., VOR; 9,500.
 Douglas, Ariz., VOR; *Heath INT, Ariz.; 8,500. *9,100—MCA Heath INT, northeastbound.

Section 95.6069 VOR Federal airway 69 is amended to read in part:

From, to, and MEA

Auburn INT, Ill.; Capital, Ill., VOR; 2,200.

Section 95.6070 VOR Federal airway 70 is amended to read in part:

*Walker INT, La.; Picayune, Miss., VOR; 1,400. *1,800—MRA.
Greene County, Miss., VOR; Evergreen, Ala., VOR; *2,000. *1,500—MOCA.

Section 95.6072 VOR Federal airway 72 is amended to read in part:

Attica, Ohio, VOR; Sharon INT, Ohio; *3,000. *2,500—MOCA.

Section 95.6073 VOR Federal airway 73 is amended to read in part:

Hutchinson, Kans., VOR; Groveland INT, Kans.; *3,400. *3,100—MOCA.
Groveland INT, Kans.; Salina, Kans., VOR; 3,400.

Section 95.6074 VOR Federal airway 74 is amended to read in part:

Garden City, Kans., VOR; Dodge City, Kans., VOR; *4,600. *4,000—MOCA.
Dodge City, Kans., VOR; *Greensburg INT, Kans.; **4,300. *5,200—MRA. **3,600—MOCA.

Greensburg INT, Kans.; *Salt INT, Kans.; **4,000. *4,200—MRA. **3,300—MOCA.
Salt INT, Kans.; Anthony, Kans., VOR; *3,400. *2,900—MOCA.

Anthony, Kans., VOR; Ponca City, Okla., VOR; *2,900. *2,600—MOCA.

Section 95.6074 VOR Federal airway 74 is amended by adding:

Pine Bluff, Ark., VOR, via N alter.; Little Rock, Ark., VOR, via N alter.; *2,000. *1,500—MOCA.

Section 95.6077 VOR Federal airway 77 is amended to read in part:

*Mayfield INT, Kans.; Conway INT, Kans.; **3,000. *3,000—MRA. **2,700—MOCA.
Whitewater INT, Kans.; *Florence INT, Kans.; **3,000. *5,000—MRA. **2,600—MOCA.
San Angelo, Tex., VOR; *Rowena INT, Tex.; **3,500. *4,500—MRA. **3,400—MOCA.

Section 95.6078 VOR Federal airway 78 is amended to read in part:

Watertown, S. Dak., VOR; Int. 077* M rad, Watertown VOR, and 298* M rad, Redwood Falls VOR; *3,800. *3,100—MOCA.
Int. 077* M rad, Watertown VOR, and 298* M rad, Redwood Falls VOR; Darwin, Minn., VOR; *4,000. *2,600—MOCA.

Section 95.6080 VOR Federal airway 80 is amended to read in part:

Akron, Colo., VOR; Holyoke INT, Colo.; *6,400. *6,000—MOCA.

Section 95.6081 VOR Federal airway 81 is amended to read in part:

Dalhart, Tex., VOR; Tobe, Colo., VOR; 8,800.
Tobe, Colo., VOR; Pueblo, Colo., VOR; 7,700.
Pueblo, Colo., VOR; Colorado Springs, Colo., VOR; 8,900.

*Colorado Springs, Colo., VOR; Franktown INT, Colo.; 9,700. *9,100—MCA Colorado Springs VOR, northbound.
Franktown INT, Colo.; Denver, Colo., VOR; 8,700.

Section 95.6083 VOR Federal airway 83 is amended to read in part:

Taos, N. Mex., VOR; Alamosa, Colo., VOR; 11,600.
Walsenburg INT, Colo.; Cedarwood INT, Colo.; northbound, 8,500; southbound, *13,000. *8,500—MOCA.
Cedarwood INT, Colo.; Pueblo, Colo., VOR; 7,800.

From, to, and MEA

Pueblo, Colo., VOR; Colorado Springs, Colo., VOR; 8,900.

*Colorado Springs, Colo., VOR; Kiowa, Colo., VOR; 9,700. *9,100—MCA Colorado Springs VOR, northbound.

Section 95.6085 VOR Federal airway 85 is amended to read in part:

*Casper, Wyo., VOR; Riverton, Wyo., VOR; 8,100. *9,500—MCA Casper VOR, southbound.

Medicine Bow, Wyo., VOR; Mountain INT, Wyo.; 10,800.

Mountain INT, Wyo.; *Casper, Wyo., VOR; northbound, 8,000; southbound, 10,800. *9,500—MCA Casper VOR, southbound.

Medicine Bow, Wyo., VOR, via W alter.; Alcova INT, Wyo., via W alter.; *9,700. *9,400—MOCA.

Alcova INT, Wyo., via W alter.; Casper, Wyo., VOR, via W alter.; northbound, 8,400, southbound, *9,700. *8,400—MOCA.

Section 95.6086 VOR Federal airway 86 is amended to read in part:

Whitehall, Mont., VOR; Bozeman, Mont., VOR; 8,500.

Section 95.6087 VOR Federal airway 87 is amended to read in part:

San Francisco, Calif., VOR; Napa, Calif., VOR; 3,500.

Section 95.6088 VOR Federal airway 88 is amended to read in part:

Vinita INT, Okla.; *Waco INT, Mo.; **6,500. *6,500—MCA Waco INT, Southwestbound; **3,000—MOCA.

Section 95.6089 VOR Federal airway 89 is amended to read in part:

Lake George INT, Colo.; *Silo INT, Colo.; **12,000. *11,000—MCA Silo INT, southwestbound. **11,800—MOCA.

Silo INT, Colo.; Denver, Colo., VOR; 10,000.
Denver, Colo., VOR; Nunn INT, Colo.; 7,000.
Nunn INT, Colo.; Cheyenne, Wyo., VOR; 7,900.
Cheyenne, Wyo., VOR; *Little Horse INT, Wyo.; 7,900. *10,500—MRA.

Little Horse INT, Chadron, Nebr., VOR; *7,800. *7,000—MOCA.

Gill, Colo., VOR, via E alter.; Cheyenne, Wyo., VOR, via E alter.; 7,900.

Cheyenne, Wyo., VOR, via E alter.; Albin INT, Wyo., via E alter.; 7,900.

Albin INT, Wyo., via E alter.; Scottsbluff, Nebr., VOR, via E alter.; 7,800.

Section 95.6094 VOR Federal airway 94 is amended to read in part:

*Toltec INT, Ariz.; Chrome INT, Ariz.; eastbound, 8,000; westbound, 6,500. *5,500—MCA Toltec INT, eastbound.

Chrome INT, Ariz.; San Simon, Ariz., VOR; 10,000.

San Simon, Ariz., VOR; Deming, N. Mex., VOR; *9,000. *8,000—MOCA.

Section 95.6095 VOR Federal airway 95 is amended to read in part:

Lake George INT, Colo.; *Kiowa, Colo., VOR; 11,800. *8,500—MCA Kiowa VOR, Southwestbound.

*Phoenix, Ariz., VOR; Tonto INT, Ariz.; 10,000. *4,700—MCA Phoenix VOR, northbound.

Tonto INT, Ariz.; *Winslow, Ariz., VOR; 10,000. *6,800—MCA Winslow VOR, Southwestbound.

Winslow, Ariz., VOR; *Castle INT, Ariz.; northeastbound, 11,000; southwestbound, 8,700. *10,000—MRA.

Castle INT, Ariz.; White Creek INT, N. Mex.; *18,000. *11,300—MOCA.

From, to, and MEA

*Ranch INT, Ariz., via W alter.; **Winslow, Ariz., VOR, via W alter.; ***14,000. *14,000—MCA Ranch INT, northeastbound. **9,500—MCA Winslow VOR, southwestbound. ***10,100—MOCA.

Section 95.6095 VOR Federal airway 95 is amended by adding:

Gunnison, Colo., VOR; Lake George INT, Colo.; 16,200.

Section 95.6097 VOR Federal airway 97 is amended to read in part:

*Tallasse INT, Tenn.; Knoxville, Tenn., VOR; 3,000. *4,000—MCA Tallasse INT, southbound.

Section 95.6100 VOR Federal airway 100 is amended to read in part:

O'Neill, Nebr., VOR; Sioux City, Iowa, VOR; *3,700. *3,500—MOCA.

Medicine Bow, Wyo., VOR; *Wheatland INT, Wyo.; 10,300. *9,200—MCA Wheatland INT, westbound.

Section 95.6101 VOR Federal airway 101 is amended to read in part:

Ogden, Utah, VOR; Hansel INT, Utah; 9,400.
Hansel INT, Utah; Malta INT, Idaho; 11,400.
Malta INT, Idaho; *Burley, Idaho, VOR; northbound, 8,000; southeastbound, 11,400. *9,500—MCA Burley VOR, southeastbound.

Section 95.6105 VOR Federal airway 105 is amended to read in part:

Tucson, Ariz., VOR; *Keystone INT, Ariz.; 5,900. *7,000—MRA.

Keystone INT, Ariz.; Casa Grande, Ariz., VOR; 5,900.

*Cactus INT, Ariz.; Cave Creek INT, Ariz.; northbound, 7,000; southbound, 5,000. *8,000—MRA.

Cave Creek INT, Ariz.; Rock Springs INT, Ariz.; northbound, 10,000; southbound, 8,000.

Prescott, Ariz., VOR; Willow Beach INT, Ariz.; 10,000.

Willow Beach INT, Ariz.; Boulder, Nev., VOR; *7,000. *6,000—MOCA.

Prescott, Ariz., VOR, via E alter.; Peach Springs, Ariz., VOR, via E alter.; 9,000.

Hidden Hills, INT, Nev.; Beatty, Nev., VOR; northbound, *11,000; southeastbound, 12,500. *8,400—MOCA.

Beatty, Nev., VOR; Coaldale, Nev., VOR; *11,000. *10,000—MOCA.

Coaldale, Nev., VOR; Yerington INT, Nev.; *14,000. *11,200—MOCA.

*Yerington INT, Nev.; Churchill INT, Nev.; northbound, 10,000; southeastbound, 11,500. *12,500—MCA Yerington INT, southeastbound.

Section 95.6107 VOR Federal airway 107 is amended to read in part:

Bay INT, Calif.; *Fillmore, Calif., VOR; 5,000. *7,200—MCA Fillmore VOR, northwestbound.

Fillmore, Calif., VOR; Piru INT, Calif.; northwestbound, 9,500; southeastbound, 8,000.

Los Angeles, Calif., VOR, via W alter.; Bay INT, Calif., via W alter.; 4,000.

Sunset INT, Calif.; Derby INT, Calif.; southeastbound, 11,000; northwestbound, 8,500.

Derby INT, Calif.; Arenal, Calif., VOR; 7,000.
Ventura, Calif., VOR, via W alter.; Fillmore, Calif., VOR, via W alter.; 4,600.

Los Banos, Calif., VOR; *Cathedral INT, Calif.; **7,000. *7,000—MCA Cathedral INT, northwestbound.

Cathedral INT, Calif.; Mount Hamilton INT, Calif.; *7,000. *6,400—MOCA.

Mount Day INT, Calif.; Mission INT, Calif.; northbound, 5,600; southbound, 7,000.

From, to, and MEA

Section 95.6108 *VOR Federal airway 108* is amended to read in part:

Colorado Springs, Colo., VOR; Peyton INT, Colo.; 9,600.
 Peyton INT, Colo.; Hugo, Colo., VOR; 9,000.
 Hugo, Colo., VOR; Goodland, Kans., VOR; *7,000. *6,100—MOCA.
 Colorado Springs, Colo., VOR, via S alter.; Hanover INT, Colo., via S alter.; 9,600.
 Hanover INT, Colo., via S alter.; Hugo, Colo., VOR, via S alter.; 8,000.
 San Francisco, Calif., VOR; Sutro INT, Calif.; 3,500.
 Sutro INT, Calif.; Golden Gate INT, Calif.; 3,000.
 Golden Gate INT, Calif.; Commodore INT, Calif.; 4,000.
 Commodore INT, Calif.; Richmond INT, Calif.; southwestbound, 4,000; northeastbound, 3,000.
 Richmond INT, Calif.; Crockett INT, Calif.; 3,000.
 Crockett INT, Calif.; Lodi INT, Calif.; 4,000.
 Lodi INT, Calif.; Linden, Calif., VOR; *4,000. *3,000—MOCA.

Section 95.6109 *VOR Federal airway 109* is amended to read in part:

Volta INT, Calif.; Stockton, Calif., VOR; *3,000. *2,000—MOCA.
 Stockton, Calif., VOR; Byron INT, Calif.; westbound, 3,000; eastbound, 2,000.
 Byron INT, Calif.; Altamont INT, Calif.; 4,500.
 Altamont INT, Calif.; *San Ramon INT, Calif.; 5,000. *4,700—MCA San Ramon INT, eastbound.
 San Ramon INT, Calif.; Oakland, Calif., VOR; 4,000.

Section 95.6113 *VOR Federal airway 113* is amended to read in part:

Volta INT, Calif.; Stockton, Calif., VOR; *3,000. *2,000—MOCA.
 *Linden, Calif., VOR; Spring Hill INT, Calif.; 10,000. *6,500—MCA Linden VOR, north-eastbound.
 *Spring Hill INT, Calif.; Steamboat INT, Nev.; *13,000. *13,000—MCA Spring Hill INT, northeastbound. **12,000—MOCA.
 Steamboat INT, Nev.; *Reno, Nev., VOR; *13,000. *10,500—MCA Reno VOR, south-westbound. **9,000—MOCA.

Section 95.6117 *VOR Federal airway 117* is amended to read in part:

*Thermal, Calif., VOR; Palm Springs INT, Calif.; *9,000. *7,000—MCA Thermal VOR, northbound. **7,000—MOCA.
 Imperial, Calif., VOR; Brawley INT, Calif.; 3,000. *4,500—MRA.

Section 95.6118 *VOR Federal airway 118* is amended to read in part:

Medicine Bow, Wyo., VOR; *Laramie, Wyo., VOR; 9,000. *10,400—MCA Laramie VOR, southeastbound. Laramie, Wyo., VOR; Silver Crown INT, Wyo.; 11,100. Silver Crown INT, Wyo.; Cheyenne, Wyo., VOR; 8,600.

Section 95.6120 *VOR Federal airway 120* is amended to read in part:

Mullan Pass, Idaho, VOR; *Charlo INT, Mont.; **10,000. *13,000—MCA Charlo INT, eastbound. **9,500—MOCA Charlo INT, Mont.; Simms INT, Mont.; *13,000. *12,000—MOCA.
 Simms INT, Mont.; Great Falls, Mont., VOR; westbound, *9,500; eastbound, 6,700. *6,700—MOCA.
 Great Falls, Mont., VOR; Lewistown, Mont., VOR; 8,400.
 Lewistown, Mont., VOR; Miles City, Mont., VOR; *9,000. *7,500—MOCA.

From, to, and MEA

Great Falls, Mont., VOR; via N alter.; Shonkin INT, Mont., via N alter.; 8,000.
 Shonkin INT, Mont., via N alter.; Lewistown, Mont., VOR, via N alter.; 8,800.

Section 95.6125 *VOR Federal airway 125* is amended to read in part:

Anthony, Kans., VOR; Rago INT, Kans.; *3,200. *3,000—MOCA.

Section 95.6132 *VOR Federal airway 132* is amended to read in part:

Cheyenne, Wyo., VOR; Carpenter INT, Wyo.; 7,900. *Fort Morgan INT, Colo.; Akron, Colo., VOR; **6,400. *8,000—MRA. **6,000—MOCA.
 Akron, Colo., VOR; Goodland, Kans., VOR; *6,500. *5,500—MOCA.
 Walton INT, Kans.; *Florence INT, Kans.; **3,100. *5,000—MRA. **2,700—MOCA.
 Florence INT, Kans.; *Cassoday INT, Kans.; **5,000. *4,500—MRA. **2,500—MOCA.
 Orion INT, Kans.; *Ransom INT, Kans.; **9,700. *9,700—MRA. **4,000—MOCA.
 Ransom INT, Kans.; Great Bend INT, Kans.; *9,700. *3,400—MOCA.
 Great Bend INT, Kans.; *Sterling INT, Kans.; **4,500. *4,000—MRA. **3,200—MOCA.
 Sterling INT, Kans.; Hutchinson, Kans., VOR; *3,200. *3,000—MOCA.
 Nashville INT, Mo.; Springfield, Mo., VOR; *3,000. *2,400—MOCA.

Section 95.6135 *VOR Federal airway 135* is amended to read in part:

Yuma, Ariz., VOR; Blythe, Calif., VOR; *5,000. *3,900—MOCA.
 Needles, Calif., VOR; Goffs, Calif., VOR; northwestbound, 8,000; southeastbound, 6,300.
 Hidden Hills INT, Nev.; Beatty, Nev., VOR; northwestbound, *11,000; southeastbound, 12,500. *8,400—MOCA.
 Beatty, Nev., VOR; Lida INT, Nev.; *11,000. *10,000—MOCA.

Section 95.6137 *VOR Federal airway 137* is amended to read in part:

*Thermal, Calif., VOR; **Arrowhead INT, Calif.; 13,500. *10,000—MCA Thermal VOR, northwestbound. **12,000—MCA Arrowhead INT, southeastbound.
 Arrowhead INT, Calif.; Pearblossom INT, Calif.; *10,000. *8,500—MOCA.
 Pearblossom INT, Calif.; *Palmdale, Calif., VOR; northwestbound, **6,000; southeastbound, **10,000. *6,000—MCA Palmdale VOR, southeastbound. **5,600—MOCA.
 Palmdale, Calif., VOR; Victory INT, Calif.; westbound, 4,000; eastbound, 5,000.
 *Gorman, Calif., VOR; **Sunset INT, Calif.; 11,000. *9,500—MCA Gorman VOR, westbound. **9,500—MCA Sunset INT, eastbound.
 Sunset INT, Calif.; *Fellows, Calif., VOR; westbound, 7,000; eastbound, 11,000. *6,500—MCA Fellows INT, eastbound.
 Fellows, Calif., VOR; San Luis Obispo, Calif., VOR; 6,000.
 Oakland, Calif., VOR; Commodore INT, Calif.; *5,000. *4,000—MOCA.
 Commodore INT, Calif.; Point Reyes, Calif., VOR; 5,000.

Section 95.6138 *VOR Federal airway 138* is amended to delete:

Cheyenne, Wyo., VOR, via S alter.; Sidney, Nebr., VOR, via S alter.; 7,300.

Section 95.6138 *VOR Federal airway 138* is amended to read in part:

Medicine Bow, Wyo., VOR; Millbrook INT, Wyo.; 10,600.
 Millbrook INT, Wyo.; Cheyenne, Wyo., VOR; 9,200.

From, to, and MEA

Medicine Bow, Wyo., VOR, via N alter.; Int. 091° M rad, Medicine Bow VOR, and 316° M rad, Cheyenne VOR, via N alter.; *10,500. *9,500—MOCA.

Int. 091° M rad, Medicine Bow VOR, and 316° M rad, Cheyenne VOR, via N alter.; Cheyenne, Wyo., VOR, via N alter.; *11,500. *11,400—MOCA.

*Cheyenne, Wyo., VOR; Pine Bluffs INT., Wyo.; 8,000. *8,500—MCA Cheyenne VOR, westbound.

Pine Bluffs INT, Wyo.; Sidney, Nebr., VOR; *7,300. *6,400—MOCA.

Seward INT, Nebr.; Raymond, Nebr., VOR; *3,200. *2,800—MOCA.

Mead INT, Nebr.; Washington INT, Nebr.; *2,900. *2,500—MOCA.

Neola, Iowa, VOR; Fort Dodge, Iowa, VOR; *3,300. *2,700—MOCA.

Section 95.6144 *VOR Federal airway 144* is amended to read in part:

Fort Wayne, Ind., VOR; Findlay, Ohio, VOR; *2,500. *2,200—MOCA.

Section 95.6148 *VOR Federal airway 148* is amended to read in part:

Denver, Colo., VOR; Kiowa, Colo., VOR; 8,700. Kiowa, Colo., VOR; Thurman, Colo., VOR; 7,900.

Thurman, Colo., VOR; Hayes Center, Nebr., VOR; *6,700. *6,000—MOCA.

O'Neill, Nebr., VOR; *Tyndall INT, S. Dak.; **4,000. *6,000—MRA. **3,500—MOCA.

Section 95.6150 *VOR Federal airway 150* is amended to read in part:

San Francisco, Calif., VOR; Sutro INT, Calif.; 3,500.
 Sutro INT, Calif.; Golden Gate INT, Calif.; 3,000.
 Golden Gate INT, Calif.; Commodore INT, Calif.; 4,000.
 Commodore INT, Calif.; Richmond INT, Calif.; southwestbound, 4,000; northeastbound, 3,000.
 Richmond INT, Calif.; Elmira INT, Calif.; 3,000.

Section 95.6154 *VOR Federal airway 154* is amended to read in part:

Meridian, Miss., VOR; Kewanee, Miss., VOR; 2,000.

Section 95.6160 *VOR Federal airway 160* is amended to read:

Denver, Colo., VOR; Sidney, Nebr., VOR; 7,100.

Section 95.6161 *VOR Federal airway 161* is amended to read in part:

Newton, Iowa, VOR; Marshalltown INT, Iowa; *2,800. *2,200—MOCA.
 Marshalltown INT, Iowa; *Reinbeck INT, Iowa; 2,800. *2,700—MRA.
 Union INT, Iowa, via W alter.; Waterloo, Iowa, VOR, via W alter.; *3,000. *2,400—MOCA. MAA—14,000.

Section 95.6165 *VOR Federal airway 165* is amended to read:

Lindbergh Field, Calif., VOR; Sargo INT, Calif.; 2,500.
 Sargo INT, Calif.; Oceanside, Calif., VOR; 2,500.
 Oceanside, Calif., VOR; Long Beach, Calif., VOR; 3,800.

Section 95.6169 *VOR Federal airway 169* is amended to read in part:

Tobe, Colo., VOR; Hugo, Colo., VOR; *7,400. *6,700—MOCA.
 Hugo, Colo., VOR; Thurman, Colo., VOR; *7,200. *6,500—MOCA.
 Thurman, Colo., VOR; Akron, Colo., VOR; *6,700. *6,000—MOCA.

From, to, and MEA

Akron, Colo., VOR; Sidney, Nebr., VOR; *6,700. *6,000—MOCA.

Section 95.6171 VOR Federal airway 171 is amended to read in part:

Danville, Ill., VOR; Peotone, Ill., VOR; *2,500. *1,900—MOCA. MAA—14,000.

Section 95.6172 VOR Federal airway 172 is amended to read in part:

Denver, Colo., VOR; Wiggins INT, Colo.; 7,400.

Wiggins INT, Colo.; *Fort Morgan INT, Colo.; **8,000. *8,000—MRA. **6,600—MOCA.

*Fort Morgan INT, Colo.; Sterling INT, Colo.; *13,000. *6,000—MOCA.

Sterling INT, Colo.; Holyoke INT, Colo.; *13,000. *6,100—MOCA.

Kennard INT, Nebr.; Neola, Iowa, VOR; *2,800. *2,600—MOCA.

Neola, Iowa, VOR; Avoca INT, Iowa; *3,600. *2,400—MOCA.

Section 95.6175 VOR Federal airway 175 is amended to read in part:

Wilton INT, Mo.; Hallsville, Mo., VOR; 2,700.

Section 95.6178 VOR Federal airway 178 is amended to read in part:

Farmington, Mo., VOR; Paducah, Ky., VOR; *3,000. *2,700—MOCA.

Section 95.6182 VOR Federal airway 182 is amended to read in part:

Brenner INT, Ore.; Heppner INT, Ore.; 8,000.

Heppner INT, Ore.; *Ukiah INT, Ore.; 8,000. *11,600—MCA Ukiah INT, eastbound.

Ukiah INT, Ore.; *Baker, Ore., VOR; **14,000. *9,300—MCA Baker VOR, westbound. **11,000—MOCA.

Section 95.6183 VOR Federal airway 183 is amended to read in part:

*Santa Barbara, Calif., VOR; Maricopa INT, Calif.; 9,000. *7,500—MCA Santa Barbara VOR, northeastbound.

Maricopa INT, Calif.; Bakersfield, Calif., VOR; northeastbound, 3,000; southwestbound, 5,000.

Section 95.6185 VOR Federal airway 185 is amended to read in part:

Marshall INT, N.C.; *Piedmont INT, Tenn.; **8,000. *5,000—MRA. **7,700—MOCA.

*White Pine INT, Tenn., via E alter.; **Piedmont INT, Tenn., via E alter.; 4,000. *5,000—MRA. **5,000—MRA.

Section 95.6186 VOR Federal airway 186 is amended to read in part:

Ontario, Calif., VOR; *Pomona, Calif., VOR; 4,000. *5,400—MCA Pomona VOR, westbound.

Section 95.6187 VOR Federal airway 187 is amended to read in part:

Farmington, N. Mex., VOR; Dove Creek, Colo., VOR; 10,600.

Dove Creek, Colo., VOR; *Grand Junction, Colo.; *10,000. *9,700—MOCA.

Grand Junction VOR, southbound. **11,700—MOCA.

Grand Junction, Colo., VOR; Plateau INT, Colo.; *10,000. *9,700—MOCA.

Plateau INT, Colo.; Rangely INT, Colo.; *12,000. *11,100—MOCA.

Rangely INT, Colo.; Rock Springs, Wyo., VOR; *13,000. *11,700—MOCA.

Riverton, Wyo., VOR; Boysen Reservoir, Wyo., VOR; northbound, 9,600; southbound, 8,000.

Boysen Reservoir; *Billings, Mont., VOR; 11,000. *6,500—MCA Billings VOR, southbound.

From, to, and MEA

Ryegate INT, Mont.; *Judith Gap INT, Mont.; **8,000. *9,500—MCA Judith Gap INT, northwestbound. **7,500—MOCA.

Judith Gap INT, Mont.; Great Falls, Mont., VOR; *11,000. *10,300—MOCA.

Section 95.6190 VOR Federal airway 190 is amended to read in part:

*Lake INT, Ariz.; **Salt River INT, Ariz.; northeastbound, 12,000; southwestbound, 10,000. *8,600—MCA Lake INT, northeastbound. *13,000—MRA.

Salt River INT, Calif.; St. Johns, Ariz., VOR; *12,000. *10,500—MOCA.

St. Johns, Ariz., VOR; Suwanee INT, Calif.; *11,500. *10,800—MOCA.

Section 95.6195 VOR Federal airway 195 is amended to read in part:

Oakland, Calif., VOR; Cordelia INT, Calif.; *5,000. *4,000—MOCA.

Cordelia INT, Calif.; Williams, Calif., VOR; *6,000. *5,100—MOCA.

Williams, Calif., VOR; *Red Bluff, Calif., VOR; **4,000. *5,000—MCA Red Bluff VOR, westbound. **2,000—MOCA.

Red Bluff, Calif., VOR; Tomhead INT, Calif.; westbound, 9,000; eastbound, 6,000.

Tomhead INT, Calif.; Yager INT, CALIF.; *9,000. *8,100—MOCA.

Section 95.6198 VOR Federal airway 198 is amended to read in part:

San Simon, Ariz., VOR; Animas INT, N. Mex.; southeastbound, 11,000; northwestbound, 9,000.

Section 95.6199 VOR Federal airway 199 is amended to read in part:

San Francisco, Calif., VOR; Sutro INT, Calif.; 3,500.

Sutro INT, Calif.; Duxbury INT, Calif.; 3,000.

Duxbury INT, Calif.; Bodega INT, Calif.; *4,000. *3,000—MOCA.

Bodega INT, Calif.; *Fort Ross INT, Calif.; **6,000. *10,500—MRA. **5,000—MOCA.

Section 95.6200 VOR Federal airway 200 is amended by adding:

Meeker, Colo., VOR; Kremmling, Colo., VOR; 14,500.

Kremmling, Colo., VOR; Superior INT, Colo.; *16,000. *14,900—MOCA.

Superior INT, Colo.; Denver, Colo., VOR; westbound, *16,000; eastbound, 9,600. *9,600—MOCA.

Section 95.6200 VOR Federal airway 200 is amended to read in part:

Myton, Utah, VOR; Rangely INT, Colo.; *10,000.

Rangely INT, Colo.; Meeker, Colo., VOR; 10,300.

Williams, Calif., VOR; Yuba INT, Calif.; 4,000.

Yuba INT, Calif.; *Rough and Ready INT, Calif.; 5,000. *8,500—MCA Rough and Ready INT, eastbound.

Delta, Utah, VOR; *Provo, Utah, VOR; 11,000. *12,000—MCA Provo VOR, eastbound.

Section 95.6201 VOR Federal airway 201 is amended to read in part:

*Los Angeles, Calif., VOR; Berry INT, Calif.; southwestbound, 6,000; northeastbound, 9,000. *6,000—MCA Los Angeles VOR, northeastbound.

Soledad INT, Calif.; Palmdale, Calif., VOR; northeastbound, 7,000; southwestbound, 9,000.

Section 95.6202 VOR Federal airway 202 is amended to read in part:

Cochise, Ariz., VOR; San Simon, Ariz., VOR; 10,000.

From, to, and MEA

Section 95.6205 VOR Federal airway 205 is amended to read in part:

Springfield, Mo., VOR; *Bolivar INT, Mo.; **3,000. *5,500—MRA. **2,500—MOCA.

Blue Springs, Mo., VOR; Kansas City, Mo., VOR; *2,600. *2,300—MOCA.

Skidmore INT, Mo.; Coin INT, Iowa; *2,700. *2,400—MOCA.

Coin INT, Iowa; Emerson INT, Iowa; 2,700.

Emerson INT, Iowa; Omaha, Nebr., VOR; *2,800. *2,500—MOCA.

Omaha, Nebr., VOR; Sioux City, Iowa, VOR; 3,100.

Omaha, Nebr., VOR, via W alter.; Blair INT, Nebr., via W alter.; 2,900.

Blair INT, Nebr., via W alter.; Sioux City, Iowa, VOR, via W alter.; 3,200.

Section 95.6207 VOR Federal airway 207 is amended to read in part:

Pine Bluff INT, Colo.; Scottsbluff, Nebr., VOR; 7,100.

Gill, Colo., VOR; Pine Bluff INT, Nebr.; 7,400.

Section 95.6208 VOR Federal airway 208 is amended to read in part:

Bonita INT, Calif.; Santa Catalina, Calif., VOR; 4,000.

Avalon INT, Calif.; Pacific INT, Calif.; *2,700. *2,000—MOCA.

Pacific INT, Calif.; Oceanside, Calif., VOR; 2,700.

Vista INT, Calif.; *Julian, Calif., VOR; 7,700. *8,500—MCA Julian VOR, northeastbound.

Warner INT, Calif.; *Thermal, Calif., VOR; 9,000. *9,000—MCA Thermal VOR, southwestbound. *6,000—MCA Thermal VOR, northeastbound.

Twentynine Palms, Calif., VOR; Needles, Calif., VOR; 7,800.

Section 95.6210 VOR Federal airway 210 is amended to delete:

Farmington, N. Mex., VOR; Manuel INT, N. Mex.; westbound, 9,000; eastbound, 13,000.

Manuel INT, N. Mex.; Alamosa, Colo., VOR; 13,000.

Section 95.6210 VOR Federal airway 210 is amended by adding:

Farmington, N. Mex., VOR; Alamosa, Colo., VOR; 14,800.

Farmington, N. Mex., VOR, via S alter.; Manuel INT, N. Mex., via S alter.; eastbound, 13,000; westbound, 9,600.

Manuel INT, N. Mex., via S alter.; Alamosa, Colo., VOR, via S alter.; 13,000.

Section 95.6210 VOR Federal airway 210 is amended to read in part:

Los Angeles, Calif., VOR; Pomona, Calif., VOR; 3,000.

*Pomona, Calif., VOR; Cable INT, Calif.; northeastbound, 12,000; southwestbound, 5,500. *10,000—MCA Pomona VOR, northeastbound.

Cable INT, Calif.; Mount San INT, Calif.; northeastbound, 12,000; southwestbound, 10,400.

Mount San INT, Calif.; Apple INT, Calif.; 12,000.

Apple INT, Calif.; Barstow INT, Calif.; northeastbound, 7,000; southwestbound, 12,000.

Goffs, Calif., VOR; Union Pass INT, Nev.; 8,000.

Union Pass INT, Nev.; Peach Springs, Ariz., VOR; 9,000.

Power Plant INT, N. Mex.; Farmington, N. Mex., VOR; 8,300.

Marshall, Mo., VOR; Hallsville, Mo., VOR; *2,600. *2,200—MOCA.

St. Louis, Mo., VOR; Prairie INT, Ill.; *2,100. *2,000—MOCA.

From, to, and MEA

Prairie INT, Ill.; Vandalia, Ill., VOR; *2,500. *2,000—MOCA.

Section 95.6216 VOR Federal airway 216 is amended to read in part:

Lamar, Colo., VOR; Orion INT, Kans.; *6,300. *5,900—MOCA.

Hill City, Kans.; Mankato, Kans., VOR; *4,500. *3,700—MOCA.

Mankato, Kans., VOR; O'Dell INT, Nebr.; 3,600.

O'Dell INT, Nebr.; Pawnee City, Nebr., VOR; *3,300. *2,700—MOCA.

*Wind Lake INT, Wis.; Pike INT, Wis.; **4,000. *3,000—MRA. **2,000—MOCA.

Section 95.6220 VOR Federal airway 220 is amended by adding:

Kremmling, Colo., VOR; *Longmont INT, Colo.; **16,500. *16,500—MCA Longmont INT, westbound. **15,200—MOCA.

Section 95.6220 VOR Federal airway 220 is amended to read in part:

Longmont INT, Colo.; *Platte INT, Colo.; eastbound, **10,500; westbound, **13,000. *10,500—MCA Platte INT, westbound. **6,800—MOCA.

Platte INT, Colo.; *Hudson INT, Colo.; **9,000. *9,000—MRA. **6,900—MOCA.

Hudson INT, Colo.; Wiggins INT, Colo.; *9,000. *6,700—MOCA.

Wiggins INT, Colo.; Akron, Colo., VOR; 6,500.

Akron, Colo., VOR; Hayes Center, Nebr., VOR; 6,000.

Section 95.6222 VOR Federal airway 222 is amended to read in part:

Gordonsville, Va., VOR; Grubbs INT, Va.; 2,000.

Section 95.6229 VOR Federal airway 229 is amended to read in part:

Wilmington, N.C., VOR; *Maple Hill INT, N.C.; **1,600. *3,500—MRA. **1,300—MOCA.

Maple Hill INT, N.C.; New Bern, N.C., VOR; *1,800. *1,300—MOCA.

Section 95.6230 VOR Federal airway 230 is amended to read in part:

Shark INT, Calif.; Salinas, Calif., VOR; *5,000. *4,100—MOCA.

Salinas, Calif., VOR; Rancho INT, Calif.; *6,000. *5,500—MOCA.

Rancho INT, Calif.; Los Banos, Calif., VOR; 6,000.

Section 95.6233 VOR Federal airway 233 is amended to read in part:

Capital, Ill., VOR; *Luther INT, Ill.; **2,000. *2,800—MRA. **1,700—MOCA.

Section 95.6234 VOR Federal airway 234 is amended to read in part:

Dalhart, Tex., VOR; Int. 222° M rad, Liberal VOR, and 343° M rad, Borger VOR; 5,700.

Int. 222° M rad, Liberal VOR, and 343° M rad, Borger VOR; Liberal, Kans., VOR; *5,700. *4,700—MOCA.

Meade INT, Kans.; *Greensburg INT, Kans.; **3,000. *5,200—MRA. **3,800—MOCA.

Section 95.6235 VOR Federal airway 235 is amended to read:

*Provo, Utah, VOR; Fort Bridger, Wyo., VOR; **14,000. *11,600—MCA Provo VOR, northeastbound. **13,500—MOCA.

Rock Springs, Wyo., VOR; Casper, Wyo., VOR; 11,200.

Section 95.6237 VOR Federal airway 237 is amended to read:

Needles, Calif., VOR; Nelson INT, Nev.; 7,600.

Nelson INT, Nev.; Boulder, Nev., VOR; 6,400.

From, to, and MEA

Boulder, Nev., VOR; Las Vegas, Nev., VOR; 6,000.

Section 95.6244 VOR Federal airway 244 is amended to delete:

Int. 262° M rad, Pueblo VOR, and 351° M rad, Alamosa VOR; Florence INT, Colo., eastbound only; *12,000. *Westbound not authorized.

Florence INT, Colo.; Pueblo, Colo., VOR; eastbound only; *8,000. *Westbound not authorized.

Section 95.6244 VOR Federal airway 244 is amended by adding:

Duckwall INT, Calif.; Coaldale, Nev., VOR; 15,100.

Delano INT, Utah; Hanksville, Utah, VOR; *16,000. *14,200—MOCA.

Gunnison, Colo., VOR; Florence INT, Colo.; 16,000.

Florence INT, Colo.; Pueblo, Colo., VOR; westbound, *12,000; eastbound, 7,800. *7,800—MOCA.

Section 95.6244 VOR Federal airway 244 is amended to read in part:

Oakland, Calif., VOR; *San Ramon INT, Calif.; 4,000. *4,700—MCA San Ramon INT, eastbound.

San Ramon INT, Calif.; Altamont INT, Calif.; 5,000.

Altamont INT, Calif.; Byron INT, Calif.; 4,500.

Byron INT, Calif.; Stockton, Calif., VOR; westbound, 3,000; eastbound, 2,000.

Woodward INT, Calif.; *Duckwall INT, Calif.; 8,000. *13,500—MCA Duckwall INT, eastbound.

Hanksville, Utah, VOR; La Sal, Utah, VOR; *10,000. *9,200—MOCA.

La Sal, Utah, VOR; *Cerro INT, Colo.; **12,000. *12,400—MCA Cerro INT, eastbound. **11,900—MOCA.

Cerro INT, Colo.; *Gunnison, Colo., VOR; 12,400. *12,400—MCA Gunnison VOR, eastbound.

Pueblo, Colo., VOR; Ordway INT, Colo.; 6,700.

Ordway INT, Colo.; Lamar, Colo., VOR; 6,500.

Lamar, Colo., VOR; *Tuttle INT, Kans.; **5,800. *6,000—MRA. **5,100—MOCA.

Tuttle INT, Kans.; *Modoc INT, Kans.; **7,000. *7,000—MRA. **4,800—MOCA.

Modoc INT, Kans.; *Ransom INT, Kans.; **10,000. *9,700—MRA. **4,300—MOCA.

Ransom INT, Kans.; Russell, Kans., VOR; *5,500. **3,400—MOCA.

Section 95.6247 VOR Federal airway 247 is amended to read:

Douglas, Wyo., VOR; Crazy Woman, Wyo., VOR; 8,000.

Section 95.6253 VOR Federal airway 253 is amended to read in part:

Bonneville, Utah, VOR; Lucin, Utah, VOR; 9,500.

*Boise, Idaho, VOR; Banks INT, Idaho; northbound, 10,400; southbound, 8,000. *6,300—MCA Boise VOR, northbound.

Banks INT, Idaho; McCall, Idaho, VOR; 10,400.

*Provo, Utah, VOR; Tooele INT, Utah; **13,000. *11,600—MCA Provo VOR, northwestbound. **12,600—MOCA.

Buhl INT, Idaho; Canyon Creek INT, Idaho; 8,000.

Section 95.6254 VOR Federal airway 254 is amended to read in part:

Reinholds INT, Pa.; Plowville INT, Pa.; 2,200.

Plowville INT, Pa., Pottstown, Pa., VOR; 2,000.

Section 95.6256 VOR Federal airway 256 is amended to read in part:

From, to, and MEA

Reinholds INT, Pa.; Plowville INT, Pa.; 2,200. Plowville INT, Pa.; Pottstown, Pa., VOR; 2,000.

Section 95.6257 VOR Federal airway 257 is amended to read in part:

*Vernon INT, Utah; **Stansbury INT, Utah; 12,300. *12,000—MCA Vernon INT, northbound. **10,500—MCA Stansbury INT, southbound.

*Dubois, Idaho, VOR; Dillon, Mont., VOR; **12,000. *9,000—MCA Dubois VOR, northbound. **11,100—MOCA.

Prescott, Ariz., VOR; *Anita INT, Ariz.; northbound, 14,000; southbound, 11,000. *14,000—MCA Anita INT, northbound.

Anita INT, Ariz.; Bryce Canyon, Utah, VOR; 14,000.

Dillon, Mont., VOR; Divide INT, Mont.; 11,000.

Divide INT, Mont.; *Butte, Mont., VOR; 10,000. *10,000—MCA Butte VOR, southbound.

*Cactus INT, Ariz.; Cavecreek INT, Ariz.; northbound, 7,000; southbound, 5,000. *8,000—MRA.

Cavecreek INT, Ariz.; Rock Springs INT, Ariz.; northbound, 10,000; southbound, 8,000.

Section 95.6263 VOR Federal airway 263 is amended to read in part:

Cimarron, N. Mex., VOR; *Tobe, Colo., VOR; 10,800. *8,100—MCA Tobe VOR, southwestbound.

Tobe, Colo., VOR; Lamar, Colo., VOR; *7,400. *6,700—MOCA.

Lamar, Colo., VOR; Hugo, Colo., VOR; *6,800. *6,100—MOCA.

Hugo, Colo., VOR; Kiowa, Colo., VOR; 8,200.

Section 95.6264 VOR Federal airway 264 is amended to read in part:

Los Angeles, Calif., VOR; *Alhambra INT, Calif.; 3,100. *4,500—MCA Alhambra INT, eastbound.

Alhambra INT, Calif.; Pomona, Calif., VOR; 4,500.

*Pomona, Calif., VOR; Rialto INT, Calif.; 6,500. *6,000—MCA Pomona VOR, eastbound.

*Rialto INT, Calif.; Redlands INT, Calif.; 13,000. *11,100—MCA Rialto INT, eastbound. *6,500—MCA Rialto INT, westbound.

*Joshua INT, Calif.; Twentynine Palms, Calif., VOR; eastbound, 7,000; westbound, 9,000. *11,500—MCA Joshua INT, westbound.

*Moreno INT, Calif., via S alter.; Banning INT, Calif., via S alter.; eastbound, **13,000; westbound, **11,000. *12,000—MCA Moreno INT, eastbound. **10,800—MOCA.

Banning INT, Calif., via S alter.; *Palm Springs INT, Calif., via S alter.; **13,000. *13,000—MCA Palm Springs INT, westbound. **10,800—MOCA.

Prescott, Ariz., VOR; St. Johns, Ariz., VOR; 12,000.

Section 95.6269 VOR Federal airway 269 is amended to read in part:

Wells, Nev., VOR; *Twin Falls, Idaho, VOR; **13,000. *7,500—MCA Twin Falls VOR, southwestbound. **10,600—MOCA.

Section 95.6279 VOR Federal airway 279 is amended to read in part:

Columbus, Ohio, LF/RB; *Dublin INT, Ohio; **3,000. *3,500—MRA. **2,500—MOCA.

Dublin INT, Ohio; *Grindell INT, Ohio; **3,000. *3,000—MRA. **2,500—MOCA.

Section 95.6280 VOR Federal airway 280 is amended to read in part:

From, to, and MEA

Hutchinson, Kans., VOR; Buhler INT, Kans.; 4,000.

Buhler INT, Kans.; Wilsey INT, Kans.; *4,500. *4,000—MOCA.

Section 95.6281 *VOR Federal airway 281* is amended to read in part:

Redmond, Oreg., VOR; Heppner INT, Oreg.; *10,000. *7,500—MOCA.

Section 95.6283 *VOR Federal airway 283* is amended to read in part:

*Fresno, Calif., VOR; Coarsegold INT, Calif.; northbound, 6,500; southbound, 5,000. *4,000—MCA Fresno VOR, northbound.

*Bonham INT, Nev.; Lakeview, Oreg., VOR; *14,000. *14,000—MRA. *12,000—MOCA. Lakeview, Oreg., VOR; Redmond, Oreg., VOR; 9,500.

Section 95.6283 *VOR Federal airway 283* is amended by adding:

*Coarsegold INT, Calif.; Reno, Nev., VOR; *15,000. *8,500—MCA Coarsegold INT, northbound. *13,600—MOCA.

Section 95.6298 *VOR Federal airway 298* is amended to read in part:

*Boysen Reservoir, Wyo., VOR; Casper, Wyo., VOR; *11,000. *11,000—MCA Boysen Reservoir, westbound. *10,300—MOCA.

Section 95.6298 *VOR Federal airway 298* is amended by adding:

McCall, Idaho, VOR; Dubois, Idaho, VOR; 16,000.

Lamont INT, Idaho; Dunoir, Wyo., VOR; 15,000.

Dunoir, Wyo., VOR, via S alter.; Crowhart INT, Wyo., via S alter.; 13,500.

*Crowhart INT, Wyo., via S alter.; Riverton, Wyo., VOR, via S alter.; 8,800. *11,000—MCA Crowhart INT, northwestbound.

Riverton, Wyo., VOR, via S alter.; Casper, Wyo., VOR, via S alter.; 8,100.

Section 95.6299 *VOR Federal airway 299* is amended to read in part:

*Fillmore, Calif.; Gorman, Calif., VOR; *9,500. *6,900—MCA Fillmore VOR, northbound. *9,200—MOCA.

Section 95.6320 *VOR Federal airway 320* is added to read:

Peck, Mich., VOR; United States-Canadian Border; *2,500. *2,100—MOCA.

Section 95.6424 *VOR Federal airway 424* is amended to read in part:

Marshall, Mo., VOR; Macon, Mo., VOR; 2,600.

Section 95.6426 *VOR Federal airway 426* is amended to read in part:

Godfrey INT, Ill.; Gillespie INT, Ill.; *2,500. *2,000—MOCA.

Gillespie INT, Ill.; Palmer INT, Ill.; *4,000. *2,000—MOCA.

Section 95.6432 *VOR Federal airway 432* is amended to read:

Thermal, Calif., VOR; Parker, Calif., VOR; *9,000. *7,300—MOCA.

Section 95.6434 *VOR Federal airway 434* is amended to read in part:

Ottumwa, Iowa, VOR; Fairfield INT, Iowa; *2,600. *2,200—MOCA.

Section 95.6436 *VOR Federal airway 436* is amended to read in part:

Battle INT, Alaska; *Augustine INT, Alaska; 7,000. *7,000—MRA.

From, to, and MEA

*Augustine INT, Alaska, via E alter.; Homer, Alaska, VOR, via E alter.; northeastbound, **3,000; southwestbound, **7,000. *7,000—MRA. *2,000—MOCA.

Section 95.6440 *VOR Federal airway 440* is amended to read in part:

Middleton Island, Alaska, VOR; *Anchorage, Alaska, VOR; 8,500. *5,400—MCA Anchorage VOR, southeastbound.

Section 95.6444 *VOR Federal airway 444* is added to read:

Big Delta, Alaska, VOR; Northway, Alaska, LFR; *8,000. *7,600—MOCA.

Section 95.6458 *VOR Federal airway 458* is amended to read:

Julian Calif., VOR; Coyote Wells INT, Calif.; 7,700.

*Coyote Wells INT, Calif.; Imperial, Calif., VOR; eastbound, 4,000; westbound, 5,000. *5,600—MCA Coyote Wells INT, northwestbound.

Section 95.6459 *VOR Federal airway 459* is amended to read in part:

Long Beach, Calif.; Berry INT, Calif.; 6,500. Friant, Calif., VOR; Linden, Calif. VOR; *7,000. *6,200—MOCA.

Section 95.6460 *VOR Federal airway 460* is amended to read:

Julian, Calif., VOR; *Mortmar INT, Calif.; 8,500. *7,300—MCA Mortmar INT, southwestbound.

Mortmar INT, Calif.; Shavers INT, Calif.; 7,000.

Shavers INT, Calif.; Blythe, Calif., VOR; *7,000. *6,500—MOCA.

Section 95.6461 *VOR Federal airway 461* is amended to read:

Gila Bend, Ariz., VOR; Buckeye, Ariz., VOR; 4,000.

Section 95.6470 *VOR Federal airway 470* is amended to read in part:

Lakehead, Ont., VOR; Houghton, Mich., VOR; *3,100. *2,500—MOCA. #For that airspace over U.S. Territory, Houghton, Mich., VOR; Marquette, Mich., VOR; *3,300. *3,100—MOCA.

Section 95.6484 *VOR Federal airway 484* is amended to read in part:

*Salt Lake City, Utah, VOR; Myton, Utah, VOR; *13,000. *11,000—MCA Salt Lake City VOR, southeastbound. **12,200—MOCA.

Myton, Utah, VOR; Grand Junction, Colo., VOR; 10,500.

*Grand Junction, Colo., VOR; Gunnison, Colo.; *14,000, *11,000—MCA Grand Junction VOR, southeastbound. **13,800—MOCA.

Gunnison, Colo., VOR; Alamosa, Colo., VOR; 14,600.

Grand Junction, Colo., VOR, via S alter.; *Cerro INT, Colo., via S alter.; 11,400. *12,400—MCA Cerro INT, eastbound.

Cerro INT, Colo., via S alter.; Gunnison, Colo., VOR, via S alter.; 12,400.

Section 95.6485 *VOR Federal airway 485* is amended to read in part:

Ventura, Calif., VOR; Henderson INT, Calif.; *5,500. *4,800—MOCA.

*Henderson INT, Calif.; Fellows, Calif., VOR; 9,000. *7,700—MCA Henderson INT, northwestbound.

Fellows, Calif., VOR; Priest, Calif., VOR; *7,000. *6,000—MCA.

Priest, Calif., VOR; Rancho INT, Calif.; *7,000. *6,500—MOCA.

From, to, and MEA

Rancho INT, Calif.; Cathedral INT, Calif.; *7,000. *5,800—MOCA.

Mount Day INT, Calif.; Mission INT, Calif.; southbound, 7,000; northbound, 5,500.

Section 95.6486 *VOR Federal airway 486* is amended to read:

Tuba City, Ariz.; Dove Creek, Colo., VOR; 11,000.

Section 95.6494 *VOR Federal airway 494* is amended to read in part:

*Hazen, Nev., VOR; Mount Moses, Nev., VOR; **12,000. *9,000—MCA Hazen VOR, southwestbound. **10,700—MOCA.

Sacramento, Calif., VOR; Roseville INT, Calif.; 3,500.

Roseville INT, Calif.; Newcastle INT, Calif.; 4,000.

Lake Tahoe, Calif., VOR; Washoe INT, Nev.; 12,000.

Washoe INT, Nev.; *Virginia City INT, Nev.; **12,000. *11,000—MCA Virginia City INT, westbound. **9,900—MOCA.

Virginia City INT, Nev.; Hazen, Nev., VOR; *10,000. *9,300—MOCA.

Section 95.6500 *VOR Federal airway 500* is amended to read in part:

Squaw Mountain INT, Oreg.; *Gateway INT, Oreg.; **10,000. *9,000—MRA. **7,800—MOCA.

*Gateway INT, Oreg.; John Day, Oreg., VOR; *8,500. *9,800—MCA Gateway INT, westbound. **7,900—MOCA.

Section 95.6503 *VOR Federal airway 503* is amended to read:

*Goffs, Calif., VOR; *Craters INT, Calif.; ***12,000. *8,600—MCA Goffs VOR, northwestbound. *12,000—MRA. **9,900—MOCA.

Craters INT, Calif.; Clark INT, Calif.; *12,000. *9,900—MOCA.

Clark INT, Calif.; Hidden Hills INT, Calif.; 12,500.

Hidden Hills INT; Beatty, Nev., VOR; northwestbound, *11,000; southeastbound, 12,500. *8,400—MOCA.

Section 95.6507 *VOR Federal airway 507* is amended to read in part:

Lovelock, Nev., VOR; Sod House, Nev., VOR; *12,000. *9,600—MOCA.

Section 95.6510 *VOR Federal airway 510* is amended to read in part:

Int. 099* M rad, McGrath VOR, and 266* M rad, Big Lake VOR; Sevenmile INT, Alaska; 9,500.

Sevenmile INT, Alaska; Big Lake, Alaska, VOR; 6,000.

Big Lake, Alaska, VOR; Matanuska INT, Alaska; 7,000.

Matanuska INT, Alaska; Snowshoe INT, Alaska; 10,500.

Section 95.6516 *VOR Federal airway 516* is amended to read in part:

Anthony, Kans., VOR; Ponca City, Okla., VOR; *2,900. *2,600—MOCA.

Section 95.6518 *VOR Federal airway 518* is amended to read:

Fillmore, Calif., VOR; Lang INT, Calif.; 6,000. Lang INT, Calif.; Palmdale, Calif., VOR; 8,000.

Section 95.6538 *VOR Federal airway 538* is amended to read:

*Twentynine Palms, Calif., VOR; Goffs, Calif., VOR; **10,000. *7,900—MCA Twentynine Palms VOR, northeastbound. *7,300—MOCA.

From, to, and MEA

Section 95.6802 VOR Federal airway 802 is amended to read in part:

Blackwater, Mo., VOR; Millersburg INT, Mo.; *2,800. *2,600—MOCA.
 Millersburg INT, Mo.; Readsville, Mo., VOR; *2,600. *2,100—MOCA.
 *Plain City INT, Ohio; **Dublin INT, Ohio; 2,500. *4,000—MRA. **3,500—MRA.
 Dublin INT, Ohio; Appleton, Ohio, VOR; 2,500.

Section 95.6804 VOR Federal airway 804 is amended to read in part:

Vandalla, Ill., VOR; Prairie INT, Ill.; *2,500. 2,000—MOCA.
 Prairie INT, Ill.; St. Louis, Mo., VOR; *2,100. 2,000—MOCA.
 Hallsville, Mo., VOR; Marshall, Mo., VOR; *2,600. *2,200—MOCA.

Section 95.6805 VOR Federal airway 805 is added to read:

Solberg, N.J., VOR; Int. 111° M rad, East Texas VOR, and 237° Solberg VOR; 2,000.
 Int. 111° M rad, East Texas VOR, and 237° Solberg VOR; Warrington INT, Pa.; *2,300. 2,000—MOCA.
 Warrington INT, Pa.; Fraser INT, Pa.; 2,000.
 Fraser INT, Pa.; West Chester, Pa., VOR; *2,400. 2,000—MOCA.
 West Chester, Pa., VOR; New Castle, Del., VOR; *2,000. *1,800—MOCA.
 New Castle, Del., VOR; Kenton, Del., VOR; *1,800. *1,600—MOCA.
 Kenton, Del., VOR; Ridgely INT, Md.; 1,300.
 Ridgely INT, Md.; Salisbury, Md., VOR; 1,700.
 Salisbury, Md., VOR; Cape Charles, Va. VOR; 2,000.
 Cape Charles, Va., VOR; Norfolk, Va., VOR; 2,000.
 Norfolk, Va., VOR; Deep Creek INT, Va.; 2,000.
 Deep Creek INT, Va.; Cofield, N.C., VOR; 1,400.
 Cofield, N.C., VOR; Oak City INT, N.C.; 1,300.
 Oak City INT, N.C.; Kinston, N.C., VOR; 1,900.
 Kinston, N.C., VOR; Wilmington, N.C. VOR; *2,000. *1,500—MOCA.
 Wilmington, N.C., VOR; *Green INT, S.C.; 1,400. *2,500—MRA.
 Green INT, S.C.; *Crescent INT, S.C.; 1,400. *3,000—MRA.
 Crescent INT, S.C.; Myrtle Beach, S.C., VOR; 1,400.
 Myrtle Beach, S.C., VOR; *Planter INT, S.C.; 1,300. *2,000—MRA.
 Planter INT, S.C.; *Davis INT, S.C.; 1,300. *3,000—MRA.
 Davis INT, S.C.; *Honey INT, S.C.; 1,300. *3,000—MRA.
 Honey INT, S.C.; *Wando INT, S.C.; 1,300. *1,500—MRA.
 Wando INT, S.C.; Charleston, S.C., VOR; 1,300.
 Charleston, S.C., VOR; Ritter INT, S.C.; 1,500.
 Ritter INT, S.C.; Savannah, Ga., VOR; *1,600. *1,500—MOCA.
 Savannah, Ga., VOR; *Harris Neck INT, Ga.; *1,600. *2,500—MRA. **1,500—MOCA.
 Harris Neck INT, Ga.; *Fairhope INT, Ga.; *2,000. *3,000—MRA. **1,200—MOCA.
 Fairhope INT, Ga.; Brunswick, Ga., VOR; 1,300.
 Brunswick, Ga., VOR; *St. Marys INT, Ga.; 1,200. *2,000—MRA.
 St. Marys INT, Ga.; Jacksonville, Fla., VOR; 1,200.

Section 95.6806 VOR Federal airway 806 is added to read:

Brooke, Va., VOR; Flat Rock, Va., VOR; 2,000.
 Flat Rock, Va., VOR; Stevens INT, Va.; 2,000.
 Stevens INT, Va.; Amelia INT, Va.; 1,800.
 Amelia INT, Va.; McKenney INT, Va.; 1,900.
 McKenney INT, Va.; Lawrenceville, Va., VOR; 2,000.

From, to, and MEA

Lawrenceville, Va., VOR; Rocky Mount, N.C., VOR; 1,600.
 Rocky Mount, N.C., VOR; Eureka INT, N.C.; 1,300.
 Eureka INT, N.C.; Wallace INT, N.C.; *3,400. *1,400—MOCA.
 Wallace INT, N.C.; Wilmington, N.C., VOR; *2,000. *1,500—MOCA.

Section 95.6807 VOR Federal airway 807 is added to read:

Sparta, N.J., VOR; Wilkes-Barre, Pa., VOR; 3,500.
 Wilkes-Barre, Pa., VOR; Binghamton, N.Y., VOR; 4,000.
 Binghamton, N.Y., VOR; Ithaca, N.Y., VOR; 3,500.
 Ithaca, N.Y., VOR; Bellona INT, N.Y.; 3,500.
 Bellona INT, N.Y.; Fishers INT, N.Y.; 3,000.
 Fishers INT, N.Y.; Rochester, N.Y., VOR; 2,700.

Section 95.6809 VOR Federal airway 809 is deleted.

Section 95.6810 VOR Federal airway 810 is amended to read in part:

O'Neill, Nebr., VOR; Sioux City, Iowa, VOR; *3,700. *3,500—MOCA.
 *Hazen, Nev., VOR; Mount Moses, Nev., VOR; *12,000. *9,000—MCA Hazen VOR, south-westbound. **10,700—MOCA.
 *Elko, Nev., VOR; Bonneville, Utah, VOR; 13,000. *11,300—MCA Elko VOR, east-bound.
 *Salt Lake City, Utah, VOR; Fort Bridges, Wyo., VOR; *12,000. *10,700—MCA Salt Lake City, VOR, northeastbound. **11,400—MOCA.
 Medicine Bow, Wyo., VOR; *Wheatland INT, Wyo.; 10,300. *9,200—MCA Wheatland VOR, westbound.
 *Linden, Calif., VOR; **Spring Hill INT, Calif.; 10,000. *6,500—MCA Linden VOR, northeastbound. **13,000—MCA Spring Hill INT, northeastbound.
 Int. 060° M rad, Lake Tahoe VOR, and 190° M rad, Reno, VOR; Washoe INT, Nev.; 12,000.
 Washoe INT, Nev.; *Virginia City INT, Nev.; *12,000. *11,000—MCA Virginia City INT, westbound. **9,900—MOCA.
 Virginia City INT, Nev.; Hazen, Nev., VOR; *10,000. *9,300—MOCA.

Section 95.6813 VOR Federal airway 813 is deleted.

Section 95.6837 VOR Federal airway 837 is amended to read in part:

Whitman, Mass., VOR; Cohasset INT, Mass.; 2,000.
 Greene County, Miss., VOR; Evergreen, Ala., VOR; *2,000. *1,500—MOCA.

Section 95.6845 VOR Federal airway 845 is amended to read in part:

Eldon INT, Mo.; Buffalo INT, Mo.; *4,000. *2,500—MOCA.
 Hallsville, Mo., VOR; Wilton INT, Mo.; 2,700.

Section 95.6846 VOR Federal airway 846 is amended to read in part:

Avoca INT, Iowa; Neola, Iowa, VOR; *3,600. *2,400—MOCA.
 Neola, Iowa, VOR; Kennard INT, Nebr.; *2,800. *2,600—MOCA.
 Hayes Center, Nebr., VOR; Akron, Colo., VOR; 6,000.
 Akron, Colo., VOR; Byers INT, Colo.; 7,000.
 Byers INT, Colo.; Strasburg INT, Colo.; 6,900.
 Strasburg INT, Colo.; Denver, Colo., VOR; 7,400.

Section 95.6853 VOR Federal airway 853 is amended to read in part:

From, to, and MEA

Fort Wayne, Ind., VOR; Findlay, Ohio, VOR; *2,500. *2,200—MOCA.

Section 95.6854 VOR Federal airway 854 is amended to read in part:

Sioux City, Iowa, VOR; O'Neill, Nebr., VOR; *3,700. *3,500—MOCA.
 Fort Bridger, Wyo., VOR; *Ogden, Utah, VOR; *12,000. *11,000—MCA Ogden VOR, eastbound. *7,500—MCA Ogden VOR, westbound. **11,600—MOCA.
 Lucin, Utah, VOR; Wells, Nev., VOR; 10,300.
 *Wheatland INT, Wyo.; Medicine Bow, Wyo., VOR; 10,300. *9,200—MCA Wheatland VOR, westbound.
 Lovelock, Nev., VOR; Wadsworth INT, Nev.; *9,200—MOCA.
 Wadsworth INT, Nev.; Reno, Nev., VOR; 10,000.
 *Newcastle INT, Calif.; Roseville INT, Calif.; 4,000. *7,500—MCA Newcastle INT, north-eastbound.
 Roseville INT, Calif.; Sacramento, Calif., VOR; 3,500.

Section 95.6855 VOR Federal airway 855 is amended to delete:

Washington, D.C., VOR; Ashburn INT, Va.; *2,200. *2,000—MOCA.
 Ashburn INT, Va.; Boyds INT, Md.; 2,800.
 Boyds INT, Md.; Lovettsville INT, Va.; 3,000.
 Lovettsville INT, Va.; Martinsburg, W. Va., VOR; 3,200.
 Martinsburg, W. Va., VOR; *Jones INT, Va.; 3,000. *4,000—MCA Jones INT, northwest-bound.
 Jones INT, Va.; Flint Stone INT, Pa.; 4,000.
 Flint Stone INT, Pa.; Indian Head, Pa., VOR; 4,500.
 Indian Head, Pa., VOR; Scottdale INT, Pa.; 4,500.
 Scottdale INT, Pa.; Pittsburgh, Pa., VOR; 3,100.
 Pittsburgh, Pa., VOR; Kilgore INT, Ohio; 3,000.
 Kilgore INT, Ohio; Briggs, Ohio, VOR; 3,100.
 Briggs, Ohio, VOR; Reedsburg INT, Ohio; 3,000.
 Reedsburg INT, Ohio; Mansfield, Ohio, VOR; 2,500.
 Mansfield, Ohio, VOR; Upper Sandusky INT, Ohio; 2,200.
 Upper Sandusky INT, Ohio; Findlay, Ohio, VOR; 2,500.
 Findlay, Ohio, VOR; Wolflake, Ind., VOR; 2,600.
 Wolflake, Ind., VOR; Knox, Ind., VOR; 2,200.
 Knox, Ind., VOR; *Kouts INT, Ind.; 2,200. *2,800—MRA.
 Kouts INT, Ind.; Boone Grove INT; 2,200.
 Boone Grove INT, Ind.; Chicago Heights, Ill., VOR; 2,200.
 Chicago Heights, Ill., VOR; Niles INT, Ill.; 2,500.

Section 95.6859 VOR Federal airway 859 is amended to read in part:

Palmer INT, Ill.; Gillespie INT, Ill.; *4,000. *2,000—MOCA.
 Gillespie INT, Ill.; Godfrey INT, Mo.; *2,500. *2,000—MOCA.
 Howell INT, Mo.; Washington INT, Mo.; *2,600. *2,000—MOCA.

Section 95.6875 VOR Federal airway 875 is amended to read in part:

*White Pine INT, Tenn.; **Piedmont INT, Tenn.; 4,000. *5,000—MRA. **5,000—MRA.

Section 95.6880 VOR Federal airway 880 is amended to read in part:

Chillicothe INT, Mo.; Lawson INT, Mo.; *3,000. *2,200—MOCA.

From, to, MEA, and MAA

Section 95.6885 *VOR Federal airway 885* is deleted.

Sections 95.1500 to 95.1551, 95.1553, 95.1555, 95.1557, 95.1559, 95.1602 to 95.1644, 95.1646 to 95.1691, 95.1693 to 95.1719, 95.1721, 95.1723 to 95.1731, 95.1733 to 95.1736, 95.1738 to 95.1753, 95.1755 to 95.1757, 95.1761 to 95.1767, 95.1771, 95.1773, 95.1775 to 95.1781, 95.1783, and 95.6642 are deleted.

Section 95.7001 *Jet Route No. 1* is added to read:

San Diego, Calif., VOR; Oceanside, Calif., VORTAC; 18,000; 45,000.

Oceanside, Calif., VORTAC; Los Angeles, Calif., VOR; 18,000; 45,000.

Los Angeles, Calif., VOR; Avenal, Calif., VOR; 18,000; 45,000.

Avenal, Calif., VOR; Oakland, Calif., VORTAC; 18,000; 45,000.

Oakland, Calif., VORTAC; Red Bluff, Calif., VORTAC; 18,000; 45,000.

Red Bluff, Calif., VORTAC; Medford, Oreg., VORTAC; 18,000; 45,000.

Medford, Oreg., VORTAC; Portland, Oreg., VORTAC; 18,000; 45,000.

Portland, Oreg., VORTAC; Seattle, Wash., VORTAC; 18,000; 45,000.

Section 95.7002 *Jet Route No. 2* is added to read:

San Diego, Calif., VOR; Imperial, Calif., VORTAC; 18,000; 45,000.

Imperial, Calif., VORTAC; Yuma, Ariz., VOR; 18,000; 45,000.

Yuma, Ariz., VOR; Gila Bend, Ariz., VORTAC; 18,000; 45,000.

Gila Bend, Ariz., VORTAC; San Simon, Ariz., VOR; 18,000; 45,000.

San Simon, Ariz., VOR; El Paso, Tex., VORTAC; 18,000; 45,000.

El Paso, Tex., VORTAC; Fort Stockton, Tex., VORTAC; 18,000; 45,000.

Fort Stockton, Tex., VORTAC; San Antonio, Tex., VORTAC; 18,000; 45,000.

San Antonio, Tex., VORTAC; Houston, Tex., VORTAC; 18,000; 45,000.

Houston, Tex., VORTAC; Lake Charles, La., VOR; 18,000; 45,000.

Lake Charles, La., VOR; New Orleans, La., VORTAC; 18,000; 45,000.

New Orleans, La., VORTAC; Crestview, Fla., VOR; 18,000; 45,000.

Crestview, Fla., VOR; Tallahassee, Fla., VORTAC; 18,000; 45,000.

Tallahassee, Fla., VORTAC; Jacksonville, Fla., VORTAC; 18,000; 45,000.

Section 95.7003 *Jet Route No. 3* is added to read:

Oakland, Calif., VORTAC; Red Bluff, Calif., VORTAC; 18,000; 45,000.

Red Bluff, Calif., VORTAC; Lakeview, Oreg., VORTAC; 18,000; 45,000.

Lakeview, Oreg., VORTAC; Pendleton, Oreg., VORTAC; 18,000; 45,000.

Pendleton, Oreg., VORTAC; Spokane, Wash., VORTAC; 18,000; 45,000.

Spokane, Wash., VORTAC; Kimberley, B.C., LFR; 18,000; 45,000.

Section 95.7004 *Jet Route No. 4* is added to read:

Los Angeles, Calif., VOR; Blythe, Calif., VORTAC; 24,000; 45,000.

Blythe, Calif., VORTAC; Gila Bend, Ariz., VORTAC; 18,000; 45,000.

Gila Bend, Ariz., VORTAC; San Simon, Ariz., VOR; 18,000; 45,000.

San Simon, Ariz., VOR; El Paso, Tex., VORTAC; 18,000; 45,000.

El Paso, Tex., VORTAC; Wink, Tex., VOR; 18,000; 45,000.

Wink, Tex., VOR; Abilene, Tex., VOR; 18,000; 45,000.

From, to, MEA, and MAA

Abilene, Tex., VOR; Dallas, Tex., VORTAC; 18,000; 45,000.

Dallas, Tex., VORTAC; Shreveport, La., VORTAC; 18,000; 45,000.

Shreveport, La., VORTAC; Jackson, Miss., VORTAC; 18,000; 45,000.

Jackson, Miss., VORTAC; Montgomery, Ala., VORTAC; 18,000; 45,000.

Montgomery, Ala., VORTAC; Augusta, Ga., VOR; 18,000; 45,000.

Augusta, Ga., VOR; Columbia, S.C., VOR; 18,000; 45,000.

Columbia, S.C., VOR; Florence, S.C., VOR; 18,000; 45,000.

Florence, S.C., VOR; Wilmington, N.C., VORTAC; 18,000; 45,000.

Section 95.7005 *Jet Route No. 5* is added to read:

Los Angeles, Calif., VOR; Bakersfield, Calif., VORTAC; 18,000; 45,000.

Bakersfield, Calif., VOR; Reno, Nev., VORTAC; 22,000; 45,000.

Reno, Nev., VORTAC; Lakeview, Oreg., VORTAC; 18,000; 45,000.

Lakeview, Oreg., VORTAC; The Dalles, Oreg., VORTAC; 18,000; 45,000.

The Dalles, Oreg., VORTAC; Seattle, Wash., VORTAC; 18,000; 45,000.

Section 95.7006 *Jet Route No. 6* is added to read:

Int. 128° M rad, Salina VOR, and 275° M rad, Palmdale VOR; Palmdale, Calif., VOR; 18,000; 45,000.

Palmdale, Calif., VOR; Hector, Calif., VORTAC; 18,000; 45,000.

Hector, Calif., VORTAC; Needles, Calif., VORTAC; 18,000; 41,000.

Needles, Calif., VORTAC; Prescott, Ariz., VORTAC; 18,000; 41,000.

Prescott, Ariz., VORTAC; Winslow, Ariz., VORTAC; 18,000; 41,000.

Winslow, Ariz., VORTAC; Albuquerque, N. Mex., VORTAC; 18,000; 41,000.

Albuquerque, N. Mex., VORTAC; Tucumcari, N. Mex., VOR; 18,000; 45,000.

Tucumcari, N. Mex., VOR; Amarillo, Tex., VORTAC; 18,000; 45,000.

Amarillo, Tex., VORTAC; Oklahoma City, Okla., VORTAC; 18,000; 45,000.

Oklahoma City, Okla., VORTAC; Little Rock, Ark., VORTAC; 18,000; 45,000.

Little Rock, Ark., VORTAC; Memphis, Tenn., VORTAC; 18,000; 45,000.

Memphis, Tenn., VORTAC; Nashville, Tenn., VORTAC; 18,000; 45,000.

Nashville, Tenn., VORTAC; Charleston, W. Va., VORTAC; 18,000; 45,000.

Charleston, W. Va., VORTAC; Front Royal, Va., VOR; 18,000; 45,000.

Front Royal, Va., VOR; Yardley, Pa., VOR; 18,000; 45,000.

Yardley, Pa., VOR; Kennedy, N.Y., VORTAC; 18,000; 45,000.

Section 95.7007 *Jet Route No. 7* is added to read:

Oakland, Calif., VORTAC; Red Bluff, Calif., VORTAC; 18,000; 45,000.

Red Bluff, Calif., VORTAC; Rome, Oreg., VOR; 25,000; 45,000.

Rome, Oreg., VOR; Boise, Idaho, VORTAC; 18,000; 45,000.

Boise, Idaho, VORTAC; Dillon, Mont., VORTAC; 24,000; 45,000.

Dillon, Mont., VORTAC; Great Falls, Mont., VOR; 24,000; 41,000.

Great Falls, Mont., VOR; United States-Canadian Border; 24,000; 41,000.

Section 95.7008 *Jet Route No. 8* is added to read:

Oklahoma City, Okla., VORTAC; Tulsa, Okla., VORTAC; 18,000; 45,000.

Tulsa, Okla., VORTAC; Springfield, Mo., VORTAC; 18,000; 45,000.

From, to, MEA, and MAA

Springfield, Mo., VORTAC; Vichy, Mo., VORTAC; 18,000; 45,000.

Vichy, Mo., VORTAC; St. Louis, Mo., VORTAC; 18,000; 45,000.

St. Louis, Mo., VORTAC; Louisville, Ky., VORTAC; 18,000; 45,000.

Louisville, Ky., VORTAC; Charleston, W. Va., VORTAC; 18,000; 45,000.

Charleston, W. Va., VORTAC; Front Royal, Va., VOR; 18,000; 45,000.

Front Royal, Va., VOR; Yardley, Pa., VOR; 18,000; 45,000.

Yardley, Pa., VOR; Kennedy, N.Y., VORTAC; 18,000; 45,000.

Section 95.7009 *Jet Route No. 9* is added to read:

Los Angeles, Calif., VOR; Hector, Calif., VORTAC; 18,000; 45,000.

Hector, Calif., VORTAC; Boulder, Nev., VOR; 18,000; 45,000.

Boulder, Nev., VOR; Milford, Utah, VORTAC; 18,000; 45,000.

Milford, Utah, VORTAC; Provo, Utah, VOR; 18,000; 45,000.

Provo, Utah, VOR; Salt Lake City, Utah, VORTAC; 18,000; 45,000.

Salt Lake City, Utah, VORTAC; Ogden, Utah, VORTAC; 18,000; 45,000.

Ogden, Utah, VORTAC; Dubois, Idaho, VOR; 18,000; 45,000.

Dubois, Idaho, VOR; Dillon, Mont., VORTAC; 18,000; 45,000.

Dillon, Mont., VORTAC; Great Falls, Mont., VOR; 18,000; 45,000.

Section 95.7010 *Jet Route No. 10* is added to read:

Los Angeles, Calif., VOR; Parker, Calif., VORTAC; 24,000; 45,000.

Parker, Calif., VORTAC; Prescott, Ariz., VORTAC; 18,000; 45,000.

Prescott, Ariz., VORTAC; Farmington, N. Mex., VORTAC; 21,000; 45,000.

Farmington, N. Mex., VORTAC; Denver, Colo., VORTAC; 24,000; 45,000.

Section 95.7011 *Jet Route No. 11* is added to read:

Phoenix, Ariz., VORTAC; Prescott, Ariz., VORTAC; 18,000; 45,000.

Prescott, Ariz., VORTAC; Bryce Canyon, Utah, VORTAC; 18,000; 45,000.

Bryce Canyon, Utah, VOR; Provo, Utah, VORTAC; 18,000; 45,000.

Provo, Utah, VOR; Salt Lake City, Utah, VORTAC; 18,000; 45,000.

Section 95.7012 *Jet Route No. 12* is added to read:

Pittsburgh, Pa., VORTAC; Baltimore, Md., VORTAC; 18,000; 45,000.

Section 95.7013 *Jet Route No. 13* is added to read:

El Paso, Tex., VORTAC; Truth or Consequences, N. Mex., VOR; 18,000; 45,000.

Truth or Consequences, N. Mex., VOR; Albuquerque, N. Mex., VORTAC; 18,000; 45,000.

Albuquerque, N. Mex., VORTAC; Las Vegas, N. Mex., VORTAC; 18,000; 45,000.

Las Vegas, N. Mex., VORTAC; Pueblo, Colo., VORTAC; 18,000; 45,000.

Pueblo, Colo., VORTAC; Denver, Colo., VORTAC; 18,000; 45,000.

Denver, Colo., VORTAC; Cheyenne, Wyo., VORTAC; 18,000; 45,000.

Cheyenne, Wyo., VORTAC; Crazy Woman, Wyo., VOR; 18,000; 45,000.

Crazy Woman, Wyo., VOR; Billings, Mont., VORTAC; 18,000; 45,000.

Billings, Mont., VORTAC; Great Falls, Mont., VOR; 18,000; 45,000.

Great Falls, Mont., VOR; United States-Canadian Border; 18,000; 45,000.

From, to, MEA, and MAA

Section 95.7014 *Jet Route No. 14* is added to read:

Amarillo, Tex., VORTAC; Oklahoma City, Okla., VORTAC; 18,000; 45,000.
 Oklahoma City, Okla., VORTAC; Little Rock, Ark., VORTAC; 18,000; 45,000.
 Little Rock, Ark., VORTAC; Birmingham, Ala., VORTAC; 18,000; 45,000.
 Birmingham, Ala., VORTAC; Atlanta, Ga., VORTAC; 18,000; 45,000.

Section 95.7015 *Jet Route No. 15* is added to read:

San Antonio, Tex., VORTAC; Wink, Tex., VOR; 23,000; 45,000.
 Wink, Tex., VOR; Roswell, N. Mex., VOR; 18,000; 45,000.
 Roswell, N. Mex., VOR; Albuquerque, N. Mex., VORTAC; 18,000; 45,000.
 Albuquerque, N. Mex., VORTAC; Farmington, N. Mex., VORTAC; 18,000; 45,000.
 Farmington, N. Mex., VORTAC; Grand Junction, Colo., VORTAC; 18,000; 45,000.
 Grand Junction, Colo., VORTAC; Salt Lake City, Utah, VORTAC; 20,000; 45,000.
 Salt Lake City, Utah, VORTAC; Ogden, Utah, VORTAC; 18,000; 45,000.
 Ogden, Utah, VORTAC; Boise, Idaho, VORTAC; 20,000; 45,000.
 Boise, Idaho, VORTAC; John Day, Oreg., VOR; 18,000; 45,000.
 John Day, Oreg., VOR; Newberg, Oreg., VOR; 18,000; 45,000.

Section 95.7016 *Jet Route No. 16* is added to read:

Portland, Oreg., VORTAC; The Dalles, Oreg., VORTAC; 18,000; 45,000.
 The Dalles, Oreg., VORTAC; Pendleton, Oreg., VORTAC; 18,000; 45,000.
 Pendleton, Oreg., VORTAC; Whitehall, Mont., VOR; 32,000; 45,000.
 Whitehall, Mont., VOR; Billings, Mont., VORTAC; 18,000; 45,000.
 Billings, Mont., VORTAC; Dupree, S. Dak., VORTAC; 18,000; 45,000.
 Dupree, S. Dak., VORTAC; Sloux Falls, S. Dak., VORTAC; 18,000; 45,000.
 Sloux Falls, S. Dak., VORTAC; Mason City, Iowa, VORTAC; 18,000; 45,000.
 Mason City, Iowa, VORTAC; Milwaukee, Wis., VORTAC; 18,000; 45,000.
 Milwaukee, Wis., VORTAC; Peck, Mich., VORTAC; 18,000; 45,000.
 Peck, Mich., VORTAC; United States-Canadian Border; 18,000; 45,000.
 United States-Canadian Border; Buffalo, N.Y., VORTAC; 18,000; 45,000.
 Buffalo, N.Y., VORTAC; Albany, N.Y., VORTAC; 18,000; 45,000.
 Albany, N.Y., VORTAC; Boston, Mass., VORTAC; 18,000; 45,000.

Section 95.7017 *Jet Route No. 17* is added to read:

San Antonio, Tex., VORTAC; Abilene, Tex., VOR; 18,000; 45,000.
 Abilene, Tex., VOR; Amarillo, Tex., VORTAC; 18,000; 45,000.
 Amarillo, Tex., VORTAC; Pueblo, Colo., VORTAC; 18,000; 45,000.
 Pueblo, Colo., VORTAC; Denver, Colo., VORTAC; 18,000; 45,000.
 Denver, Colo., VORTAC; Rapid City, S. Dak., VOR; 18,000; 45,000.

Section 95.7018 *Jet Route No. 18* is added to read:

San Diego, Calif., VOR; Imperial, Calif., VORTAC; 18,000; 45,000.
 Imperial, Calif., VORTAC; Yuma, Ariz., VORTAC; 18,000; 45,000.
 Yuma, Ariz., VORTAC; Gila Bend, Ariz., VORTAC; 18,000; 45,000.
 Gila Bend, Ariz., VORTAC; Phoenix, Ariz., VORTAC; 18,000; 45,000.

From, to, MEA, and MAA

Phoenix, Ariz., VORTAC; Grants, N. Mex., VOR; 21,000; 45,000.
 Grants, N. Mex., VOR; Las Vegas, N. Mex., VORTAC; 18,000; 45,000.
 Las Vegas, N. Mex., VORTAC; Garden City, Kans., VORTAC; 18,000; 45,000.
 Garden City, Kans., VORTAC; Salina, Kans., VORTAC; 18,000; 45,000.
 Salina, Kans., VORTAC; Kansas City, Mo., VORTAC; 18,000; 45,000.
 Kansas City, Mo., VORTAC; Kirksville, Mo., VORTAC; 18,000; 45,000.
 Kirksville, Mo., VORTAC; Bradford, Ill., VOR; 18,000; 45,000.
 Bradford, Ill., VOR; Joliet, Ill., VORTAC; 18,000; 45,000.

Section 95.7020 *Jet Route No. 20* is added to read:

Seattle, Wash., VORTAC; Yakima, Wash., VOR; 18,000; 45,000.
 Yakima, Wash., VOR; Pendleton, Oreg., VORTAC; 18,000; 45,000.
 Pendleton, Oreg., VORTAC; Boise, Idaho, VORTAC; 18,000; 45,000.
 Boise, Idaho, VORTAC; Malad City, Idaho, VORTAC; 18,000; 45,000.
 Malad City, Idaho, VORTAC; Rock Springs, Wyo., VORTAC; 18,000; 45,000.
 Rock Springs, Wyo., VORTAC; Denver, Colo., VORTAC; 24,000; 45,000.
 Denver, Colo., VORTAC; Gage, Okla., VORTAC; 27,000; 45,000.
 Gage, Okla., VORTAC; Oklahoma City, Okla., VORTAC; 18,000; 45,000.
 Oklahoma City, Okla., VORTAC; Shreveport, La., VORTAC; 18,000; 45,000.
 Shreveport, La., VORTAC; Jackson, Miss., VORTAC; 18,000; 45,000.
 Jackson, Miss., VORTAC; Crestview, Fla., VOR; 18,000; 45,000.
 Crestview, Fla., VOR; Tallahassee, Fla., VORTAC; 18,000; 45,000.
 Tallahassee, Fla., VORTAC; Orlando, Fla., VOR; 18,000; 45,000.
 Orlando, Fla., VOR; Int. 117° M rad, Orlando VOR, and 339° M rad, Vero Beach, VOR; 18,000; 45,000.

Section 95.7021 *Jet Route No. 21* is added to read:

United States-Mexican border; Laredo, Tex., VORTAC; 18,000; 45,000.
 Laredo, Tex., VORTAC; San Antonio, Tex., VORTAC; 18,000; 45,000.
 San Antonio, Tex., VORTAC; Austin, Tex., VORTAC; 18,000; 45,000.
 Austin, Tex., VORTAC; Dallas, Tex., VORTAC; 18,000; 45,000.
 Dallas, Tex., VORTAC; Oklahoma City, Okla., VORTAC; 18,000; 45,000.
 Oklahoma City, Okla., VORTAC; Wichita, Kans., VOR; 18,000; 45,000.
 Wichita, Kans., VOR; Omaha, Nebr., VORTAC; 18,000; 45,000.
 Omaha, Nebr., VORTAC; Minneapolis, Minn., VORTAC; 18,000; 45,000.
 Minneapolis, Minn., VORTAC; Duluth, Minn., VORTAC; 18,000; 45,000.

Section 95.7022 *Jet Route No. 22* is added to read:

Laredo, Tex., VORTAC; Corpus Christi, Tex., VORTAC; 18,000; 45,000.
 Corpus Christi, Tex., VORTAC; Houston, Tex., VORTAC; 18,000; 45,000.
 Houston, Tex., VORTAC; Lake Charles, La., VOR; 18,000; 45,000.
 Lake Charles, La., VOR; McComb, Miss., VOR; 18,000; 45,000.
 McComb, Miss., VOR; Birmingham, Ala., VORTAC; 18,000; 45,000.
 Birmingham, Ala., VORTAC; Knoxville, Tenn., VORTAC; 18,000; 45,000.
 Knoxville, Tenn., VORTAC; Pulaski, Va., VOR; 18,000; 45,000.
 Pulaski, Va., VOR; Gordonsville, Va., VORTAC; 18,000; 45,000.

From, to, MEA, and MAA

Section 95.7023 *Jet Route No. 23* is added to read:

San Antonio, Tex., VORTAC; Mineral Wells, Tex., VORTAC; 18,000; 45,000.
 Mineral Wells, Tex., VORTAC; Oklahoma City, Okla., VORTAC; 18,000; 45,000.
 Oklahoma City, Okla., VORTAC; Wichita, Kans., VOR; 18,000; 45,000.
 Wichita, Kans., VOR; Hill City, Kans., VOR; 18,000; 45,000.

Section 95.7024 *Jet Route No. 24* is added to read:

Gila Bend, Ariz., VORTAC; Phoenix, Ariz., VORTAC; 18,000; 45,000.
 Phoenix, Ariz., VORTAC; Grants, N. Mex., VOR; 21,000; 45,000.
 Grants, N. Mex., VOR; Las Vegas, N. Mex., VORTAC; 18,000; 45,000.
 Las Vegas, N. Mex., VORTAC; Garden City, Kans., VORTAC; 18,000; 45,000.
 Garden City, Kans., VORTAC; Salina, Kans., VORTAC; 18,000; 45,000.
 Salina, Kans., VORTAC; Kansas City, Mo., VORTAC; 18,000; 45,000.
 Kansas City, Mo., VORTAC; St. Louis, Mo., VORTAC; 18,000; 45,000.
 St. Louis, Mo., VORTAC; Indianapolis, Ind., VORTAC; 18,000; 45,000.
 Indianapolis, Ind., VORTAC; Charleston, W. Va., VORTAC; 18,000; 45,000.
 Charleston, W. Va., VORTAC; Flat Rock, Va., VORTAC; 18,000; 45,000.

Section 95.7025 *Jet Route No. 25* is added to read:

United States-Mexican border; Brownsville, Tex., VORTAC; 18,000; 45,000.
 Brownsville, Tex., VORTAC; Corpus Christi, Tex., VORTAC; 18,000; 45,000.
 Corpus Christi, Tex., VORTAC; San Antonio, Tex., VORTAC; 18,000; 45,000.
 San Antonio, Tex., VORTAC; Austin, Tex., VORTAC; 18,000; 45,000.
 Austin, Tex., VORTAC; Dallas, Tex., VORTAC; 18,000; 45,000.
 Dallas, Tex., VORTAC; Tulsa, Okla., VORTAC; 18,000; 45,000.
 Tulsa, Okla., VORTAC; Butler, Mo., VOR; 18,000; 45,000.
 Butler, Mo. VOR; Des Moines, Iowa, VORTAC; 18,000; 45,000.
 Des Moines, Iowa, VORTAC; Mason City, Iowa, VORTAC; 18,000; 45,000.
 Mason City, Iowa, VORTAC; Minneapolis, Minn., VORTAC; 18,000; 45,000.

Section 95.7026 *Jet Route No. 26* is added to read:

El Paso, Tex., VORTAC; Roswell, N. Mex., VOR; 18,000; 45,000.
 Roswell, N. Mex., VOR; Amarillo, Tex., VORTAC; 18,000; 45,000.
 Amarillo, Tex., VORTAC; Wichita, Kans., VOR; 18,000; 45,000.
 Wichita, Kans., VOR; Kansas City, Mo., VORTAC; 18,000; 45,000.
 Kansas City, Mo., VORTAC; Kirksville, Mo., VORTAC; 18,000; 45,000.
 Kirksville, Mo., VORTAC; Bradford, Ill., VOR; 18,000; 45,000.
 Bradford, Ill., VOR; Joliet, Ill., VORTAC; 18,000; 45,000.

Section 95.7027 *Jet Route No. 27* is added to read:

San Antonio, Tex., VORTAC; Lufkin, Tex., VOR; 18,000; 45,000.

Section 95.7028 *Jet Route No. 28* is added to read:

Pueblo, Colo., VORTAC; Garden City, Kans., VORTAC; 18,000; 45,000.
 Garden City, Kans., VORTAC; Wichita, Kans., VOR; 18,000; 45,000.

Section 95.7029 *Jet Route No. 29* is added to read:

From, to, MEA, and MAA

United States-Mexican border; Brownsville, Tex., VORTAC; 18,000; 45,000.
Brownsville, Tex., VORTAC; Corpus Christi, Tex., VORTAC; 18,000; 45,000.
Corpus Christi, Tex., VORTAC; Houston, Tex., VORTAC; 18,000; 45,000.
Houston, Tex., VORTAC; Lufkin, Tex., VOR; 18,000; 45,000.
Lufkin, Tex., VOR; Shreveport, La., VORTAC; 18,000; 45,000.
Shreveport, La., VORTAC; Memphis, Tenn., VORTAC; 18,000; 45,000.
Memphis, Tenn., VORTAC; Evansville, Ind., VORTAC; 18,000; 45,000.
Evansville, Ind., VORTAC; Dayton, Ohio, VORTAC; 18,000; 45,000.
Dayton, Ohio, VORTAC; Cleveland, Ohio, VORTAC; 18,000; 45,000.
Cleveland, Ohio, VORTAC; Erie, Pa., VORTAC; 18,000; 45,000.
Erie, Pa., VORTAC; Syracuse, N.Y., VORTAC; 18,000; 45,000.
Syracuse, N.Y., VORTAC; Plattsburgh, N.Y., VOR; 18,000; 45,000.
Plattsburgh, N.Y., VORTAC; Bangor, Maine, VORTAC; 18,000; 45,000.
Bangor, Maine, VORTAC; Presque Isle, Maine, VOR; 18,000; 45,000.

Section 95.7030 Jet Route No. 30 is added to read:

Salt Lake City, Utah, VORTAC; Provo, Utah, VOR; 18,000; 45,000.
Provo, Utah, VOR; Myton, Utah, VOR; 18,000; 45,000.
Myton, Utah, VOR; Kremmling, Colo., VORTAC; 18,000; 45,000.
Kremmling, Colo., VORTAC; Denver, Colo., VORTAC; 18,000; 45,000.
Denver, Colo., VORTAC; O'Neill, Nebr., VORTAC; 27,000; 45,000.
O'Neill, Nebr., VORTAC; Sioux Falls, S. Dak., VORTAC; 18,000; 45,000.
Sioux Falls, S. Dak., VORTAC; Minneapolis, Minn., VORTAC; 18,000; 45,000.
Minneapolis, Minn., VORTAC; Nodine, Minn., VORTAC; 18,000; 45,000.
Nodine, Minn., VORTAC; Joliet, Ill., VORTAC; 18,000; 45,000.
Joliet, Ill., VOR; Ft. Wayne, Ind., VORTAC; 18,000; 45,000.
Ft. Wayne, Ind., VORTAC; Appleton, Ohio, VORTAC; 18,000; 45,000.
Appleton, Ohio, VORTAC; Front Royal, Va., VOR; 18,000; 45,000.

Section 95.7031 Jet Route No. 31 is added to read:

New Orleans, La., VORTAC; Birmingham, Ala., VORTAC; 18,000; 45,000.

Section 95.7032 Jet Route No. 32 is added to read:

Oakland, Calif., VORTAC; Sacramento, Calif., VORTAC; 18,000; 45,000.
Sacramento, Calif., VORTAC; Reno, Nev., VOR; 18,000; 45,000.
Reno, Nev., VOR; Elko, Nev., VORTAC; 20,000; 45,000.
Elko, Nev., VORTAC; Malad City, Idaho, VORTAC; 18,000; 45,000.
Malad City, Idaho, VORTAC; Boysen Reservoir, Wyo., VOR; 18,000; 45,000.
Boysen Reservoir, Wyo., VOR; Crazy Woman, Wyo., VOR; 18,000; 45,000.
Crazy Woman, Wyo., VOR; Dupree, S. Dak., VORTAC; 18,000; 45,000.
Dupree, S. Dak., VORTAC; Aberdeen, S. Dak., VOR; 18,000; 45,000.
Aberdeen, S. Dak., VOR; Duluth, Minn., VORTAC; 18,000; 45,000.
Duluth, Minn., VORTAC; United States-Canadian border; 18,000; 45,000.

Section 95.7034 Jet Route No. 34 is added to read:

Dickinson, N. Dak., VORTAC; Aberdeen, S. Dak., VOR; 18,000; 45,000.

From, to, MEA, and MAA

Aberdeen, S. Dak., VOR; Minneapolis, Minn., VORTAC; 18,000; 45,000.
Minneapolis, Minn., VORTAC; Nodine, Minn., VORTAC; 18,000; 45,000.
Nodine, Minn., VORTAC; Milwaukee, Wis., VORTAC; 18,000; 45,000.
Milwaukee, Wis., VORTAC; Pullman, Mich., VORTAC; 18,000; 45,000.
Pullman, Mich., VORTAC; Cleveland, Ohio, VORTAC; 18,000; 45,000.
Cleveland, Ohio, VORTAC; Pittsburgh, Pa., VORTAC; 18,000; 45,000.
Pittsburgh, Pa., VORTAC; Herndon, Va., VORTAC; 18,000; 45,000.

Section 95.7035 Jet Route No. 35 is added to read:

New Orleans, La., VORTAC; Jackson, Miss., VORTAC; 18,000; 45,000.
Jackson, Miss., VORTAC; Memphis, Tenn., VORTAC; 18,000; 45,000.
Memphis, Tenn., VORTAC; St. Louis, Mo., VORTAC; 18,000; 45,000.
St. Louis, Mo., VORTAC; Capital, Ill., VOR; 18,000; 45,000.
Capital, Ill., VOR; Joliet, Ill., VORTAC; 18,000; 45,000.
Joliet, Ill., VORTAC; Northbrook, Ill., VORTAC; 18,000; 45,000.

Section 95.7036 Jet Route No. 36 is added to read:

Fargo, N. Dak., VORTAC; Minneapolis, Minn., VORTAC; 18,000; 45,000.
Minneapolis, Minn., VORTAC; Nodine, Minn., VORTAC; 18,000; 45,000.
Nodine, Minn., VORTAC; Milwaukee, Wis., VORTAC; 18,000; 45,000.
Milwaukee, Wis., VORTAC; Peck, Mich., VORTAC; 18,000; 45,000.

Section 95.7037 Jet Route No. 37 is added to read:

New Orleans, La., VORTAC; Montgomery, Ala., VORTAC; 18,000; 45,000.
Montgomery, Ala., VORTAC; Atlanta, Ga., VORTAC; 18,000; 45,000.
Atlanta, Ga., VORTAC; Spartanburg, S.C., VORTAC; 18,000; 45,000.
Spartanburg, S.C., VORTAC; Gordonsville, Va., VORTAC; 18,000; 45,000.
Gordonsville, Va., VORTAC; Coyle, N.J., VORTAC; 18,000; 45,000.
Coyle, N.J., VORTAC; Kennedy, N.Y., VORTAC; 18,000; 45,000.
Kennedy, N.Y., VORTAC; Albany, N.Y., VORTAC; 18,000; 45,000.
Albany, N.Y., VORTAC; Massena, N.Y., VORTAC; 18,000; 45,000.
Massena, N.Y., VORTAC; United States-Canadian Border; 18,000; 45,000.

Section 95.7038 Jet Route No. 38 is added to read:

United States-Canadian Border; Duluth, Minn., VORTAC; 18,000; 45,000.
Duluth, Minn., VORTAC; Green Bay, Wis., VORTAC; 18,000; 45,000.
Green Bay, Wis., VORTAC; Peck, Mich., VORTAC; 18,000; 45,000.

Section 95.7039 Jet Route No. 39 is added to read:

Crestview, Fla., VOR; Montgomery, Ala., VORTAC; 18,000; 45,000.
Montgomery, Ala., VORTAC; Birmingham, Ala., VORTAC; 18,000; 45,000.
Birmingham, Ala., VORTAC; Nashville, Tenn., VORTAC; 18,000; 45,000.
Nashville, Tenn., VORTAC; Louisville, Ky., VORTAC; 18,000; 45,000.
Louisville, Ky., VORTAC; Dayton, Ohio, VORTAC; 18,000; 45,000.

Section 95.7040 Jet Route No. 40 is added to read:

Montgomery, Ala., VORTAC; Macon, Ga., VORTAC; 18,000; 45,000.

From, to, MEA, and MAA

Macon, Ga., VORTAC; Charleston, S.C., VORTAC; 18,000; 45,000.
Charleston, S.C., VORTAC; Wilmington, N.C., VORTAC; 18,000; 45,000.
Wilmington, N.C., VORTAC; Norfolk, Va., VORTAC; 18,000; 45,000.

Section 95.7041 Jet Route No. 41 is added to read:

Miami, Fla., VORTAC; St. Petersburg, Fla., VORTAC; 18,000; 45,000.
St. Petersburg, Fla., VORTAC; Tallahassee, Fla., VORTAC; 18,000; 45,000.
Tallahassee, Fla., VORTAC; Montgomery, Ala., VORTAC; 18,000; 45,000.
Montgomery, Ala., VORTAC; Memphis, Tenn., VORTAC; 18,000; 45,000.
Memphis, Tenn., VORTAC; Springfield, Mo., VORTAC; 18,000; 45,000.
Springfield, Mo., VORTAC; Kansas City, Mo., VORTAC; 18,000; 45,000.
Kansas City, Mo., VORTAC; Omaha, Nebr., VORTAC; 18,000; 45,000.

Section 95.7042 Jet Route No. 42 is added to read:

Dallas, Tex., VORTAC; Texarkana, Ark., VORTAC; 18,000; 45,000.
Texarkana, Ark., VORTAC; Memphis, Tenn., VORTAC; 18,000; 45,000.
Memphis, Tenn., VORTAC; Nashville, Tenn., VORTAC; 18,000; 45,000.
Nashville, Tenn., VORTAC; Charleston, W. Va., VORTAC; 18,000; 45,000.
Charleston, W. Va., VORTAC; Front Royal, Va., VOR; 18,000; 45,000.
Front Royal, Va., VOR; Yardley, Pa., VORTAC; 18,000; 45,000.
Yardley, Pa., VORTAC; Kennedy, N.Y., VORTAC; 18,000; 45,000.

Section 95.7043 Jet Route No. 43 is added to read:

Key West, Fla., VOR; St. Petersburg, Fla., VORTAC; 18,000; 45,000.
St. Petersburg, Fla., VORTAC; Tallahassee, Fla., VORTAC; 18,000; 45,000.
Tallahassee, Fla., VORTAC; Atlanta, Ga., VORTAC; 18,000; 45,000.
Atlanta, Ga., VORTAC; Knoxville, Tenn., VORTAC; 18,000; 45,000.
Knoxville, Tenn., VORTAC; Lexington, Ky., VORTAC; 18,000; 45,000.
Lexington, Ky., VORTAC; Dayton, Ohio, VORTAC; 18,000; 45,000.
Dayton, Ohio, VORTAC; Int. 022° M rad, Dayton, VOR, and 281° M rad, Windsor, Ont., VOR; 18,000; 45,000.

Section 95.7044 Jet Route No. 44 is added to read:

Phoenix, Ariz., VORTAC; Winslow, Ariz., VORTAC; 18,000; 45,000.
Winslow, Ariz., VORTAC; Farmington, N. Mex., VORTAC; 18,000; 45,000.

Section 95.7045 Jet Route No. 45 is added to read:

Jacksonville, Fla., VORTAC; Alma, Ga., VORTAC; 18,000; 45,000.
Alma, Ga., VORTAC; Atlanta, Ga., VORTAC; 18,000; 45,000.
Atlanta, Ga., VORTAC; Nashville, Tenn., VORTAC; 18,000; 45,000.
Nashville, Tenn., VORTAC; St. Louis, Mo., VORTAC; 18,000; 45,000.
St. Louis, Mo., VORTAC; Des Moines, Iowa, VORTAC; 18,000; 45,000.

Section 95.7046 Jet Route No. 46 is added to read:

Tulsa, Okla., VOR; Walnut Ridge, Ark., VOR; 18,000; 45,000.
Walnut Ridge, Ark., VOR; Nashville, Tenn., VORTAC; 18,000; 45,000.

Section 95.7047 Jet Route No. 47 is added to read:

From, to, MEA, and MAA

Charleston, S.C., VORTAC; Columbia, S.C., VOR; 18,000; 45,000.
 Columbia, S.C., VOR; Spartanburg, S.C., VORTAC; 18,000; 45,000.
 Spartanburg, S.C., VORTAC; Lexington, Ky., VORTAC; 18,000; 45,000.
 Lexington, Ky., VORTAC; Dayton, Ohio, VORTAC; 18,000; 45,000.

Section 95.7048 *Jet Route No. 48* is added to read:

Pulaski, Va., VOR; Herndon, Va., VORTAC; 18,000; 45,000.
 Herndon, Va., VORTAC; Int. 056° M rad, Herndon VOR, and 071° M rad, Front Royal, VOR; 18,000; 45,000.

Section 95.7049 *Jet Route No. 49* is added to read:

Pittsburgh, Pa., VORTAC; Phillipsburg, Pa., VORTAC; 18,000; 45,000.
 Phillipsburg, Pa., VORTAC; Albany, N.Y., VORTAC; 18,000; 45,000.
 Albany, N.Y., VORTAC; Bangor, Maine, VORTAC; 18,000; 45,000.
 Bangor, Maine, VORTAC; Presque Isle, Maine, VORTAC; 18,000; 45,000.
 Presque Isle, Maine, VORTAC; United States-Canadian Border; 18,000; 45,000.

Section 95.7050 *Jet Route No. 50* is added to read:

El Paso, Tex., VORTAC; Wink, Tex., VOR; 18,000; 45,000.
 Wink, Tex., VOR; San Angelo, Tex., VORTAC; 18,000; 45,000.
 San Angelo, Tex., VORTAC; Waco, Tex., VORTAC; 18,000; 45,000.
 Waco, Tex., VORTAC; Lufkin, Tex., VOR; 18,000; 45,000.
 Lufkin, Tex., VOR; Alexandria, Va., VOR; 18,000; 45,000.
 Alexandria, Va., VOR; McComb, Miss., VOR; 18,000; 45,000.
 McComb, Miss., VOR; Crestview, Fla., VOR; 18,000; 45,000.

Section 95.7051 *Jet Route No. 51* is added to read:

Jacksonville, Fla., VORTAC; Savannah, Ga., VORTAC; 18,000; 45,000.
 Savannah, Ga., VORTAC; Columbia, S.C., VORTAC; 18,000; 45,000.
 Columbia, S.C., VORTAC; Raleigh-Durham, N.C., VORTAC; 18,000; 45,000.

Section 95.7052 *Jet Route No. 52* is added to read:

Dallas, Tex., VORTAC; Texarkana, Ark., VORTAC; 18,000; 45,000.
 Texarkana, Ark., VORTAC; Greenwood, Miss., VOR; 18,000; 45,000.
 Greenwood, Miss., VOR; Birmingham, Ala., VORTAC; 18,000; 45,000.
 Birmingham, Ala., VORTAC; Atlanta, Ga., VORTAC; 18,000; 45,000.
 Atlanta, Ga., VORTAC; Augusta, Ga., VOR; 18,000; 45,000.
 Augusta, Ga., VOR; Columbia, S.C., VOR; 18,000; 45,000.
 Columbia, S.C., VOR; Florence, S.C., VOR; 18,000; 45,000.

Section 95.7053 *Jet Route No. 53* is added to read:

Key West, Fla., VOR; Miami, Fla., VORTAC; 18,000; 45,000.
 Miami, Fla., VORTAC; West Palm Beach, Fla., VORTAC; 18,000; 45,000.
 West Palm Beach, Fla., VORTAC; Vero Beach, Fla., VOR; 18,000; 45,000.
 Vero Beach, Fla., VOR; Jacksonville, Fla., VORTAC; 18,000; 45,000.
 Jacksonville, Fla., VORTAC; Augusta, Ga., VOR; 18,000; 45,000.
 Augusta, Ga., VOR; Spartanburg, S.C., VORTAC; 18,000; 45,000.

From, to, MEA, and MAA

Spartanburg, S.C., VORTAC; Pulaski, Va., VOR; 18,000; 45,000.
 Pulaski, Va., VOR; Pittsburgh, Pa., VORTAC; 18,000; 45,000.
 Pittsburgh, Pa., VORTAC; Erie, Pa., VORTAC; 18,000; 45,000.
 Erie, Pa., VORTAC; United States-Canadian Border; 18,000; 45,000.

Section 95.7054 *Jet Route No. 54* is added to read:

Alamosa, Colo., VOR; Garden City, Kans., VORTAC; 21,000; 45,000.
 Garden City, Kans., VORTAC; Ponca City, Okla., VOR; 18,000; 45,000.
 Ponca City, Okla., VOR; Tulsa, Okla., VORTAC; 18,000; 45,000.
 Tulsa, Okla., VORTAC; Little Rock, Ark., VORTAC; 18,000; 45,000.
 Little Rock, Ark., VORTAC; Birmingham, Ala., VORTAC; 18,000; 45,000.
 Birmingham, Ala., VORTAC; Atlanta, Ga., VORTAC; 18,000; 45,000.

Section 95.7055 *Jet Route No. 55* is added to read:

Jacksonville, Fla., VORTAC; Savannah, Ga., VORTAC; 18,000; 45,000.
 Savannah, Ga., VORTAC; Charleston, S.C., VORTAC; 18,000; 45,000.
 Charleston, S.C., VORTAC; Florence, S.C., VOR; 18,000; 45,000.
 Florence, S.C., VOR; Raleigh-Durham, N.C., VORTAC; 18,000; 45,000.
 Raleigh-Durham, N.C., VORTAC; Flat Rock, Va., VORTAC; 18,000; 45,000.
 Flat Rock, Va., VORTAC; Coyle, N.J., VORTAC; 18,000; 45,000.
 Coyle, N.J., VORTAC; Kennedy, N.Y., VORTAC; 18,000; 45,000.
 Kennedy, N.Y., VORTAC; Boston, Mass., VORTAC; 18,000; 45,000.
 Boston, Mass., VORTAC; Bangor, Maine, VORTAC; 18,000; 45,000.
 Bangor, Maine, VORTAC; Presque Isle, Maine, VORTAC; 18,000; 45,000.
 Presque Isle, Maine, VORTAC; United States-Canadian Border; 18,000; 45,000.

Section 95.7056 *Jet Route No. 56* is added to read:

Salt Lake City, Utah, VORTAC; Kremmling, Colo., VORTAC; 35,000; 45,000.
 Kremmling, Colo., VORTAC; Denver, Colo., VORTAC; 18,000; 45,000.

Section 95.7059 *Jet Route No. 59* is added to read:

Charleston, W. Va., VORTAC; Phillipsburg, Pa., VORTAC; 18,000; 45,000.
 Phillipsburg, Pa., VORTAC; Syracuse, N.Y., VORTAC; 18,000; 45,000.

Section 95.7058 *Jet Route No. 58* is added to read:

Oakland, Calif., VORTAC; Stockton, Calif., VORTAC; 18,000; 45,000.
 Stockton, Calif., VORTAC; Tonopah, Nev., VOR; 24,000; 45,000.
 Tonopah, Nev., VOR; Bryce Canyon, Utah, VOR; 18,000; 45,000.
 Bryce Canyon, Utah, VOR; Farmington, N. Mex., VORTAC; 18,000; 45,000.
 Farmington, N. Mex., VORTAC; Las Vegas, N. Mex., VORTAC; 18,000; 45,000.
 Las Vegas, N. Mex., VORTAC; Amarillo, Tex., VORTAC; 18,000; 45,000.
 Amarillo, Tex., VORTAC; Wichita Falls, Tex., VORTAC; 18,000; 45,000.
 Wichita Falls, Tex., VORTAC; Dallas, Tex., VORTAC; 18,000; 45,000.
 Dallas, Tex., VORTAC; Alexandria, La., VOR; 18,000; 45,000.
 Alexandria, La., VOR; New Orleans, La., VORTAC; 18,000; 45,000.

Section 95.7060 *Jet Route No. 60* is added to read:

From, to, MEA, and MAA

Los Angeles, Calif., VORTAC; Hector, Calif., VORTAC; 18,000; 45,000.
 Hector, Calif., VORTAC; Boulder, Nev., VOR; 18,000; 45,000.

Boulder, Nev., VOR; Bryce Canyon, Utah, VORTAC; 18,000; 45,000

Bryce Canyon, Utah, VORTAC; Hanksville, Utah, VORTAC; 18,000; 45,000.

Hanksville, Utah, VORTAC; Grand Junction, Colo., VORTAC; 18,000; 45,000.

Grand Junction, Colo., VORTAC; Denver, Colo., VORTAC; 20,000; 45,000.

Denver, Colo., VORTAC; Hayes Center, Nebr., VORTAC; 18,000; 45,000.

Hayes Center, Nebr., VORTAC; Wolbach, Nebr., VORTAC; 18,000; 45,000.

Wolbach, Nebr., VORTAC; Des Moines, Iowa, VORTAC; 18,000; 45,000.

Des Moines, Iowa, VORTAC; Joliet, Ill., VORTAC; 18,000; 45,000.

Joliet, Ill., VORTAC; Cleveland, Ohio, VORTAC; 18,000; 45,000.

Cleveland, Ohio, VORTAC; Phillipsburg, Pa., VORTAC; 18,000; 45,000.

Phillipsburg, Pa., VORTAC; Allentown, Pa., VORTAC; 18,000; 45,000.

Allentown, Pa., VORTAC; Kennedy, N.Y., VORTAC; 18,000; 45,000.

Section 95.7061 *Jet Route No. 61* is added to read:

Baltimore, Md., VORTAC; Phillipsburg, Pa., VORTAC; 18,000; 45,000.

Phillipsburg, Pa., VORTAC; Buffalo, N.Y., VORTAC; 18,000; 45,000.

Section 95.7062 *Jet Route No. 62* is added to read:

Kennedy, N.Y., VORTAC; Nantucket, Mass., VORTAC; 18,000; 45,000.

Section 95.7063 *Jet Route No. 63* is added to read:

Kennedy, N.Y., VORTAC; Huguenot, N.Y., VORTAC; 18,000; 45,000.

Huguenot, N.Y., VORTAC; Syracuse, N.Y., VORTAC; 18,000; 45,000.

Section 95.7064 *Jet Route No. 64* is added to read:

Los Angeles, Calif., VOR; Hector, Calif., VORTAC; 18,000; 45,000.

Hector, Calif., VORTAC; Peach Springs, Ariz., VORTAC; 18,000; 45,000.

Peach Springs, Ariz., VORTAC; Tuba City, Ariz., VOR; 18,000; 45,000.

Tuba City, Ariz., VOR; Farmington, N. Mex., VORTAC; 18,000; 45,000.

Farmington, N. Mex., VORTAC; Alamosa, Colo., VOR; 18,000; 45,000.

Alamosa, Colo., VOR; Hill City, Kans., VOR; 18,000; 45,000.

Hill City, Kans., VOR; Pawnee City, Nebr., VOR; 18,000; 45,000.

Pawnee City, Nebr., VOR; Lamoni, Iowa, VOR; 18,000; 45,000.

Lamoni, Iowa, VOR; Bradford, Ill., VOR; 18,000; 45,000.

Bradford, Ill., VOR; Fort Wayne, Ind., VORTAC; 18,000; 41,000.

Fort Wayne, Ind., VORTAC; Ellwood City, Pa., VORTAC; 18,000; 41,000.

Ellwood City, Pa., VORTAC; Yardley, Pa., VOR; 18,000; 41,000.

Yardley, Pa., VOR; Kennedy, N.Y., VORTAC; 18,000; 41,000.

Section 95.7065 *Jet Route No. 65* is added to read:

Phoenix, Ariz., VORTAC; Blythe, Calif., VORTAC; 18,000; 45,000.

Blythe, Calif., VORTAC; Thermal, Calif., VORTAC; 18,000; 45,000.

Thermal, Calif., VORTAC; Palmdale, Calif., VORTAC; 18,000; 45,000.

Palmdale, Calif., VORTAC; Bakersfield, Calif., VORTAC; 18,000; 45,000.

From, to, MEA, and MAA

Bakersfield, Calif., VORTAC; Fresno, Calif., VORTAC; 18,000; 45,000.
 Fresno, Calif., VORTAC; Sacramento, Calif., VORTAC; 18,000; 45,000.
 Sacramento, Calif., VORTAC; Red Bluff, Calif., VORTAC; 18,000; 45,000.

Section 95.7066 *Jet Route No. 66* is added to read:

Dallas, Tex., VORTAC; Little Rock, Ark., VORTAC; 20,000; 45,000.

Section 95.7067 *Jet Route No. 67* is added to read:

Lakeview, Oreg., VORTAC; Newberg, Oreg., VORTAC; 18,000; 45,000.

Section 95.7068 *Jet Route No. 68* is added to read:

Int. 284° M rad, Providence VOR and 246° M rad, Boston VOR; Providence, R.I., VOR; 18,000; 45,000.

Providence, R.I., VOR; Nantucket, Mass., VORTAC; 18,000; 45,000.

Section 95.7069 *Jet Route No. 69* is added to read:

Mobile, Ala., VORTAC; Birmingham, Ala., VORTAC; 22,000; 45,000.

Section 95.7070 *Jet Route No. 70* is added to read:

Int. 297° M rad, Portland VOR and 225° M rad, Seattle VOR; Seattle, Wash., VOR; 18,000; 45,000.

Seattle, Wash., VORTAC; Ephrata, Wash., VOR; 18,000; 45,000.

Ephrata, Wash., VOR; Mullan Pass, Idaho, VOR; 18,000; 45,000.

Mullan Pass, Idaho, VOR; Lewiston, Mont., VOR; 18,000; 45,000.

Lewiston, Mont., VOR; Dickinson, N. Dak., VORTAC; 18,000; 45,000.

Dickinson, N. Dak., VORTAC; Aberdeen, S. Dak., VOR; 18,000; 45,000.

Aberdeen, S. Dak., VOR; Minneapolis, Minn., VORTAC; 18,000; 45,000.

Minneapolis, Minn., VORTAC; Milwaukee, Wis., VORTAC; 18,000; 45,000.

Milwaukee, Wis., VORTAC; Pullman, Mich., VORTAC; 18,000; 45,000.

Pullman, Mich., VORTAC; United States-Canadian Border; 18,000; 45,000.

United States-Canadian Border; Erie, Pa., VORTAC; 18,000; 45,000.

Erie, Pa., VORTAC; Huguenot, N.Y., VORTAC; 18,000; 45,000.

Huguenot, N.Y., VORTAC; Kennedy, N.Y., VORTAC; 18,000; 45,000.

Section 95.7072 *Jet Route No. 72* is added to read:

Boulder, Nev., VOR; Peach Springs, Ariz., VORTAC; 18,000; 45,000.

Peach Springs, Ariz., VORTAC; Winslow, Ariz., VORTAC; 18,000; 45,000.

Winslow, Ariz., VORTAC; Albuquerque, N. Mex., VORTAC; 18,000; 45,000.

Albuquerque, N. Mex., VORTAC; Texico, N. Mex., VORTAC; 18,000; 45,000.

Texico, N. Mex., VORTAC; Wichita Falls, Tex., VORTAC; 18,000; 45,000.

Wichita Falls, Tex., VORTAC; Dallas, Tex., VORTAC; 18,000; 45,000.

Section 95.7073 *Jet Route No. 73* is added to read:

Boise, Idaho, VOR; The Dalles, Oreg., VOR; 24,000; 45,000.

Section 95.7074 *Jet Route No. 74* is added to read:

Los Angeles, Calif., VORTAC; Parker, Calif., VORTAC; 24,000; 45,000.

Parker, Calif., VORTAC; St. Johns, Ariz., VORTAC; 18,000; 45,000.

From, to, MEA, and MAA

St. Johns, Ariz., VORTAC; Socorro, N. Mex., VORTAC; 18,000; 45,000.

Socorro, N. Mex., VORTAC; Texico, N. Mex., VOR; 18,000; 45,000.

Texico, N. Mex., VOR; Wichita Falls, Tex., VOR; 18,000; 45,000.

Texico, N. Mex., VOR; Wichita Falls, Tex., VORTAC; 18,000; 45,000.

Wichita Falls, Tex., VORTAC; Dallas, Tex., VORTAC; 18,000; 45,000.

Section 95.7075 *Jet Route No. 75* is added to read:

Miami, Fla., VORTAC; Lakeland, Fla., VOR; 18,000; 45,000.

Lakeland, Fla., VOR; Gainesville, Fla., VOR; 18,000; 45,000.

Gainesville, Fla., VOR; Alma, Ga., VORTAC; 18,000; 45,000.

Alma, Ga., VORTAC; Columbia, S.C., VOR; 18,000; 45,000.

Columbia, S.C., VOR; Gordonsville, Va., VORTAC; 18,000; 45,000.

Gordonsville, Va., VORTAC; Huguenot, N.Y., VORTAC; 18,000; 45,000.

Huguenot, N.Y., VORTAC; Albany, N.Y., VORTAC; 18,000; 45,000.

Albany, N.Y., VORTAC; Plattsburgh, N.Y., VOR; 18,000; 45,000.

Plattsburgh, N.Y., VOR; United States-Canadian Border; 18,000; 45,000.

Section 95.7076 *Jet Route No. 76* is added to read:

Boulder, Nev., VOR; Tuba City, Ariz., VOR; 18,000; 45,000.

Tuba City, Ariz., VOR; Crown Point, N. Mex., VOR; 18,000; 45,000.

Crown Point, N. Mex., VOR; Las Vegas, N. Mex., VORTAC; 18,000; 45,000.

Las Vegas, N. Mex., VORTAC; Amarillo, Tex., VORTAC; 18,000; 45,000.

Amarillo, Tex., VORTAC; Wichita Falls, Tex., VORTAC; 18,000; 45,000.

Wichita Falls, Tex., VORTAC; Dallas, Tex., VORTAC; 18,000; 45,000.

Section 95.7077 *Jet Route No. 77* is added to read:

Miami, Fla., VORTAC; West Palm Beach, Fla., VORTAC; 18,000; 45,000.

Wilmington, N.C., VORTAC; Gordonsville, Va., VORTAC; 18,000; 45,000.

Gordonsville, Va., VORTAC; Huguenot, N.Y., VORTAC; 18,000; 45,000.

Huguenot, N.Y., VORTAC; Boston, Mass., VORTAC; 18,000; 45,000.

Boston, Mass., VORTAC; Bangor, Maine, VORTAC; 18,000; 45,000.

Bangor, Maine, VORTAC; United States-Canadian Border; 18,000; 45,000.

Section 95.7078 *Jet Route No. 78* is added to read:

Los Angeles, Calif., VORTAC; Parker, Calif., VORTAC; 24,000; 45,000.

Parker, Calif., VORTAC; Prescott, Ariz., VORTAC; 18,000; 45,000.

Prescott, Ariz., VORTAC; Winslow, Ariz., VORTAC; 18,000; 41,000.

Winslow, Ariz., VORTAC; Albuquerque, N. Mex., VORTAC; 18,000; 41,000.

Albuquerque, N. Mex., VORTAC; Tucumcari, N. Mex., VOR; 18,000; 45,000.

Tucumcari, N. Mex., VOR; Amarillo, Tex., VORTAC; 18,000; 45,000.

Amarillo, Tex., VORTAC; Oklahoma City, Okla., VORTAC; 18,000; 45,000.

Oklahoma City, Okla., VORTAC; Tulsa, Okla., VORTAC; 18,000; 45,000.

Tulsa, Okla., VORTAC; Farmington, Mo., VORTAC; 24,000; 41,000.

Farmington, Mo., VORTAC; Louisville, Ky., VORTAC; 18,000; 45,000.

Louisville, Ky., VORTAC; Charleston, W. Va., VORTAC; 18,000; 45,000.

Charleston, W. Va., VORTAC; Philipsburg, Pa., VORTAC; 18,000; 45,000.

Philipsburg, Pa., VORTAC; Allentown, Pa., VORTAC; 18,000; 45,000.

From, to, and MEA

Allentown, Pa., VORTAC; Kennedy, N.Y., VORTAC; 18,000; 45,000.

Section 95.7079 *Jet Route No. 79* is added to read:

Miami, Fla., VORTAC; West Palm Beach, Fla., VORTAC; 18,000; 45,000.

Continental Boundary; Wilmington, N.C., VORTAC; 18,000; 45,000.

Wilmington, N.C., VORTAC; Norfolk, Va., VORTAC; 18,000; 45,000.

Norfolk, Va., VORTAC; Coyle, N.J., VORTAC; 18,000; 45,000.

Coyle, N.J., VORTAC; Kennedy, N.Y., VORTAC; 18,000; 45,000.

Section 95.7080 *Jet Route No. 80* is added to read:

Oakland, Calif., VORTAC; Stockton, Calif., VORTAC; 18,000; 45,000.

Stockton, Calif., VORTAC; Tonopah, Nev., VOR; 24,000; 45,000.

Tonopah, Nev., VOR; Milford, Utah, VORTAC; 24,000; 45,000.

Milford, Utah, VORTAC; Grand Junction, Colo., VORTAC; 18,000; 45,000.

Grand Junction, Colo., VORTAC; Denver, Colo., VORTAC; 18,000; 45,000.

Denver, Colo., VORTAC; Hill City, Kans., VORTAC; 18,000; 45,000.

Hill City, Kans., VORTAC; Salina, Kans., VORTAC; 18,000; 45,000.

Salina, Kans., VORTAC; Kansas City, Mo., VORTAC; 18,000; 45,000.

Kansas City, Mo., VORTAC; Capital, Ill., VOR; 18,000; 45,000.

Capital, Ill., VOR; Indianapolis, Ind., VORTAC; 18,000; 45,000.

Indianapolis, Ind., VORTAC; Appleton, Ohio, VORTAC; 18,000; 45,000.

Appleton, Ohio, VORTAC; Pittsburgh, Pa., VORTAC; 18,000; 45,000.

Pittsburgh, Pa., VORTAC; Coyle, N.J., VORTAC; 18,000; 45,000.

Coyle, N.J., VORTAC; Kennedy, N.Y., VORTAC; 18,000; 45,000.

Section 95.7081 *Jet Route No. 81* is added to read:

Miami, Fla., VORTAC; Orlando, Fla., VORTAC; 18,000; 45,000.

Orlando, Fla., VORTAC; Barracuda INT, Fla.; 18,000; 45,000.

Section 95.7082 *Jet Route No. 82* is added to read:

Sioux Falls, S. Dak., VORTAC; Fort Dodge, Iowa, VOR; 18,000; 45,000.

Fort Dodge, Iowa, VOR; Joliet, Ill., VORTAC; 18,000; 45,000.

Joliet, Ill., VORTAC; Cleveland, Ohio, VORTAC; 18,000; 45,000.

Cleveland, Ohio, VORTAC; Erie, Pa., VORTAC; 18,000; 45,000.

Erie, Pa., VORTAC; Albany, N.Y., VORTAC; 24,000; 45,000.

Albany, N.Y., VORTAC; Boston, Mass., VORTAC; 18,000; 45,000.

Section 95.7084 *Jet Route No. 84* is added to read:

Oakland, Calif., VORTAC; Sacramento, Calif., VORTAC; 18,000; 45,000.

Sacramento, Calif., VORTAC; Reno, Nev., VOR; 18,000; 45,000.

Reno, Nev., VOR; Elko, Nev., VORTAC; 20,000; 45,000.

Elko, Nev., VORTAC; Bonneville, Utah, VOR; 18,000; 45,000.

Bonneville, Utah, VOR; Salt Lake City, Utah, VORTAC; 18,000; 45,000.

Salt Lake City, Utah, VORTAC; Rock Springs, Wyo., VORTAC; 18,000; 45,000.

Rock Springs, Wyo., VORTAC; Scottsbluff, Nebr., VORTAC; 18,000; 45,000.

Scottsbluff, Nebr., VORTAC; Wolbach, Nebr., VORTAC; 18,000; 45,000.

Wolbach, Nebr., VORTAC; Des Moines, Iowa, VORTAC; 18,000; 45,000.

Des Moines, Iowa, VORTAC; Northbrook, Ill., VORTAC; 18,000; 45,000.

From, to, MEA, and MAA

Section 95.7085 *Jet Route No. 85* is added to read:

Miami, Fla., VORTAC; Lakeland, Fla., VOR; 18,000; 45,000.
Lakeland, Fla., VOR; Gainesville, Fla., VOR; 18,000; 45,000.
Gainesville, Fla., VOR; Alma, Ga., VORTAC; 18,000; 45,000.
Alma, Ga., VORTAC; Augusta, Ga., VOR; 18,000; 45,000.
Augusta, Ga., VOR; Spartanburg, S.C., VORTAC; 18,000; 45,000.
Spartanburg, S.C., VORTAC; Charleston, S.C., VORTAC; 18,000; 45,000.
Charleston, S.C., VORTAC; Cleveland, Ohio, VORTAC; 18,000; 45,000.
Cleveland, Ohio, VORTAC; United States-Canadian Border; 18,000; 45,000.

Section 95.7086 *Jet Route No. 86* is added to read:

El Paso, Tex., VORTAC; Fort Stockton, Tex., VORTAC; 18,000; 45,000.
Fort Stockton, Tex., VORTAC; Austin, Tex., VORTAC; 22,000; 45,000.
Austin, Tex., VORTAC; Houston, Tex., VORTAC; 18,000; 45,000.

Section 95.7087 *Jet Route No. 87* is added to read:

Houston, Tex., VORTAC; Dallas, Tex., VORTAC; 18,000; 45,000.
Dallas, Tex., VORTAC; Tulsa, Okla., VORTAC; 18,000; 45,000.
Tulsa, Okla., VORTAC; Butler, Mo., VOR; 18,000; 45,000.
Butler, Mo., VOR; Kirksville, Mo., VORTAC; 18,000; 45,000.
Kirksville, Mo., VORTAC; Bradford, Ill., VOR; 18,000; 45,000.
Bradford, Ill., VOR; Joliet, Ill., VORTAC; 18,000; 45,000.
Joliet, Ill., VORTAC; Northbrook, Ill., VORTAC; 18,000; 45,000.

Section 95.7088 *Jet Route No. 88* is added to read:

Los Angeles, Calif., VOR; Santa Barbara, Calif., VORTAC; 18,000; 45,000.
Santa Barbara, Calif., VORTAC; Salinas, Calif., VORTAC; 18,000; 45,000.
Salinas, Calif., VORTAC; Oakland, Calif., VORTAC; 18,000; 45,000.
Oakland, Calif., VORTAC; Ukiah, Calif., VORTAC; 18,000; 45,000.
Ukiah, Calif., VORTAC; Medford, Oreg., VORTAC; 18,000; 45,000.

Section 95.7089 *Jet Route No. 89* is added to read:

Miami, Fla., VORTAC; Lakeland, Fla., VOR; 18,000; 45,000.
Lakeland, Fla., VOR; Gainesville, Fla., VOR; 18,000; 45,000.
Gainesville, Fla., VOR; Alma, Ga., VORTAC; 18,000; 45,000.
Alma, Ga., VORTAC; Atlanta, Ga., VORTAC; 18,000; 45,000.
Atlanta, Ga., VORTAC; Louisville, Ky., VORTAC; 18,000; 45,000.
Louisville, Ky., VORTAC; Northbrook, Ill., VORTAC; 20,000; 45,000.
Northbrook, Ill., VORTAC; Milwaukee, Wis., VORTAC; 18,000; 45,000.
Milwaukee, Wis., VORTAC; Duluth, Minn., VORTAC; 18,000; 45,000.

Section 95.7090 *Jet Route No. 90* is added to read:

Seattle, Wash., VORTAC; Ephrata, Wash., VOR; 18,000; 45,000.
Ephrata, Wash., VOR; Mullan Pass, Idaho, VOR; 18,000; 45,000.
Mullan Pass, Idaho, VOR; Helena, Mont., VOR; 18,000; 45,000.
Helena, Mont., VOR; Billings, Mont., VORTAC; 18,000; 45,000.
Billings, Mont., VORTAC; Dupree, S. Dak., VORTAC; 19,000; 45,000.

From, to, MEA, and MAA

Dupree, S. Dak., VORTAC; Sioux Falls, S. Dak., VORTAC; 18,000; 45,000.
Sioux Falls, S. Dak., VORTAC; Mason City, Iowa, VORTAC; 18,000; 45,000.
Mason City, Iowa, VORTAC; Northbrook, Ill., VORTAC; 18,000; 45,000.
Northbrook, Ill., VORTAC; United States-Canadian Border; 18,000; 45,000.

Section 95.7091 *Jet Route No. 91* is added to read:

Atlanta, Ga., VORTAC; Knoxville, Tenn., VORTAC; 18,000; 45,000.
Knoxville, Tenn., VORTAC; Charleston, W. Va., VORTAC; 18,000; 45,000.
Charleston, W. Va., VORTAC; Cleveland, Ohio, VORTAC; 18,000; 45,000.
Cleveland, Ohio, VORTAC; United States-Canadian Border; 18,000; 45,000.

Section 95.7092 *Jet Route No. 92* is added to read:

Oakland, Calif., VORTAC; Stockton, Calif., VORTAC; 18,000; 45,000.
Stockton, Calif., VORTAC; Beatty, Nev., VOR; 22,000; 45,000.
Beatty, Nev., VOR; Boulder, Nev., VOR; 18,000; 45,000.
Boulder, Nev., VOR; Prescott, Ariz., VORTAC; 18,000; 45,000.
Prescott, Ariz., VORTAC; Phoenix, Ariz., VORTAC; 18,000; 45,000.
Phoenix, Ariz., VORTAC; Tucson, Ariz., VORTAC; 18,000; 45,000.

Section 95.7093 *Jet Route No. 93* is added to read:

Int. 319° M rad, Medford VOR, and 201° M rad, Portland VOR; Portland, Oreg., VORTAC; 18,000; 45,000.
Portland, Oreg., VORTAC; Seattle, Wash., VORTAC; 18,000; 45,000.

Section 95.7094 *Jet Route No. 94* is added to read:

Oakland, Calif., VORTAC; Sacramento, Calif., VORTAC; 18,000; 45,000.
Sacramento, Calif., VORTAC; Reno, Nev., VOR; 18,000; 45,000.
Reno, Nev., VOR; Elko, Nev., VORTAC; 20,000; 45,000.
Elko, Nev., VORTAC; Bonneville, Utah, VOR; 18,000; 45,000.
Bonneville, Utah, VOR; Salt Lake City, Utah, VORTAC; 18,000; 45,000.
Salt Lake City, Utah, VORTAC; Rock Springs, Wyo., VORTAC; 18,000; 45,000.
Rock Springs, Wyo., VORTAC; Scottsbluff, Nebr., VORTAC; 18,000; 45,000.
Scottsbluff, Nebr., VORTAC; O'Neill, Nebr., VORTAC; 18,000; 45,000.
O'Neill, Nebr., VORTAC; Fort Dodge, Iowa, VOR; 18,000; 45,000.
Fort Dodge, Iowa, VOR; Northbrook, Ill., VORTAC; 18,000; 45,000.
Northbrook, Ill., VORTAC; Pullman, Mich., VORTAC; 18,000; 45,000.
Pullman, Mich., VORTAC; Peck, Mich., VORTAC; 18,000; 45,000.
Peck, Mich., VORTAC; United States-Canadian Border; 18,000; 45,000.
United States-Canadian Border; Buffalo, N.Y., VORTAC; 18,000; 45,000.
Buffalo, N.Y., VORTAC; Albany, N.Y., VORTAC; 18,000; 45,000.
Albany, N.Y., VORTAC; Boston, Mass., VORTAC; 18,000; 45,000.

Section 95.7095 *Jet Route No. 95* is added to read:

Kennedy, N.Y., VORTAC; Huguenot, N.Y., VORTAC; 18,000; 45,000.
Huguenot, N.Y., VORTAC; Buffalo, N.Y., VORTAC; 18,000; 45,000.
Buffalo, N.Y., VORTAC; United States-Canadian Border; 18,000; 45,000.

Section 95.7097 *Jet Route No. 97* is added to read:

Nantucket, Mass., VORTAC; Boston, Mass., VORTAC; 18,000; 45,000.

From, to, MEA, and MAA

Boston, Mass., VORTAC; Plattsburgh, N.Y., VOR; 18,000; 45,000.

Section 95.7099 *Jet Route No. 99* is added to read:

Atlanta, Ga., VORTAC; Nashville, Tenn., VORTAC; 18,000; 45,000.
Nashville, Tenn., VORTAC; Lewis, Ind., VOR; 18,000; 45,000.
Lewis, Ind., VOR; Northbrook, Ill., VORTAC; 18,000; 45,000.

Section 95.7101 *Jet Route No. 101* is added to read:

Houston, Tex., VORTAC; Lufkin, Tex., VOR; 18,000; 45,000.
Lufkin, Tex., VOR; Shreveport, La., VORTAC; 18,000; 45,000.
Shreveport, La., VORTAC; Little Rock, Ark., VORTAC; 18,000; 45,000.
Little Rock, Ark., VORTAC; St. Louis, Mo., VORTAC; 18,000; 45,000.
St. Louis, Mo., VORTAC; Capital, Ill., VOR; 18,000; 45,000.
Capital, Ill., VOR; Joliet, Ill., VORTAC; 18,000; 45,000.
Joliet, Ill., VORTAC; Northbrook, Ill., VORTAC; 18,000; 45,000.
Northbrook, Ill., VORTAC; Milwaukee, Wis., VORTAC; 18,000; 45,000.
Milwaukee, Wis., VORTAC; Green Bay, Wis., VORTAC; 18,000; 45,000.
Green Bay, Wis., VORTAC; Sault Ste. Marie, Mich., VORTAC; 18,000; 45,000.

Section 95.7102 *Jet Route No. 102* is added to read:

Alamosa, Colo., VOR; Lamar, Colo., VOR; 18,000; 45,000.
Lamar, Colo., VOR; Hill City, Kans., VOR; 18,000; 45,000.

Section 95.7103 *Jet Route No. 103* is added to read:

St. Petersburg, Fla., VORTAC; Orlando, Fla., VOR; 18,000; 45,000.

Section 95.7104 *Jet Route No. 104* is added to read:

Tucson, Ariz., VORTAC; San Simon, Ariz., VOR; 18,000; 45,000.
San Simon, Ariz., VOR; Socorro, N. Mex., VORTAC; 18,000; 45,000.
Socorro, N. Mex., VORTAC; Las Vegas, N. Mex., VORTAC; 18,000; 45,000.

Section 95.7105 *Jet Route No. 105* is added to read:

Dallas, Tex., VOR; Fayetteville, Ark., VORTAC; 18,000; 45,000.
Fayetteville, Ark., VORTAC; Springfield, Mo., VORTAC; 18,000; 45,000.
Springfield, Mo., VORTAC; Bradford, Ill., VOR; 18,000; 45,000.
Bradford, Ill., VOR; Milwaukee, Wis., VORTAC; 18,000; 45,000.

Section 95.7106 *Jet Route No. 106* is added to read:

Minneapolis, Minn., VORTAC; Green Bay, Wis., VORTAC; 18,000; 45,000.

Section 95.7107 *Jet Route No. 107* is added to read:

Los Angeles, Calif., VOR; Hector, Calif., VORTAC; 18,000; 45,000.
Hector, Calif., VORTAC; Boulder, Nev., VOR; 18,000; 45,000.
Boulder, Nev., VOR; Milford, Utah, VORTAC; 18,000; 45,000.
Milford, Utah, VORTAC; Rock Springs, Wyo., VORTAC; 23,000; 45,000.
Rock Springs, Wyo., VORTAC; Crazy Woman, Wyo., VOR; 18,000; 45,000.
Crazy Woman, Wyo., VOR; Dickinson, N. Dak., VORTAC; 18,000; 45,000.
Dickinson, N. Dak., VORTAC; Pembina, N. Dak., VOR; 18,000; 45,000.
Pembina, N. Dak., VOR; United States-Canadian Border; 18,000; 45,000.

From, to, MEA, and MAA

§ 95.8003 VOR Federal airway changeover points.

Section 95.7109 *Jet Route No. 109* is added to read:

Wilmington, N.C., VORTAC; Gordonsville, Va., VORTAC; 18,000; 45,000.
Gordonsville, Va., VORTAC; Front Royal, Va., VOR; 18,000; 45,000.
Front Royal, Va., VOR; Phillipsburg, Pa., VORTAC; 18,000; 45,000.
Phillipsburg, Pa., VORTAC; Buffalo, N.Y., VORTAC; 18,000; 45,000.

Section 95.7500 *Jet Route No. 500* is added to read:

United States-Canadian Border; Sault Ste. Marie, Mich., VORTAC; 18,000; 45,000.
Sault Ste. Marie, Mich., VORTAC; United States-Canadian Border; 18,000; 45,000.
United States-Canadian Border; Millinocket, Maine, VOR; 18,000; 45,000.
Millinocket, Maine, VOR; United States-Canadian Border; 18,000; 45,000.

Section 95.7501 *Jet Route No. 501* is added to read:

Seattle, Wash., VORTAC; United States-Canadian Border; 18,000; 45,000.

Section 95.7503 *Jet Route No. 503* is added to read:

Seattle, Wash., VORTAC; United States-Canadian Border; 18,000; 45,000.

Section 95.7515 *Jet Route No. 515* is added to read:

Pembina, N. Dak., VOR; United States-Canadian Border; 18,000; 45,000.

Section 95.7532 *Jet Route No. 532* is added to read:

Pembina, N. Dak., VOR; United States-Canadian Border; 18,000; 45,000.

Section 95.7533 *Jet Route No. 533* is added to read:

Duluth, Minn., VORTAC; United States-Canadian Border; 18,000; 45,000.

Section 95.7545 *Jet Route No. 545* is added to read:

Cleveland, Ohio, VORTAC; United States-Canadian Border; 18,000; 45,000.

Section 95.7546 *Jet Route No. 546* is added to read:

Peck, Mich., VORTAC; United States-Canadian Border; 18,000; 45,000.

Section 95.7548 *Jet Route No. 548* is added to read:

Sault Ste. Marie, Mich., VORTAC; United States-Canadian Border; 18,000; 45,000.

Section 95.7560 *Jet Route No. 560* is added to read:

Plattsburgh, N.Y., VOR; United States-Canadian Border; 18,000; 45,000.

Section 95.7563 *Jet Route No. 563* is added to read:

Plattsburgh, N.Y., VOR; United States-Canadian Border; 18,000; 45,000.

6. By adding a new Subpart D to read:

Subpart D—Changeover Points

§ 95.8001 General.

This subpart prescribes COP's for Federal airways, jet routes, or other direct routes for which an MEA is designated in this part. Unless otherwise specified, the COP is midway between the navigation facilities for straight route segments, or at the intersection of radials forming a dogleg in the case of dogleg route segments.

Airway segment		Changeover point	
From	To	Distance	From
V-2			
Ellensburg, Wash., VOR	Ephrata, Wash., VOR	19	Ellensburg
Seattle, Wash., VOR	Wenatchee, Wash., VOR, via N alter.	51	Seattle
Spokane, Wash., VOR	Mullan Pass, Idaho, VOR	82	Spokane
Missoula, Mont., VOR	Drummond, Mont., VOR	17	Missoula
Drummond, Mont., VOR	Helena, Mont., VOR	28	Drummond
Miles City, Mont., VOR	Dickinson, N. Dak., VOR	60	Miles City
Milwaukee, Wis., VOR	Muskegon, Mich., VOR	88	Milwaukee
V-3			
Vero Beach, Fla., VOR	Daytona Beach, Fla., VOR	55	Vero Beach
Boston, Mass., VOR	Kennebunk, Maine, VOR	26	Boston
V-4			
Seattle, Wash., VOR	Yakima, Wash., VOR	40	Seattle
Yakima, Wash., VOR	Pendleton, Oreg., VOR	30	Yakima
Baker, Oreg., VOR	Boise, Idaho, VOR	35	Baker
Malad City, Idaho, VOR	Rock Springs, Wyo., VOR	93	Malad City
Laramie, Wyo., VOR	Gill, Colo., VOR, via N alter.	24	Laramie
Salina, Kans., VOR	Topeka, Kans., VOR	47	Salina
V-5			
McDonough, Ga., VOR	Chattanooga, Tenn., VOR	60	McDonough
Cleveland, Ohio, VOR	London, Canada, VOR	55	Cleveland
V-6			
Sacramento, Calif., VOR	Lake Tahoe, Calif., VOR	40	Sacramento
Ogden, Utah, VOR	Fort Bridger, Wyo., VOR	25	Ogden
Grand Island, Nebr., VOR	Omaha, Nebr., VOR	52	Grand Island
V-7			
Miami, Fla., VOR	Fort Myers, Fla., VOR	44	Miami
Nashville, Tenn., VOR	Central City, Ky., VOR	37	Nashville
V-8			
Pomona, Calif., VOR	Daggett, Calif., VORTAC, via N alter.	16	Pomona
Ontario, Calif., VOR	Hector, Calif., VOR	49	Ontario
Hector, Calif., VOR	Goffs, Calif., VOR	46	Hector
Daggett, Calif., VOR	Las Vegas, Nev., VOR, via N alter.	59	Daggett
Grand Island, Nebr., VOR	Omaha, Nebr., VORTAC	52	Grand Island
V-9			
New Orleans, La., VOR	McComb, Miss., VOR	40	New Orleans
Greenwood, Miss., VOR	Memphis, Tenn., VOR	47	Greenwood
Farmington, Mo., VOR	St. Louis, Mo., VOR	34	Farmington
V-10			
Kirksville, Mo., VOR	Burlington, Iowa, VOR	41	Kirksville
V-12			
Fillmore, Calif., VOR	Palmdale, Calif., VOR	27	Fillmore
Hector, Calif., VOR	Needles, Calif., VOR	41	Hector
Zuni, N. Mex., VOR	Grants, N. Mex., VOR	38	Zuni
Grants, N. Mex., VOR	Albuquerque, N. Mex., VOR	26	Grants
Albuquerque, N. Mex., VOR	Otto, N. Mex., VOR	23	Albuquerque
Anton Chico, N. Mex., VOR	Tucumcari, N. Mex., VOR	30	Anton Chico
Tucumcari, N. Mex., VOR	Amarillo, Tex., VOR	45	Tucumcari
Amarillo, Tex., VOR	Gage, Okla., VOR	42	Amarillo
Appleton, Ohio, VOR	Newcomerstown, Ohio, VOR	27	Appleton
Pittsburgh, Pa., VOR	Johnstown, Pa., VOR	26	Pittsburgh
V-13			
Houston, Tex., VOR	Daisetta, Tex., VOR, via E alter.	26	Houston
Lufkin, Tex., VOR	Shreveport, La., VOR	56	Lufkin
Lamoni, Iowa, VOR	Des Moines, Iowa, VOR	31	Lamoni
V-14			
Lubbock, Tex., VORTAC	Childress, Tex., VOR	33	Lubbock
Hobart, Okla., VOR	Oklahoma City, Okla., VOR	33	Hobart
Oklahoma City, Okla., VOR	Tulsa, Okla., VOR	55	Oklahoma City
V-15			
Waco, Tex., VOR	Dallas, Tex., VOR	46	Waco
Dallas, Tex., VOR	Ardmore, Okla., VOR	35	Dallas
Ardmore, Okla., VOR	Okmulgee, Okla., VOR	59	Ardmore
Maua, Hawaii, VOR	Molokai, Hawaii, VOR	10	Maua
V-16			
Los Angeles, Calif., VOR	Ontario, Calif., VOR	25	Los Angeles
Blythe, Calif., VOR	Buckeye, Ariz., VOR	44	Blythe
Cochise, Ariz., VOR	Columbus, N. Mex., VOR	50	Cochise
Salt Flat, Tex., VOR	Wink, Tex., VOR	42	Salt Flat
Texarkana, Ark., VOR	Pine Bluff, Ark., VOR	53	Texarkana
Memphis, Tenn., VOR	Jacks Creek, Tenn., VOR	43	Memphis
Knoxville, Tenn., VOR	Holston Mtn., Tenn., VOR	38	Knoxville
Roanoke, Va., VOR	Gordonsville, Va., VOR	48	Roanoke
Riverhead, N.Y., VOR	Norwich, Conn., VOR	30	Riverhead
Norwich, Conn., VOR	Boston, Mass., VOR	41	Norwich
Lanai, Hawaii, VOR	Upolu Pt., Hawaii, VOR	47	Lanai

Airway segment		Changeover point		Airway segment		Changeover point	
From	To	Distance	From	From	To	Distance	From
Corona, N. Mex., VOR Hobbs, N. Mex., VOR Roswell, N. Mex., VOR Junction, N. Mex., VOR	V-68 Roswell, N. Mex., VOR Hobbs, N. Mex., VOR San Angelo, Tex., VOR	43 48 32	Corona, Roswell, Junction.	Medicine Bow, Wyo., VOR Chadron, Neb., VOR Northbrook, Ill., VOR	V-100 Chadron, Neb., VOR O'Neill, Neb., VORTAC Keeler, Mich., VOR	45 109 44	Medicine Bow, Chadron, Northbrook.
Walnut Ridge, Ark., VOR	V-69 Farmington, Mo., VORTAC	45	Walnut Ridge.	Ogden, Utah, VOR	V-101 Burley, Idaho, VORTAC	61	Ogden.
Evergreen, Ala., VOR	V-70 Eufaula, Ala., VOR	63	Evergreen.	Salt Flat, Tex., VOR Hobbs, N. Mex., VOR Lubbock, Tex., VORTAC Guthrie, Tex., VOR	V-102 Carlsbad, N. Mex., VOR Lubbock, Tex., VOR Guthrie, Tex., VORTAC Wichita Falls, Tex., VORTAC	24 40 37 39	Salt Flat, Hobbs, Lubbock, Guthrie.
Dodge City, Kans., VOR Ponca City, Okla., VORTAC Tulsa, Okla., VORTAC Okmulgee, Okla., VOR	V-74 Anthony, Kans., VOR Tulsa, Okla., VORTAC Fort Smith, Ark., VORTAC Fort Smith, Ark., VORTAC, via S alter.	53 25 48 34	Dodge City, Ponca City, Tulsa, Okmulgee.	Greensboro, N. C., VOR	V-103 Roanoke, Va., VOR	40	Greensboro.
Wheeling, W. Va., VOR	V-75 Briggs, Ohio, VORTAC	22	Wheeling.	Phoenix, Ariz., VOR Prescott, Ariz., VOR Reno, Nev., VOR	V-105 Prescott, Ariz., VORTAC Boulder, Nev., VOR Reno, Nev., VOR	42 55 46 60	Phoenix, Prescott, Coaldale, Reno.
Lubbock, Tex., VOR	V-76 Big Spring, Tex., VOR	40	Lubbock.	Beatty, Nev., VOR	V-107 Coaldale, Nev., VORTAC	34	Beatty.
San Angelo, Tex., VOR Ablene, Tex., VOR	V-77 Ablene, Tex., VOR Wichita Falls, Tex., VORTAC	40 50	San Angelo, Ablene.	Fillmore, Calif., VORTAC Avenal, Calif., VOR Los Banos, Calif., VOR Oakland, Calif., VORTAC	V-112 Fillmore, Calif., VOR Avenal, Calif., VOR Los Banos, Calif., VORTAC Oakland, Calif., VORTAC	31 45 37	Fillmore, Avenal, Los Banos.
Amarillo, Tex., VOR Colorado Spgs. Colo., VOR	V-81 Dalhart, Tex., VORTAC Denver, Colo., VOR	31 13	Amarillo, Colorado Springs.	Portland, Oreg., VORTAC Pendleton, Oreg., VOR	V-114 The Dalles, Oreg., VORTAC Spokane, Wash., VOR	30 57	Portland, Pendleton.
Minneapolis, Minn., VOR	V-82 Farmington, Minn., VOR	18	Minneapolis.	Wichita Falls, Tex., VOR Alexandria, La., VOR	V-116 Dallas, Tex., VORTAC Baton Rouge, La., VOR	59 43	Wichita Falls, Alexandria.
Carlsbad, N. Mex., VOR Roswell, N. Mex., VOR Corona, N. Mex., VOR	V-83 Roswell, N. Mex., VOR Corona, N. Mex., VOR Otoe, N. Mex., VOR	27 38 20	Carlsbad, Roswell, Corona.	Kansas City, Mo., VORTAC	V-120 Macon, Mo., VOR	57	Kansas City.
Billings, Mont., VORTAC	V-86 Sheridan, Wyo., VORTAC	42	Billings	Mullan Pass, Mont., VOR Lewis town, Mont., VOR Miles City, Mont., VOR Dupree, S. Dak., VOR Sioux Falls, S. Dak., VOR	V-121 Great Falls, Mont., VOR Miles City, Mont., VOR Dupree, S. Dak., VOR Mason City, Iowa, VORTAC	80 74 74 90 82	Mullan Pass, Lewis town, Miles City, Sioux Falls.
Maxwell, Calif., VORTAC	V-87 Red Bluff, Calif., VORTAC	18	Maxwell.	North Bend, Oreg., VOR	V-122 Eugene, Oreg., VORTAC	16	North Bend.
Cheyenne, Wyo., VORTAC	V-89 Scottsbluff, Nebr., VORTAC, via E alter.	27	Cheyenne.	Crescent City, Calif., VOR	V-132 Medford, Oreg., VORTAC	32	Crescent City.
Briggs, Ohio, VOR	V-92 Wheeling, W. Va., VOR	27	Briggs.	Akron, Colo., VOR	V-133 Goodland, Kans., VORTAC	44	Akron.
Salt Flat, Tex., VOR	V-94 Wink, Tex., VOR	42	Salt Flat.	Charleston, W. Va., VOR	V-133 Zanesville, Ohio, VOR	52	Charleston.
Winslow, Ariz., VORTAC	V-95 Farmington, N. Mex., VORTAC	75	Farmington.	La Belle, Fla., VOR St. Petersburg, Fla., VOR	V-07 St. Petersburg, Fla., VOR Tallahassee, Fla., VOR	45 32	La Belle, St. Petersburg.

Airway segment		Changeover point		Airway segment		Changeover point	
From	To	Distance	From	From	To	Distance	From
Thermal, Calif., VOR Gorman, Calif., VORTAC Fellows, Calif., VOR	V-137 Palmdale, Calif., VOR Palmdale, Calif., VORTAC San Luis Obispo, Calif., VOR	59 24 19	Thermal, Palmdale, Fellows.	Red Bluff, Calif., VOR	V-195 Fortuna, Calif., VOR	62	Red Bluff.
Cheyenne, Wyo., VOR	V-138 Sidney, Nebr., VOR	40	Cheyenne.	Fort Stockton, Tex., VORTAC	V-198 Rocksprings, Tex., VOR	66	Fort Stockton.
Cape Charles, Va., VOR	V-139 Snow Hill, Md., VOR	30	Cape Charles.	Ukiah, Calif., VOR	V-199 Red Bluff, Calif., VORTAC	35	Ukiah.
Amarillo, Tex., VORTAC	V-140 Sayre, Okla., VOR	39	Amarillo.	Ukiah, Calif., VOR Williams, Calif., VORTAC Reno, Nev., VOR	V-200 Williams, Calif., VORTAC V-201 Reno, Nev., VOR	22 84	Ukiah. Williams.
Poughkeepsie, N.Y., VOR	V-146 Putnam, Conn., VORTAC	37	Poughkeepsie.	Los Angeles, Calif., VOR	V-202 Palmdale, Calif., VOR	19	Los Angeles.
Thurman, Colo., VOR	V-148 Hayes Center, Nebr., VORTAC	54	Thurman.	San Simon, Ariz., VOR	V-203 Truth or Consequences, N. Mex., VOR	52 54	San Simon. Truth or Consequences (11 N.M. gap at MEA).
Richmond, Va., VOR	V-157 Washington, D.C., VOR	50	Richmond.	Albany, N.Y., VORTAC	V-204 Massena, N.Y., VOR	68	Albany.
Vero Beach, Fla., VOR	V-159 Orlando, Fla., VOR	29	Vero Beach.	Hoquiam, Wash., VOR	V-205 Olympia, Wash., VOR	31	Hoquiam.
Lamoni, Iowa, VOR	V-161 Des Moines, Iowa, VORTAC	31	Lamoni.	Springfield, Mo., VORTAC	V-207 Blue Springs, Mo., VOR	51	Springfield.
Llano, Tex., VOR Bridgeport, Tex., VORTAC	V-163 Lometa, Tex., VOR via W alter Ardmore, Tex., VOR	13 28	Llano. Bridgeport.	Gill, Colo., VOR	V-208 Scottsbluff, Nebr., VOR	45	Gill.
Idlewild, N.Y., VOR	V-167 Hartford, Conn., VOR	26	Idlewild.	Thermal, Calif., VOR Needles, Calif., VOR	V-210 Twenty-nine Palms, Calif., VORTAC Peach Springs, Ariz., VORTAC	20 39	Thermal. Needles.
Wolbach, Nebr., VOR	V-172 Neola, Iowa, VORTAC	55	Wolbach.	Hector, Calif., VORTAC Gods, Calif., VOR	V-213 Peach Springs, Ariz., VOR	46 42	Hector. Gods.
Henderson, W. Va., VORTAC	V-174 Elkins, W. Va., VORTAC	49	Henderson.	Patuxent, Md., VOR Rosewood, Ohio, VORTAC Peach Springs, Ariz., VORTAC	V-216 Pawnee City, Nebr., VORTAC Lamoni, Nebr., VOR	33 40 55	Patuxent, Rosewood, Peach Springs.
Sioux Falls, S. Dak., VOR	V-181 Watertown, S. Dak., VORTAC	37	Sioux Falls.	Mankato, Kans., VOR Pawnee City, Nebr., VORTAC	V-217 Duluth, Minn., VORTAC	53 57	Mankato. Pawnee City.
Portland, Oreg., VORTAC The Dalles, Oreg., VORTAC	V-182 The Dalles, Oreg., VORTAC Baker, Oreg., VORTAC	30 100	Portland. The Dalles.	Rhineland, Wis., VOR	V-222 Duluth, Minn., VORTAC	49	Rhineland.
Santa Barbara, Calif., VOR	V-183 Bakersfield, Calif., VORTAC	20	Santa Barbara.	Houston, Tex., VOR Hickory, N.C., VOR	V-223 Dalsetta, Tex., VOR via N alter Lynchburg, Va., VORTAC	26 61	Houston. Hickory.
Albuquerque, N. Mex., VORTAC Grand Junction, Colo., VORTAC Boysen Reservoir, Wyo., VOR	V-187 Farmington, N. Mex., VORTAC Rock Springs, Wyo., VORTAC Billings, Mont., VOR	50 86 97	Albuquerque. Grand Junction. Boysen Reservoir.	Herridon, Va., VORTAC	V-223 Harrisburg, Pa., VORTAC	41	Herridon.
Albuquerque, N. Mex., VOR Phoenix, Ariz., VOR Farmington, Mo., VOR	V-190 Las Vegas, N. Mex., VOR St. Johns, Ariz., VOR Evansville, Ind., VOR	38 69 64	Albuquerque. Phoenix. Farmington.				

Airway segment		Changeover point		Airway segment		Changeover point	
From	To	Distance	From	From	To	Distance	From
Salinas, Calif., VORTAC	V-230 Los Banos, Calif., VOR	16	Salinas.	Briggs, Ohio, VORTAC	V-276 Elwood City, Pa., VORTAC	33	Briggs.
Dalhart, Tex., VOR	V-234 Liberal, Kans., VOR	45	Dalhart, Liberal.	Tyrone, Pa., VOR	V-277 Ravine, Pa., VOR	31	Tyrone.
Fort Utah, VOR	V-235 Fort Bridger, Wyo., VOR	32	Provo, Rock Springs.	Fort Wayne, Ind., VOR	V-278 Keeler, Mich., VOR	38	Fort Wayne.
Rock Springs, Wyo., VORTAC	V-241 Casper, Wyo., VORTAC	63	Provo, Rock Springs.	Texarkana, Ark., VOR	V-281 Greenwood, Miss., VOR	90	Texarkana.
Eufaula, Ala., VOR	V-243 Columbus, Ga., VOR	18	Eufaula.	Columbus, Miss., VOR	V-283 Greenwood, Miss., VOR	44	Greenwood.
Vienna, Ga., VOR	V-244 Atlanta, Ga., VOR	44	Vienna.	Columbus, Ala., VOR	V-284 Birmingham, Ala., VOR	47	Columbus.
Topopah, Nev., VOR	V-245 Wilson Creek, Nev., VOR	50	Topopah.	Redmond, Ore., VOR	V-287 Pendleton, Ore., VORTAC	65	Redmond.
Coaldale, Nev., VOR	V-253 Tonopah, Nev., VOR	14	Coaldale.	Reno, Nev., VOR	V-290 Lakeview, Ore., VOR	70	Reno.
Wilson Creek, Nev., VOR	V-256 Milford, Utah, VORTAC	40	Wilson Creek.	Lakeview, Ore., VOR	V-298 Redmond, Ore., VOR	73	Lakeview.
Lamar, Colo., VOR	V-257 Russell, Kans., VOR	104	Lamar.	Fort Stockton, Tex., VOR	V-314 San Angelo, Tex., VOR	60	Fort Stockton.
Avenal, Calif., VOR	V-259 Bakersfield, Calif., VORTAC	19	Avenal.	North Bend, Ore., VOR	V-314 Newberg, Ore., VOR	38	North Bend.
Luchin, Utah, VOR	V-263 Twin Falls, Idaho, VOR	40	Luchin.	Rainelle, W. Va., VOR	V-290 Montebello, Va., VOR	35	Rainelle.
Twin Falls, Idaho, VOR	V-256 Boise, Idaho, VOR	48	Twin Falls.	McCall, Idaho, VOR	V-298 Dubois, Idaho, VOR	106	McCall.
Pottstown, Pa., VOR	V-257 Yardley, Pa., VOR	20	Pottstown.	Dunoir, Wyo., VOR	V-314 Boysen Reservoir, Wyo., VOR	27	Dunoir.
Phoenix, Ariz., VORTAC	V-259 Prescott, Ariz., VORTAC	40	Phoenix.	Winner, S. Dak., VOR	V-314 Sioux Falls, S. Dak., VOR	82	Winner.
Dubois, Idaho, VOR	V-260 Dillon, Mont., VORTAC	41	Dubois.	Princeton, Maine, VOR	V-421 St. Johns, Canada, VOR	36	Princeton.
Dillon, Mont., VORTAC	V-260 Butte, Mont., VOR	27	Dillon.	Zuni Pueblo, N. Mex., VOR	V-421 Farmington, N. Mex., VORTAC	45	Zuni Pueblo.
Fort Mill, N.C., VOR	V-261 Hickory, N.C., VOR	27	Fort Mill.	Thermal, Calif., VOR	V-432 Parker, Calif., VOR	30	Thermal.
Lynchburg, Va., VOR	V-261 Flat Rock, Va., VORTAC	33	Lynchburg.	King Salmon, Alaska, VOR	V-438 Homer, Alaska, VOR	70	King Salmon.
Pulaski, Va., VOR	V-264 Beckley, W. Va., VOR	20	Pulaski.	Homer, Alaska, VOR	V-438 Kenai, Alaska, VOR	33	Homer.
Los Angeles, Calif., VOR	V-264 Ontario, Calif., VOR	23	Los Angeles.	Talkeetna, Alaska, VOR	V-440 Nemana, Alaska, VOR	65	Talkeetna.
Pomona, Calif., VOR	V-264 Twenty-nine Palms, Calif., VOR	37	Pomona.	Biorka Island, Alaska, VOR	V-444 Yakutat, Alaska, VOR	98	Biorka Island.
Twenty-nine Palms, Calif., VOR	V-264 Parker, Calif., VOR	27	Twenty-nine Palms.	Yakutat, Alaska, VOR	V-444 Middleton, Alaska, VOR	96	Yakutat.
Parker, Calif., VOR	V-264 Prescott, Ariz., VOR	76	Parker.	Big Delta, Alaska, VOR	V-448 Northway, Canada, LFR	74	Big Delta.
Prescott, Ariz., VOR	V-268 St. Johns, Ariz., VOR	62	Prescott.	Yakima, Wash., VOR	V-448 Ephrata, Wash., VOR	18	Yakima.
Westminster, Md., VOR	V-269 Baltimore, Md., VORTAC	12	Westminster.	Jamesstown, N.Y., VOR	V-270 Wellsville, N.Y., VOR	22	Jamesstown.
Wells, Nev., VOR	V-270 Twin Falls, Idaho, VOR	33	Wells.				

§ 95.8005 Jet routes changeover points.

Airway segment			Changeover point	
From	To	Distance	From	From
Moses Point, Alaska, VOR. Gulena, Alaska, VOR.	V-452 Galena, Alaska, VOR. Nenana, Alaska, VOR.	70 75	Moses Point. Galena.	
King Salmon, Alaska, VOR.	V-456 Anchorage, Alaska, VOR.	120	King Salmon.	
Houghton, Mich., VOR.	V-462 Whitefish, Mich., VOR.	81	Houghton.	
Washington, D.C., VOR.	V-476 Baltimore, Md., VOR.	10	Washington.	
Falmouth, Ky., VOR.	V-478 Newcombe, Ky., VOR.	21	Falmouth.	
Salt Lake City, Utah, VORTAC.	V-484 Myton, Utah, VOR.	28	Salt Lake City.	
Fellows, Calif., VOR.	V-485 Priest, Calif., VOR.	40	Fellows.	
Tuba City, Ariz., VOR.	V-486 Dove Creek, Colo., VORTAC.	57	Tuba City.	
St. Petersburg, Fla., VOR.	V-492 LaBelle, Fla., VOR.	49	St. Petersburg.	
Wells, Nev., VOR.	V-494 Malad City, Idaho, VOR.	40	Wells.	
Blorka Island, Alaska, VOR.	V-495 Sisters Island, Alaska, VOR.	48	Blorka Island.	
Newberg, Ore., VOR.	V-500 John Day, Ore., VOR.	79	Newberg.	
St. Thomas, Pa., VOR.	V-501 Phillipsburg, Pa., VOR.	22	St. Thomas.	
Goffs, Calif., VOR.	V-503 Beatty, Nev., VOR.	31	Goffs.	
Nenana, Alaska, VOR.	V-504 Bettles, Alaska, VOR.	85	Nenana.	
Bethel, Alaska, VOR.	V-505 King Salmon, Alaska, VOR.	96	Bethel.	
Kenai, Alaska, VOR.	V-508 Middleton Island, Alaska, VOR.	79	Kenai.	
Laramie, Wyo., VOR.	V-524 Scottsbluff, Nebr., VORTAC.	40	Laramie.	
Walla Walla, Wash., VOR.	V-536 Mullan Pass, Idaho, VOR.	62	Walla Walla.	

Airway segment			Changeover point	
From	To	Distance	From	From
Medford, Ore., VORTAC.	J-1 Portland, Ore., VORTAC.	90	Medford.	
Bakersfield, Calif., VOR.	J-5 Reno, Nev., VOR.	180	Bakersfield.	
ed Bluff, Calif., VORTAC.	J-7 Rome, Ore., VOR.	104	Red Bluff.	
San Antonio, Tex., VORTAC. Grand Junction, Colo., VORTAC.	J-15 Wink, Tex., VOR. Salt Lake City, Utah, VORTAC.	160 180	San Antonio, Grand Junction.	
Pendleton, Ore., VORTAC.	J-16 Whitehall, Mont., VOR.	185	Pendleton.	
Denver, Colo., VORTAC.	J-20 Gage, Okla., VORTAC.	145	Denver.	
Hill City, Kans., VOR.	J-28 Cheyenne, Wyo., VORTAC.	129	Hill City.	
Reno, Nev., VOR. Aberdeen, S. Dak., VOR.	J-82 Elko, Nev., VORTAC. Dunath, Minn., VORTAC.	44 180	Reno, Aberdeen.	
Flippin, Ark., VOR.	J-46 Nashville, Tenn., VORTAC.	138	Flippin.	
Alamossa, Colo., VOR.	J-64 Garden City, Kans., VORTAC.	101	Alamossa.	
Salt Lake City, Utah, VORTAC.	J-56 Kremmling, Colo., VORTAC.	80	Salt Lake City.	
Grand Junction, Colo., VORTAC.	J-60 Denver, Colo., VORTAC.	110	Grand Junction.	
Alamossa, Colo., VOR. Fort Wayne, Ind., VORTAC.	J-64 Hill City, Kans., VOR. Ellwood City, Pa., VORTAC.	112 60	Alamossa, Fort Wayne.	
Prescott, Ariz., VORTAC.	J-78 Albuquerque, N. Mex., VORTAC.	131	Prescott.	
Milford, Utah, VORTAC. Grand Junction, Colo., VORTAC.	J-80 Grand Junction, Colo., VORTAC. Denver, Colo., VORTAC.	60 110	Milford, Grand Junction.	
Erie, Pa., VORTAC.	J-82 Albany, N.Y., VORTAC.	135	Erie.	
Reno, Nev., VOR. Salt Lake City, Utah, VORTAC. Rock Springs, Wyo., VORTAC. Scottsbluff, Nebr., VORTAC.	J-84 Elko, Nev., VORTAC. Rock Springs, Wyo., VORTAC. Scottsbluff, Nebr., VORTAC.	44 35 105	Reno, Salt Lake City, Rock Springs.	

Airway segment		Changeover point	
From	To	Distance	From
Salinas, Calif. VORTAC.....	J-88	86	Salinas.
	J-90		
Mullan Pass, Idaho, VOR.....	Billings, Mont., VORTAC.....	168	Mullan Pass.
	J-94		
Reno, Nev., VOR..... Salt Lake City, Utah, VORTAC.....	Elko, Nev., VORTAC.....	44	Reno.
	Rock Springs, Wyo., VORTAC.....	35	Salt Lake City.

This amendment is issued under the authority of sections 307 and 1110 of the Federal Aviation Act of 1953 (49 U.S.C. 1348, 1510).

Issued in Washington, D.C., on September 16, 1964.

N. E. HALABY,
Administrator.

[F.R. Doc. 64-9511; Filed, Sept. 22, 1964,
8:51 a.m.]

Title 16—COMMERCIAL PRACTICES

Chapter I—Federal Trade Commission

[Docket No. C-827]

PART 13—PROHIBITED TRADE PRACTICES

Acadia Co., Inc., et al.

Subpart—Misbranding or mislabeling: § 13.1185 *Composition*: 13.1185-90 *Wool Products Labeling Act*; § 13.1212 *Formal regulatory and statutory requirements*: 13.1212-90 *Wool Products Labeling Act*. Subpart—Neglecting, unfairly or deceptively, to make material disclosure: § 13.1845 *Composition*: 13.1845-80 *Wool Products Labeling Act*; § 13.1852 *Formal regulatory and statutory requirements*: 13.1852-80 *Wool Products Labeling Act*.

(Sec. 6, 38 Stat. 721; 15 U.S.C. 46. Interpret or apply sec. 5, 38 Stat. 719, as amended, secs. 2-5, 54 Stat. 1128-1130; 15 U.S.C. 45, 68) [Cease and desist order, The Acadia Company, Inc., et al., New York, N.Y., Docket C-827, Sept. 9, 1964]

In the Matter of The Acadia Company, Inc., a corporation, and Archie I. Thurman, Harry Rosenzweig and Marvin Weissman, individually and as officers of said corporation

Consent order requiring New York City manufacturers and converters of textile fabrics to cease violating the Wool Products Labeling Act by such practices as labeling fabrics falsely as containing "85% reprocessed cashmere, 15% nylon", failing to disclose on wool fabric labels the percentage of the total fiber weight of the constituent fibers, and using the word "cashmere" in lieu of "wool" on labels without setting forth the correct percentage of the cashmere.

The order to cease and desist, including further order requiring report of compliance therewith, is as follows:

It is ordered, That respondent The Acadia Company, Inc., a corporation and

its officers, and Archie I. Thurman, Harry Rosenzweig and Marvin Weissman, individually and as officers of said corporation, and respondents' representatives, agents and employees, directly or through any corporate or other device, in connection with the introduction or manufacture for introduction into commerce, or the offering for sale, sale, transportation, distribution or delivery for shipment, or shipment in commerce, of fabrics or other wool products, as "commerce" and "wool product" are defined in the Wool Products Labeling Act of 1939, do forthwith cease and desist from:

Misbranding such products by:

1. Falsely and deceptively stamping, tagging, labeling or otherwise identifying such products as to the character or amount of constituent fibers contained therein.

2. Failing to securely affix to, or place on, each such product a stamp, tag, label or other means of identification showing in a clear and conspicuous manner each element of information required to be disclosed by section 4(a) (2) of the Wool Products Labeling Act of 1939.

3. Using the term "cashmere" in lieu of the word "wool" in setting forth the required fiber content information on labels affixed to wool products without setting forth the correct percentage of the cashmere present.

It is further ordered, That the respondents herein shall, within sixty (60) days after service upon them of this order, file with the Commission a report in writing setting forth in detail the manner and form in which they have complied with this order.

Issued: September 9, 1964.

By the Commission.

[SEAL] JOSEPH W. SHEA,
Secretary.

[F.R. Doc. 64-9590; Filed, Sept. 22, 1964;
8:45 a.m.]

[Docket No. C-826]

PART 13—PROHIBITED TRADE PRACTICES

Clinton Watch Co. et al.

Subpart—Advertising falsely or misleadingly: § 13.30 *Composition of goods*; § 13.130 *Manufacture or preparation*; § 13.170 *Qualities or properties of product or service*: 13.170-84 *Shock-resistant*; § 13.235 *Source or origin*: 13.235-60 *Place*: 13.235-60(c) *Foreign, in general*; § 13.285 *Value*. Subpart—Furnishing means and instrumentalities of mis-

representation or deception: § 13.1055 *Furnishing means and instrumentalities of misrepresentation or deception*. Subpart—Misbranding or mislabeling: § 13.1290 *Qualities or properties*; § 13.1325 *Source or origin*: 13.1325-70 *Place*: 13.1325-70(c) *Foreign, in general*; § 13.1355 *Value*. Subpart—Neglecting, unfairly or deceptively, to make material disclosure: § 13.1845 *Composition*: § 13.1900 *Source or origin*: 13.1900-30 *Foreign in general*.

(Sec. 6, 38 Stat. 721; 15 U.S.C. 46. Interpret or apply sec. 5, 38 Stat. 719, as amended; 15 U.S.C. 46) [Cease and desist order, The Clinton Watch Company et al., Chicago, Ill., Docket C-826, Sept. 8, 1964]

In the Matter of The Clinton Watch Company, a corporation, and Irving L. Wein, individually and as an officer of said corporation

Consent order requiring Chicago distributors of watches and watch bands to cease misrepresenting their products in various ways, such as failing to disclose that bezels of watches with stainless steel backs were composed of base metal with a very thin and unsubstantial coating of precious metal electrolytically applied, that watch cases housing Swiss movements with "Swiss" on the dials were imported from Hong Kong or France, and that certain watches were manufactured in West Germany; and representing falsely on tags and dials that certain watches were "Shock Protected", on tags and catalog inserts that watches contained "110 Ruby Jewels" and on catalog inserts that watch bands were "Gold filled".

The order to cease and desist, including further order requiring report of compliance therewith, is as follows:

It is ordered, That respondents, The Clinton Watch Company, a corporation, and its officers, and Irving L. Wein, individually and as an officer of said corporation, and respondents' representatives, agents and employees, directly or through any corporate or other device, in connection with the offering for sale, sale or distribution of watches, watch bands, or any other products, in commerce as "commerce" is defined in the Federal Trade Commission Act, do forthwith cease and desist from:

1. Offering for sale or selling watch cases

(a) Which are in whole or in part composed of base metal that has been treated to simulate precious metal or stainless steel, or

(b) Which are in whole or in part composed of base metal that has been treated with an electrolytically applied flashing or coating of precious metal of less than 1½ of one thousandths of an inch over all exposed surfaces after completion of all finishing operations, without clearly and conspicuously disclosing on such cases or parts the true metal composition in a form consistent with the Trade Practice Conference Rules for the Watch Case Industry (set forth in the Code of Federal Regulations, Title 16, Chapter 1, Part 174).

2. Offering for sale or selling:

(a) Watch cases which are in whole or in substantial part of foreign origin, or

(b) Watches, the cases or movements of which are in whole or in substantial part of foreign origin,

without affirmatively disclosing the country or place of foreign origin thereof on the exterior thereof on an exposed surface or on a label or tag affixed thereto of such degree of permanency as to remain thereon until consummation of consumer sale of the watches or watch cases and of such conspicuousness as likely to be observed and read by purchasers and prospective purchasers.

3. Representing that their watches are "Shock Protected"; or otherwise representing, directly or by implication, that their watches possess greater shock resistance than is the fact.

4. Representing in any manner, directly or by implication, including any use of a number in the name or names of their watches, that watches offered for sale or sold by them contain a designated number of jewels, unless such watches actually contain the stated number of jewels, each and every one of which serves a purpose of protecting against wear from friction by providing a mechanical contact with a moving part at a point of wear.

5. Using the term "Ruby Jewels" or any other term of similar import or meaning unless descriptive of natural ruby stones, or using the name of any other precious or semi-precious stone unless descriptive of natural stones; provided, however, that the word "Ruby" or the name of any other precious or semi-precious stone may be used to refer to or describe a synthetic stone if such word or name is immediately preceded, with equal conspicuousness, by the word "synthetic" or some other word or term of like meaning.

6. Using the term "gold filled" or any other word or term of similar import or meaning to describe watchbands, unless the term is immediately preceded, with equal conspicuousness, by a correct designation of the karat fineness of the alloy.

7. Supplying to, or placing in the hands of, any dealer or other purchaser means or instrumentalities by or through which he may deceive and mislead the purchasing public in respect to practices prohibited in paragraphs one through six above.

It is further ordered, That insofar as respondents' labeling practices are governed by prohibitions 1 and 4 above, the following labeling practices shall be accepted as satisfactory compliance therewith with respect to merchandise offered for sale or distributed during the period from date of service upon respondents of the Commission's decision to and including December 31, 1964: *Provided*, Such merchandise was in respondents' inventory at the time of service of the Commission's decision:

Paragraph 1.: Use of a label or tag affixed to watch cases or parts thereof to disclose the true metal composition thereof;

Paragraph 4.: Use of a label or tag affixed to watches marked "110" on the

dials to disclose the true number of jewels contained therein.

It is further ordered, That the respondents herein shall, within sixty (60) days after service upon them of this order, file with the Commission a report in writing setting forth in detail the manner and form in which they have complied with this order.

Issued: September 8, 1964.

By the Commission.

[SEAL] JOSEPH W. SHEA,
Secretary.

[F.R. Doc. 64-9591; Filed, Sept. 22, 1964;
8:45 a.m.]

[Docket No. C-825]

PART 13—PROHIBITED TRADE PRACTICES

Republic Novelty Co., Inc., et al.

Subpart—Invoicing products falsely: § 13.1108 *Invoicing products falsely*: 13.1108-40 Federal Trade Commission Act. Subpart—Misbranding or mislabeling: § 13.1185 *Composition*: 13.1185-90 Wool Products Labeling Act. Subpart—Misrepresenting oneself and goods—Goods: § 13.1590 *Composition*: 13.1590-90 Wool Products Labeling Act.

(Sec. 6, 38 Stat. 721; 15 U.S.C. 46. Interpret or apply sec. 5, 38 Stat. 719, as amended, secs. 2-5, 54 Stat. 1128-1130; 15 U.S.C. 45, 68) [Cease and desist order, Republic Novelty Co., Inc. (New York, N.Y.) et al., Docket C-825, Sept. 8, 1964]

In the Matter of Republic Novelty Co., Inc., a New York corporation, Cellini Imports, Inc., a New York corporation, Republic Novelty Co., Inc., a California corporation and Herman Katz, and Samuel R. Cohen, individually and as officers of the said corporations

Consent order requiring three associated corporations—two with main office in New York City and the third in Los Angeles—and their common officers, engaged in distributing wool products, to cease violating the Wool Products Labeling Act by such practices as labeling slacks as "Ladies' Wool Slack", thereby representing falsely that such products were composed entirely of wool; using non-required and false representations on labels and in such manner as to interfere with required information; and so placing the required labels or marks of identification on wool products that they were likely to be unnoticed by purchasers; and to cease violating the Federal Trade Commission Act by such practices as falsely representing ladies' slacks to be "Wool Capris" and "Solid Wool Capris" on invoices and shipping memoranda.

The order to cease and desist, including further order requiring report of compliance therewith, is as follows:

It is ordered, That respondents Republic Novelty Co., Inc., Cellini Imports, Inc., New York corporations, and Republic Novelty Co., Inc., a California corporation, and their officers and

Herman Katz and Samuel R. Cohen, individually and as officers of said corporations, and respondents' agents, representatives, and employees, directly or through any corporate or other device, in connection with the introduction, into commerce, or the offering for sale, sale, transportation, delivery for shipment, shipment, or distribution in commerce, of ladies' slacks or other wool products, as "commerce" and "wool product" are defined in the Wool Products Labeling Act of 1939, do forthwith cease and desist from:

Misbranding wool products by:

1. Falsely or deceptively stamping, tagging, labeling or otherwise identifying such products as to the character or amount of the constituent fibers included therein.

2. Using non-required information and representations on wool products or on labels affixed thereto in such a manner as to be false, deceptive or misleading as to the fiber content of the wool products or so as to interfere with the information required by the said Act and the Rules and Regulations promulgated thereunder.

3. Affixing or placing the stamp, tag, label or mark of identification required under the said Act or the information required by said Act and the rules and regulations promulgated thereunder on wool products in such a manner as to be minimized, rendered obscure or inconspicuous or so as to be unnoticed or unseen by purchasers and purchaser-consumers, when said wool products are offered or displayed for sale or sold to purchasers or the consuming public.

It is further ordered, That respondents Republic Novelty Co., Inc., Cellini Imports, Inc., New York corporations, and Republic Novelty Co., Inc., a California corporation, and their officers and Herman Katz and Samuel R. Cohen, individually and as officers of said corporations, and respondents' agents, representatives and employees, directly or through any corporate or other device, in connection with the introduction into commerce, or the offering for sale, sale or distribution of ladies' slacks or other products, in commerce, as "commerce" is defined in the Federal Trade Commission Act do forthwith cease and desist from misrepresenting the character or amount of constituent fibers contained in such products on invoices or shipping memoranda applicable thereto, or in any other manner.

It is further ordered, That the respondents herein shall, within sixty (60) days after service upon them of this order, file with the Commission a report in writing setting forth in detail the manner and form in which they have complied with this order.

Issued: September 8, 1964.

By the Commission.

[SEAL] JOSEPH W. SHEA,
Secretary.

[F.R. Doc. 64-9592; Filed, Sept. 22, 1964;
8:45 a.m.]

Title 32—NATIONAL DEFENSE

Chapter VI—Department of the Navy

SUBCHAPTER C—PERSONNEL

PART 719—NONJUDICIAL PUNISHMENT, NAVAL COURTS AND CERTAIN FACT-FINDING BODIES

PART 750—NAVY GENERAL CLAIMS

PART 756—NONAPPROPRIATED-FUND CLAIMS

Miscellaneous Amendments

Scope and purpose. The amendments are intended to update Parts 719, 750 and 756 in accordance with the current text of applicable sections of the Manual of the Judge Advocate General and to update Subpart G of Part 719 in accordance with the current text of the regulations reproduced therein.

1. Section 719.118 is amended by deleting paragraph (a) (5) (iv) (e).

§ 719.118 Promulgating orders.

(a) *General and special courts-martial* * * *

(5) *Distribution.* * * *

(iv) Plain copies:

(e) [Deleted]

2. Section 719.129 is amended by revising paragraph (c) to read as follows:

§ 719.129 Filing of court-martial records.

(c) *Summary courts-martial*—(1) *Shore activities.* Officers having supervisory authority over shore activities will retain original records for a period of two years after final action. At the termination of such retention period, they will transfer the original records of proceedings to the Navy Branch, Federal Military Personnel Records Center, 9700 Page Boulevard, St. Louis, Mo., 63132.

(2) *Fleet activities.* Supervisory authorities who are in command of fleet activities, including Fleet Air Wings and Fleet Marine Forces, will retain original records of proceedings for a period of three months. At the termination of such retention period, such fleet officers will transfer the original records of proceedings to the Navy Branch, Federal Military Personnel Records Center, 9700 Page Boulevard, St. Louis Mo., 63132.

3. Section 719.133 is amended by revising paragraph (a) to read as follows:

§ 719.133 Security of classified matter in judicial proceedings.

(a) *General.* Every precaution will be taken by convening authorities, law officers, presidents of special courts-martial, summary courts-martial and trial counsel, as appropriate are charged classified matter involved in judicial proceedings. If a trial of a case involves security information or cryptographic systems and publications, the convening authority, president of a special court-martial, summary court-martial and trial counsel, as appropriate, are charged with the responsibility of ensuring compliance with applicable provisions of section 4, chapter 9 of the Department

of the Navy Security Manual for Classified Information; paragraph 33f, MCM 1951; and SECNAV Instruction 5511.4 and revisions thereto.

4. Section 719.137 is revised to read as follows:

§ 719.137 Set-off of indebtedness of convicted person against his pay.

When the United States has suffered loss of money or property through such offenses as selling or otherwise disposing of or willfully damaging, destroying or losing military property, willfully and wrongfully hazarding a vessel, larceny, robbery, forgery, arson, or fraud for which persons, other than accountable officers as defined in article 1901, U.S. Navy Regulations, 1948, have been convicted by court-martial, the amount of such loss constitutes an indebtedness to the United States which will be set off against the final pay and allowances due such person at the time of dismissal, discharge or release from active duty. The convening authority of the court-martial will determine the amount of the loss and advise the disbursing officer of the amount to be set off. See Navy Comptroller Manual paragraphs 043201 and 044600 for set-off prior to separation with consent of the individual concerned. See also 10 U.S.C. 6161 and Secretary of the Navy Instruction 7220.38 and revisions thereto concerning the possibility of remission or cancellation of an enlisted member's indebtedness. Nothing herein shall be construed as precluding set off against final pay in other cases when such action is directed by competent authority.

5. Section 719.201 is amended by revising the caption, by updating paragraph 1430.2c of the Marine Corps Manual quoted in § 719.201(c), and by updating paragraph 1450.2c of the Marine Corps Manual quoted in § 719.201(d), to read as follows:

§ 719.201 Appendix I—Applicable provisions of the Bureau of Naval Personnel Manual and Marine Corps Manual relating to authority of commanding officers to effect promotions and reductions of enlisted members (referred to in § 719.101 (b) (7)).

(c) *Marine Corps Manual paragraph 1430.2:*

1430 Enlisted Promotions

2. Authority and responsibilities. * * *

c. The following Marine Corps and Navy commanders of enlisted Marine Corps personnel are authorized to promote such enlisted personnel to pay grades E-2, E-3, E-4, and E-5 in accordance with the qualification requirements and procedures established by the Commandant of the Marine Corps:

(1) Commanders having authority to convene special courts-martial in accordance with Article 23 of the Uniform Code of Military Justice (10 USC 823).

(2) Commanders of Marine detachments ashore.

(3) Commanders of units of the Marine Corps Reserve having custody of the service records of personnel under their command.

(4) Marine Corps commanders senior in the administrative chain of command to those specified above.

1450 Reduction in Grade

2. Reductions as nonjudicial punishment.

c. Statutory and regulatory provisions governing punitive reductions are contained in the Uniform Code of Military Justice, Manual for Courts-Martial, United States, 1951, and the Manual of the Judge Advocate General. The Bureau of Naval Personnel Manual contains supplementary and implementing provisions regarding punitive reductions of enlisted Navy personnel. The Marine Corps Personnel Manual contains personnel procedures to be followed in effecting reductions of Marines.

6. Section 719.203 is amended by updating paragraph 044019-1e(2) and Example D of paragraph 044019-2b of the Navy Comptroller Manual quoted therein to read as follows:

§ 719.203 Appendix III—Applicable provisions (paragraphs 044018 and 044019) of the Navy Comptroller Manual dealing with time not creditable in computing cumulative years of service (referred to in § 719.111).

044019 Service Not Creditable, Time Lost

1. Time lost defined. * * *

e. Nonperformance of duty (confinement), NPDI * * *

(2) *On or after 24 July 1956.* Confinement is defined as a period in excess of 1 day (24 consecutive hours) spent in confinement either under sentence adjudged by any court-martial or while awaiting and during trial by any court-martial which results in conviction. Any confinement including periods in a civilian or nonmilitary facility, prior to the actual award of a court-martial which is in connection with an offense for which charged and convicted is to be considered as confinement "while awaiting trial" within the meaning of 10 U.S. Code 972(3). Members placed in confinement before 24 July 1956 will be required to make up only time spent in confinement on or after 24 July 1956. Confinement awaiting trial and during trial or under sentence will be regarded as absence from duty pending final action in each case in accordance with the Manual for Courts-Martial. No period of confinement will be counted as lost time if the individual is acquitted of the charges involved or the sentence is set aside and the charges dismissed by competent authority. Time spent in confinement under sentence is counted as lost time only to the extent the sentence to confinement is upheld upon completion of appellate review and clemency action, if any; and, if a suspended sentence to confinement is later vacated, all confinement served under the vacated sentence is time lost whether served before or after the suspension is vacated.

2. Time Lost, Computation * * *

b. Commencement of absence. * * *

EXAMPLES

Example D. When expiration of leave is not specified in leave papers (leave stated in terms of number of days only)—Since regulations permit a Navy member to delay in reporting to duty until 0900 of the morning following the last day of leave, absence without leave commences at 0900 on 12 April; member is absent for 22 hours; no time lost and no loss of pay. (This example is equally applicable to Marine Corps members except that the hour of required reporting will be determined from the Marine Corps Personnel Manual.) Absence at the expiration of authorized travel time is computed in the same manner, except that Navy members reporting in compliance with change of station orders must report not later than 2400

of the last day of travel time (see Bureau of Naval Personnel Manual).

7. Section 719.204 is amended by striking the deleted paragraph 044274 and updating paragraphs 044270-5 and 6 and 044271 of the Navy Comptroller Manual quoted therein to read as follows:

§ 719.204 Appendix IV—Navy Comptroller Manual, Volume 4, Chapter 4, Part B, Section VIII, dealing with effect on pay of sentences of courts-martial (referred to in § 719.113).

044270 Forfeiture of pay, Court-Martial

5. *Liquidation.* Beginning with the effective date of the sentence, the forfeiture of pay will be checked against the member's account until the entire amount adjudged and approved has been checked except as otherwise provided in subpar. 7 or until further execution of the sentence is stopped by action of proper authority. In making a checkage for a fractional part of a month, one-thirtieth of the monthly rate of forfeiture will be checked for each day, treating each month as if it had 30 days. The periods during which a member is in a non-pay status will be excluded in computing the period during which the member's pay is forfeited pursuant to a court-martial sentence. When two court-martial sentences decree forfeitures of pay for periods which run concurrently, the amount stated in each sentence will be forfeited only for the specified period mentioned in each and if the total amount of forfeitures during any period the sentences run concurrently exceeds the two-thirds limitation provided in the Manual for Courts-Martial, United States, 1951, par. 126h(2), only two-thirds of the member's pay will be forfeited during such period. After the concurrent period has expired, pay is forfeited under the one remaining sentence only at the rate and for the time remaining in that sentence. Whenever it is determined that a forfeiture has been awarded by a court-martial in excess of the legal maximum authorized by the Manual for Court-Martial, the disbursing officer will report the facts to the commanding officer as required by Art. 1921, N.R.

EXAMPLE A

SPCM 12/10/60 TFP \$90 (30 x 3). Member is AOL 3-12 Jan. (10 das). Check member's pay \$21 for Dec., \$20 for Jan., \$30 for Feb., and remaining \$19 for Mar.; total SPCM forfeiture \$90.

EXAMPLE B

SPCM 12/10/60 TFP \$300 (50 x 6) and SCM 3/1/61 TFP \$60 (60 x 1). Member is E-2(2) with S&FD (\$108 plus \$3 is \$116). Check member's pay for SPCM \$50 per month for the period 12/10/60 through 8/9/61, total checkage for SPCM \$300. Since two-thirds of \$116 is \$77.33 and \$50 of that is already forfeited, check member's pay only \$27.33 (during March) for SCM. (Notify the commanding officer, by letter, of the reduced forfeiture action.)

EXAMPLE C

SPCM 12/10/60 TFP \$280 (\$70 x 4). Member is E-1(2), marries on 1/17/61, and is assigned to sea duty 2/16/61. The member's pay would be checked as follows: \$49 for Dec., \$70 for Jan., \$48 for Feb. (BP \$105 plus S&FD \$4 less contribution to Q allot \$40 leaves \$69, maximum forfeitable is two-thirds of \$69, thus \$46), \$48.67 for Mar. (same computation as Feb. except S&FD is \$8 this month), and \$14.60 for Apr. (9 das @ \$48.67); total pay forfeited \$228.27. (Notify the commanding officer, by letter, of the reduced forfeiture action.)

6. *Amounts due.* Any money due and unpaid on the day preceding that on which the sentence of forfeiture of pay is effective or ordered executed and pay subsequently due which is not forfeited by the sentence may be used to offset charges for allotments and clothing issues or may be paid to the member in the usual manner.

044271 Detention of Pay, Court-Martial

1. *General.* To be effective, any detention of pay must be adjudged in express terms, that is in dollars or dollars and cents and not in day's pay.

2. *Effective date.* The effective date of the sentence will be indicated on the Court Memorandum (NavPers 601/NavCompt 516) or Military Pay Order (DD Form 114) submitted to the disbursing officer by the commanding officer of the member. Detailed instructions relative to the effective date of sentence involving forfeiture of pay are in the Manual for Courts-Martial, United States, 1951, par. 126h(5).

3. *Pay record entries.* A sentence of a court-martial involving detention of pay will be entered on the Military Pay Record (DD Form 113) in the same manner as a sentence involving forfeiture of pay, except that the letters "TDP" will be used in lieu of "TFP"; for example, SCM 6/3/51 TDP \$120 (40 x 3). When checkage of the entire amount of detention pay has been accomplished, the disbursing officer will notify the commanding officer in writing of such fact, filing a copy of such notification as a pay record voucher. The commanding officer will enter and attest a notation on page 13 of the member's Enlisted Service Record (NavPers Form 601) showing the amount of pay detained, the type of court-martial, and the date of approval of sentence.

4. *Substantiating vouchers.* The Nav-Compt Form 516 or DD Form 114 modified to show that detention pay is involved will be submitted to substantiate detention pay entries on the member's pay record.

5. *Liquidation.* The provisions of par. 044270-5 relating to forfeiture of pay will be applicable to detention of pay.

6. *Repayment—*a. *General.* Upon discharge (except by reason of a fraudulent or illegal enlistment), voluntary extension of an enlistment, or release from active duty, any amount of pay detained in accordance with the terms of a court-martial sentence will be paid to the member except that such amount is available for liquidation of overpayments or other authorized checkages at separation. If the member dies while in active naval service, the pay detained will be paid to the person who is entitled to the amount found due under statutory provisions regarding the settlement of accounts of deceased personnel in accordance with 10 U.S. Code 2771. A mark of desertion, if not removed, will serve to forfeit all amounts of pay detained prior to the date of desertion. The execution of a sentence of forfeiture of all pay and allowances does not encompass pay detained under the terms of a previous sentence.

b. *Pay record entry.* Upon repayment in accordance with subpar. a, the total amount of pay detained will be credited on the pay record opposite the notation "DET PAY (enter type of court-martial and date of approval of sentence)." Such credit entry will be substantiated by one of the following pay record orders submitted by the commanding officer for the purpose of notifying the disbursing officer of the member's separation, voluntary extension of enlistment, or death:

1. Record of Discharge, Release From Active Duty, or Death (NavPers 601/NavCompt 512);
2. Agreement to Extend Enlistment (NavPers 601-1A/NavCompt 513);
3. Military Pay Order (DD Form 114);

4. *Separation orders.*

The pay record order will direct the disbursing officer to recredit the total amount of pay detained as shown by the member's service record. When repayment prior to completion of the sentence involving detention is made, no substantiating voucher will be required to credit the amount detained.

7. *Sentence disapproved, suspended, or set aside.* The provisions of par. 044270-8 relating to forfeiture of pay will be applicable to detention of pay.

044274 [Deleted]

8. Section 719.207 is amended by revising the caption, by renumbering paragraphs 0916 through 0919 quoted therein as 0922 through 0925, respectively, and by updating paragraph 0923.3 (previously 0917.3) to read as follows:

§ 719.207 Appendix VII—Applicable provisions of the Department of the Navy Security Manual for Classified Information, Chapter 9, Section 4 (referred to in § 719.133).

0923. Production of Official Records in Civil Courts

3. Where official records are desired for use in a matter not in litigation, and where the records are not classified or of a privileged status as described in article 1251, Navy Regulations, a written request for said records by the parties in interest or their counsel shall be sent to the Secretary of the Navy, Department of the Navy, Washington, D.C. Where the purpose for which the records are desired is in the judgment of the Secretary of the Navy sufficient to justify compliance with the request and the interests of the Government would not be prejudiced thereby, the Secretary of the Navy may release such of the official records as he may determine to be appropriate under the circumstances. The General Counsel of the Navy and the Judge Advocate General are designated to act for the Secretary in their respective areas of jurisdiction.

9. Section 719.208 is revised to read as follows:

§ 719.208 Appendix VIII—Secretary of the Navy Instruction 5605.3B on court-martial forms (referred to in § 719.134).

SECNAV 5605.3B
JAG:512:jo
7 November 1963

DEPARTMENT OF THE NAVY

OFFICE OF THE SECRETARY

Washington 25, D.C.

SECNAV INSTRUCTION 5605.3B

From: Secretary of the Navy.
To: All Ships and Stations.
Subj: Forms used in court-martial proceedings; requisitioning of

- Ref:
- (a) Navy Stock List of Forms and Publications, Section I, NAVSANDA Publication 2002
 - (b) Marine Corps Order 4235.11B; Subj: Procedures incident to supply of blank forms and general officer stationery items

1. *Purpose.* This Instruction describes the availability of forms used in courts-martial proceedings.

2. *Cancellation.* This Instruction supersedes and cancels SECNAV Instruction 5605-3A of 13 March 1959.

3. *Availability of forms:*

a. The forms listed below are used in court-martial by the naval service:

STD 1156 Public Voucher For Fees and Mileage of Witnesses.

STD 1157 Claim For Fees And Mileage of Witness.

DD 453 Subpoena for Civilian Witness.

DD 454 Warrant of Attachment.

DD 455 Report of Proceedings to Vacate Suspension.

DD 456 Interrogatories and Depositions.

DD 457 Investigating Officer's Report.

DD 458 Charge Sheet.

DD 490 Verbatim Record of Trial.

DD 491 Summarized Record of Trial.

DD 494 Court-Martial Data Sheet (Optional).

NAVJAG 420 Court-Martial Chronology/Prisoner Data Form.

NAVJAG 425 Statistical Report (Non-Board of Review Cases).

NAVJAG 425A Statistical Report on Article 15.

b. The above-designated forms are available from the forms and publications segment of the Navy Supply System as cognizance symbol "I" material and may be obtained in accordance with the instructions contained in reference (a). Marine Corps activities will requisition forms in accordance with instructions contained in reference (b).

(c) Where forms are prescribed by the *Manual for Courts-Martial, 1951*, but are not included in the above listing, convening authorities should improvise as necessary, using the manual and appendixes thereto as guides.

PAUL B. FAY, JR.
Acting Secretary of the Navy.

Distribution:

SNDL Parts 1 and 2.

Marine Corps Lists "H" and "I".

Additional copies may be obtained from:

Supply Dept., NAVSTA (Wash., NAVYD Annex, Code 514.25) Washington, D.C., 20390

10. Section 719.210 is revised to read as follows:

§ 719.210 Appendix X—Applicable provisions of Navy Comptroller Manual paragraphs 043201 and 044600 on collection of debts due the United States from military personnel (referred to in § 719.137).

(a) Navy Comptroller Manual paragraph 043201-1:

1. *Military personnel.* Initial collection action for debts due the United States by military personnel is the responsibility of the commanding officer of the ship or station where the member is currently assigned for duty. Collection by checkage against the member's pay is authorized in certain cases as explained in pars. 044443-28, 044598-3, and 044599. In general, involuntary checkage is authorized when the indebtedness is the result of an erroneous payment made to the member or on his behalf, or when a credit is disallowed or a charge raised by the General Accounting Office in the accounts of a disbursing or certifying officer. For indebtedness of a nature where checkage is not authorized without the member's consent, the commanding officer is responsible for calling the member's attention to his liability and for taking all reasonable efforts to encourage the member to arrange satisfaction of the debt either by voluntary remittance or written consent to checkage of pay.

(b) Navy Comptroller Manual paragraph 044600-2:

2. *Loss of funds by others [i.e., persons other than accountable persons].* Other members, such as a ship's store operator or a cashier at a sales or service activity, who by an act of fraud, larceny, or embezzle-

ment obtain or convert public funds to their own use, are subject to collection for such funds from their current pay and allowances only with their consent. As a general guide to recovery action for losses of funds of this nature, the Judge Advocate General has ruled that immediate recovery action may be instituted on the basis of a voluntary offer of the member to make restitution of all or part of a deficit in his account. The voluntary offer constitutes assumption of pecuniary responsibility for the loss and, as such, is sufficient to authorize checkage of current pay, if required, to collect the amount of the indebtedness. For instructions regarding setoff of an indebtedness of a nonaccountable member against his final pay and allowances upon his conviction for a loss of Government property or money through fraud or other unlawful act, see the Judge Advocate General Manual, Sec. 0137 [§ 719.137].

11. Section 719.212 is revised to read as follows:

§ 719.212 Appendix XII—Bureau of Naval Personnel Instruction 1640.5D on designation of places of confinement (referred to in § 719.138).

BUPERS 1640.5D

Pers-F4b-slh

MarCorps DK

20 November 1963

DEPARTMENT OF THE NAVY

BUREAU OF NAVAL PERSONNEL

Headquarters, U.S. Marine Corps

Washington 25, D.C.

BUPERS INSTRUCTION 1640.5D

From: Chief of Naval Personnel.

Commandant of the Marine Corps.

To: All Ships and Stations.

Subj: Designation of places of confinement for naval courts-martial prisoners.

Ref: (a) Corrections Manual, 1963 (NavPers 15825 Rev.)

(b) BUPERSINST 7312.5 (series)

1. *Purpose.* To announce criteria for designation of the place of confinement for persons sentenced to confinement by courts-martial.

2. *Cancellation.* The Instruction cancels BUPERS Instructions 1640.5C and 1640.11 (NOTAL).

3. *Definitions.* As used herein the following definitions govern:

a. A dischargee is a prisoner sentenced to an unsuspended discharge or who will be separated administratively after completion of confinement.

b. All other prisoners are restorees.

c. Normal release date is the date the sentence to confinement will expire after deducting credit for good conduct computed at the rates indicated in article 1004.1, chapter 10, of reference (a). In making this computation, it is assumed that all prisoners will earn the maximum credit for sentences being served.

4. *Designation.* a. The U.S. Naval Disciplinary Command, Portsmouth, New Hampshire, shall be designated as the place of confinement for all dischargees who will be delivered there 2 months before normal release date.

b. An activity with brig facilities near an east coast or west coast port of entry shall be designated as the place of confinement for a dischargee convicted outside the United States or in the Fourteenth or Seventeenth Naval Districts if the dischargee does not meet the criteria for transfer to the Disciplinary Command.

c. An activity with a brig facility will be designated as the place of confinement for those dischargees located in the United States (less Fourteenth and Seventeenth Naval Districts) not meeting the criteria in sub-

paragraph 4a above. Navy prisoners will be transferred to the Navy activity at or near to the designated brig facility. Marine Corps prisoners will be transferred to the Marine Corps activity at or nearest to the designated brig facility.

d. Except as noted in subparagraph 6b below a Navy or Marine Corps activity at or near a brig facility will be designated as the place of confinement for all Navy and Marine Corps restorees, respectively, both in and outside the United States.

NOTE: In certain localities a confinement facility operated by another Armed Force may be designated as the place of confinement for prisoners whose sentences fall under subparagraphs 4c and 4d above.

5. *Transfer of Prisoners.* Physical transfer of prisoners to the designated place of confinement will be made at the earliest practicable time following the convening authority's action on the sentence. Except in overseas areas, this transfer will be accomplished without regard to whether or not the supervisory authority has acted on the record. Failure to comply with this requirement will, in many instances, result in overcrowding local brigs.

6. *Exceptions.* a. When the foregoing instructions are considered inapplicable or inappropriate, a request for designation of a place of confinement or temporary custody other than the normal one shall be forwarded to the Chief of Naval Personnel (Pers-F4). These requests shall give specific reasons for desiring a different disposition than that outlined above and include a recommendation as to the confinement facility to be used.

b. The Portsmouth Disciplinary Command shall be designated as the place of confinement or temporary custody of a restoree with a sentence to confinement of more than 6 months.

7. *Officers.* An officer sentenced to confinement shall normally be retained within the jurisdiction of the officer convening the courts-martial until the sentence is ordered executed, under such degree of restraint as the convening authority considers necessary in each case. Where physical confinement is considered absolutely necessary and local facilities are inadequate for this purpose, request for designation of a place of temporary custody shall be forwarded to the Chief of Naval Personnel (Pers-F4). These requests must furnish justification for the requested exception to policy.

8. *Redesignation.* a. A commanding officer at a port of entry may redesignate a local brig as the place of confinement when a prisoner originating overseas or in the Tenth, Thirteenth, Fourteenth, Fifteenth, or Seventeenth Naval Districts no longer meets the time-to-serve criterion for transfer to the Disciplinary Command.

b. A commanding officer receiving a prisoner originating in the remaining naval districts for further transfer to the Disciplinary Command shall not redesignate the place of confinement unless the confinement has been reduced by competent authority below the criterion for transfer. Delays in transfer shall not be a basis for redesignating the place of confinement.

c. When redesignating, all interested commands and offices, including the authority who made the original designation, shall be promptly notified.

9. *Special transfer authority.* a. Convening authorities and commanding officers operating naval confinement facilities in the First through the Thirteenth Naval Districts (less Tenth Naval District), PRNC, and SRNC are authorized to designate or redesignate the Portsmouth Disciplinary Command as the place of confinement for a courts-martial prisoner who has at least 2 months remaining to serve when any of the following conditions prevail:

(1) Has escaped or attempted to escape from the brig.

(2) Has been involved in a serious disorder or act of violence.

(3) Whose behavior is so erratic as to present a serious custodial problem or has seriously disrupted the brig program.

(4) Has served a previous special or general courts-martial sentence at a brig or the Disciplinary Command.

b. Such transfers may be accomplished as soon as the sentence is approved by the convening authority and without regard to the prisoner's status as a prospective dischargee. Such transfers should, whenever possible, be a part of a scheduled transfer draft of prisoners to the Disciplinary Command.

c. Where the conditions enumerated in 9a above exist, and the prisoner has less than 2 months remaining to serve, request for transfer to the Disciplinary Command may be submitted to the Chief of Naval Personnel (Pers-F4).

10. *Records and reports.* a. When the Disciplinary Command has been designated as the place of temporary custody or confinement, the prisoner shall be transferred with all required records and reports at the time of transfer as noted below:

- (1) Service record.
- (2) Health record.
- (3) Pay record.
- (4) Three certified true copies of the court-martial order.
- (5) One copy of the review of the legal officer.
- (6) One copy of the Prisoner Data Card (NavPers 1521 Rev.).
- (7) One copy of the Prisoner Conduct Record (NavPers 1385).
- (8) A completed service record book page 6 (Navy), page 13 (Marine Corps), or page 7 (Coast Guard) showing a summary of the offense and the sentence as approved by the convening authority must accompany the prisoner.

NOTE 1: In general courts-martial cases all items (1) through (8) shall accompany the prisoner to the Disciplinary Command upon completion of the convening authority action on the record of trial.

NOTE 2: In special courts-martial cases items (1), (4), and (5) shall be forwarded to the Disciplinary Command immediately upon completion of action by the supervisory authority on the record of trial.

b. The foregoing procedures also apply if a prisoner is to be transferred to a brig at a command other than the one at which tried, provided he is not to be returned to the original command after release from confinement.

11. *Travel authorizations.* Designation of an activity as the place of confinement or temporary custody constitutes authority to effect the transfer of a prisoner and to issue temporary additional orders to escorts. Chapter 3 of reference (a) prescribes the procedures for such transfers. Accounting data is constructed as follows:

a. *Prisoner Escorts.* The travel expenses of Navy and Marine Corps military personnel assigned to escort prisoners convicted by general or special courts-martial to places of confinement are chargeable to allotments held by commandants of naval districts and river naval commands. Authority to charge and applicable accounting data must be obtained from the appropriate commandant of the local naval district or river naval command in advance of issuance of orders to prisoner escorts. In cases involving transfer from overseas, the necessary authority and accounting data will be obtained from the commandant of the naval district in which the designated place of confinement is located.

b. *Navy Prisoner.* The accounting data to be inserted in the permanent change of station orders for travel of a convicted Navy prisoner will be taken from the appropriate

line of the Accounting Guide (depending on month of detachment) which is applicable to Operational (General) or Rotational (General) travel, as applicable, contained in enclosure (2) of reference (b).

c. *Marine Prisoner.* (1) The following accounting data should be inserted in the permanent change of station orders chargeable to the appropriation "Military Personnel, Marine Corps" for travel of a convicted Marine prisoner:

- Appropriation symbol: 17 1105.
- Subhead: 2752.
- Bureau control activity number: 27.
- Bureau control number: 43690 (CONUS).
- Subhead: 2753.
- Bureau control number: 44690 (overseas).
- Object class: 21.
- Expenditure accounting number enlisted travel: 74121.

Customer identification code if travel is to be performed by MATS: Constructed in accordance with current Marine Corps order.

(2) Commands will forward to the Commandant of the Marine Corps (Code-DFF) a copy of all orders issued for transfer of Marine prisoners to the Disciplinary Command including a copy of modification of orders when local brig facilities are redesignated for prisoners received from overseas forces or forces afloat.

12. *General information.* It is the policy of the Navy Department to transfer certain serious offenders to Federal penal or correctional institutions. Such transfers will ordinarily be made from the Disciplinary Command in accordance with procedures described in BUPERS, Instruction 1640.13 (NOTAL).

BUPERS
A. S. HEYWARD, Jr.
Deputy Chief of Naval Personnel.

MARCORPS
LEWIS J. FIELDS
By direction.

Distribution:
SNDL Parts 1 and 2.
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Supply Dept., NAVSTA (Wash. NAVY Annex, Code 514.25), Washington, D.C., 20390.

12. Section 750.41 is amended by revising paragraphs (a) (8) and (9) to read as follows:

§ 750.41 Approval of claims.

(a) *Federal tort claims.* * * *

(8) The Commandant or the District Legal Officer of the Naval District within which the claims arose or, if the claims arose in Guam, Commander Naval Forces Marianas or his staff legal officer or, if the claims arose in the Potomac River Naval Command, the Commandant or the District Legal Officer of that Command, if no claim arising from the accident or incident exceeds \$1,000 and there are no known possible claims in any amount for either personal injury or death as a result of the accident or incident. One copy of the approval and one copy of the voucher shall be forwarded to the Office of the Judge Advocate General without a letter of transmittal.

(9) The Legal Officer, U.S. Naval Base, Newport, Rhode Island, and the Legal Officer, U.S. Naval Submarine Base, New London, Connecticut, for claims accruing to operators of fishing vessels for damage to nets, booms, lines, and other trawler impedimenta as a result of contact with naval ordnance (mines and torpedoes), if no claim arising from the accident or incident exceeds \$1,000 and there are no known possible claims in

any amount for either personal injury or death as a result of the accident or incident. One copy of the approval and one copy of the voucher shall be forwarded to the Office of the Judge Advocate General without a letter of transmittal.

13. Section 756.2 is revised to read as follows:

§ 756.2 Insurance.

Many nonappropriated-fund activities carry commercial insurance to protect them from claims for damages and injuries attributable to their operations. The Commandant of the Marine Corps, the Chief of Naval Personnel, and the Chief, Bureau of Supplies and Accounts, will determine whether nonappropriated-fund activities within their cognizance shall carry liability insurance or become self-insurers, in whole or in part. Every liability insurance contract shall contain provisions which preclude the insurance carrier from pleading sovereign immunity in behalf of the nonappropriated-fund activity, should legal action be instituted by a claimant. Headquarters, U.S. Marine Corps, and the Bureau of Naval Personnel issue separate instructions in pamphlet form for the administration of their respective composite nonappropriated fund insurance programs. The provisions of the pamphlets are to be complied with in conjunction with those set forth in this part. Where the pamphlets require immediate notification of an insurance firm, the message or other notification should, whenever appropriate, indicate that the claim has not yet been processed, investigated, etc. See also Navy Exchange Manual (Chap. 5, Part F, Sec. III).

(R.S. 161, secs. 2671-2680, 62 Stat. 982-984, secs. 801-940, 5031, 70A Stat. 36-78, 278, E.O. 10214 (3 CFR 1949-1953 Comp. p. 408), as amended; 5 U.S.C. 22, 10 U.S.C. 801-940, 5031, 28 U.S.C. 2671-2680)

By direction of the Secretary of the Navy.

Dated: September 16, 1964.

[SEAL] WILFRED HEARN,
Rear Admiral, U.S. Navy, Judge
Advocate General of the
Navy.

[F.R. Doc. 64-9599; Filed, Sept. 22, 1964; 8:45 a.m.]

Chapter XIV—The Renegotiation Board

SUBCHAPTER B—RENEGOTIATION BOARD REGULATIONS UNDER THE 1951 ACT

PART 1455—PERMISSIVE EXEMPTIONS FROM RENEGOTIATION

"Stock Item" Exemption

Section 1455.6 *Subcontracts as to which it is not administratively feasible to segregate profits* is amended as follows:

1. Paragraph (b) is amended by deleting from the caption "July 1, 1964"

and inserting in lieu thereof "July 1, 1965".

2. Paragraph (b) is further amended by deleting "July 1, 1964" and inserting in lieu thereof "July 1, 1965".

(Sec. 109, 65 Stat. 22; 50 U.S.C. App. Sup. 1219)

Dated: September 18, 1964.

LAWRENCE E. HARTWIG,
Chairman.

[F.R. Doc. 64-9655; Filed, Sept. 22, 1964;
8:51 a.m.]

Title 41—PUBLIC CONTRACTS

Chapter I—Federal Procurement Regulations

PART 1-19—TRANSPORTATION

Correction

In F.R. Doc. 64-9310 appearing in the issue for Tuesday, September 15, 1964, at page 12918, the following changes should be made:

1. Following the first paragraph the following should be added:

The part table of contents is amended by adding reference to Part 1-19 as follows:

1-19 Transportation.

2. In § 1-19.202-2(c), line 5, the word "whether" should read "weather".

3. In § 1-19.302(b) (4), first line, the word "only" should read "any".

Title 47—TELECOMMUNICATION

Chapter I—Federal Communications Commission

[FCC 64-844]

PART 21—DOMESTIC PUBLIC RADIO SERVICES (OTHER THAN MARITIME MOBILE)

Simultaneous Use of Common Antenna Structure

Order. At a session of the Federal Communications Commission held at its offices in Washington, D.C., on the 16th day of September 1964;

The Commission having under consideration the amendment of § 21.111 of its rules providing for the simultaneous use of a common antenna structure by a domestic public radio station and one or more of the same or other class of station; and

It appearing, that the policy of the Commission has been that the licensee of each station sharing the use of a common antenna structure should be responsible for maintaining such structure and for painting and illuminating the structure when obstruction marking is required by the Commission;¹ and

¹ This policy was affirmed on December 2, 1959 in a letter sent to Aeronautical Radio, Inc., pursuant to the direction of the Commission, denying a request to delete the tower painting and lighting requirements from the license of Station WLV4 while such obligations were imposed on another licensee who was the proprietor of the subject tower.

It further appearing, that the present language of § 21.111 of the rules may be inconsistent with this policy by providing that the simultaneous use of common antenna structures may be authorized if responsibility for the maintenance, painting and illumination is assumed by one of the users, and by requiring the submission of a signed copy of the agreement setting forth which party has assumed the aforementioned responsibility; and

It further appearing, that amendment of § 21.111 is desirable in order to remove any inconsistency that may exist between § 21.111 and the Commission's established policy; and

It further appearing, that the changes set forth below are interpretive in nature, and that, pursuant to section 4(a) of the Administrative Procedure Act, notice and public procedure herein are unnecessary;

It is ordered, That, pursuant to sections 4(i) and 303 (q) and (r) of the Communications Act of 1934, as amended, § 21.111 of the Commission's rules is amended, as shown below, effective the 21st day of October 1964.

(Sec. 4, 48 Stat. 1066, as amended; 47 U.S.C. 154. Interprets or applies sec. 303, 48 Stat. 1082, as amended; 47 U.S.C. 303)

Released: September 18, 1964.

FEDERAL COMMUNICATIONS
COMMISSION,

[SEAL] BEN F. WAPLE,

Secretary.

Section 21.111 is amended to read as follows:

§ 21.111 Simultaneous use of common antenna structure.

The simultaneous use of common antenna structures by more than one domestic public radio station, or by one or more domestic public radio stations and one or more stations of any other class or service, may be authorized: *Provided, however,* That each permittee, licensee or user of any such structure is responsible for maintaining the structure, and for painting and illuminating the structure when obstruction marking is required by the Commission (see § 21.15 (f)).

[F.R. Doc. 64-9634; Filed, Sept. 22, 1964;
8:50 a.m.]

Title 50—WILDLIFE AND FISHERIES

Chapter I—Bureau of Sport Fisheries and Wildlife, Fish and Wildlife Service, Department of the Interior

PART 32—HUNTING

Arizona et al.

The following special regulations are issued and are effective on date of publication in the FEDERAL REGISTER. The limited time ensuing from the date of the adoption of the Federal migratory game bird regulations to and including the establishment of State hunting seasons makes it impracticable to give public notice of proposed rule making.

§ 32.12 Special regulations; migratory game birds; for individual wildlife refuge areas.

ARIZONA AND CALIFORNIA

HAVASU LAKE NATIONAL WILDLIFE REFUGE

The public hunting of ducks, geese and coots on the Havasu Lake National Wildlife Refuge, Arizona and California, is permitted from October 13, 1964, through January 10, 1965, inclusive, but only on the area designated by signs as open to hunting. This open area, comprising 25,266 acres, is delineated on maps available at refuge headquarters, Parker, Arizona, and from the Regional Director, Bureau of Sport Fisheries and Wildlife, P.O. Box 1306, Albuquerque, N. Mex., 87103. Hunting shall be in accordance with all applicable State and Federal regulations covering the hunting of ducks, geese and coots subject to the following special condition:

(1) Hunting is prohibited within one-fourth mile of any occupied dwelling or concession operation.

The provisions of this special regulation supplement the regulations which govern hunting on wildlife refuge areas generally which are set forth in Title 50, Code of Federal Regulations, Part 32, and are effective through January 10, 1965.

IMPERIAL NATIONAL WILDLIFE REFUGE

The public hunting of ducks, geese and coots on the Imperial National Wildlife Refuge, Arizona and California, is permitted from October 13, 1964, through January 10, 1965, inclusive, but only on the area designated by signs as open to hunting. This open area, comprising 38,540 acres, is delineated on maps available at refuge headquarters, Yuma, Arizona, and from the Regional Director, Bureau of Sport Fisheries and Wildlife, P.O. Box 1306, Albuquerque, N. Mex., 87103. Hunting shall be in accordance with all applicable State and Federal regulations covering the hunting of ducks, geese and coots.

The provisions of this special regulation supplement the regulations which govern hunting on wildlife refuge areas generally which are set forth in Title 50, Code of Federal Regulations, Part 32, and are effective through January 10, 1965.

COLORADO

MONTE VISTA NATIONAL WILDLIFE REFUGE

The public hunting of ducks and coots on the Monte Vista National Wildlife Refuge, Colorado, is permitted from November 21 through December 30, 1964, inclusive, but only on the area designated by signs as open to hunting. This open area, comprising 5,314 acres, is delineated on maps available at refuge headquarters, Monte Vista, Colorado, and from the Regional Director, Bureau of Sport Fisheries and Wildlife, P.O. Box 1306, Albuquerque, N. Mex., 87103. Hunting shall be in accordance with all applicable State and Federal regulations covering the hunting of ducks and coots.

The provisions of this special regulation supplement the regulations which govern hunting on wildlife refuge areas generally which are set forth in Title 50, Code of Federal Regulations, Part 32,

and are effective through December 30, 1964.

KANSAS

KIRWIN NATIONAL WILDLIFE REFUGE

The public hunting of ducks, geese and coots on the Kirwin National Wildlife Refuge, Kansas, is permitted as follows: Ducks and coots, from October 10 through October 25, 1964, inclusive, and from December 5 through December 24, 1964, inclusive; Geese, from October 3 through December 16, 1964, inclusive, but only on the area designated by signs as open to hunting. This open area, comprising 3,500 acres, is delineated on maps available at refuge headquarters, 5 miles southwest of Kirwin, Kansas, and from the Regional Director, Bureau of Sport Fisheries and Wildlife, P.O. Box 1306, Albuquerque, N. Mex., 87103. Hunting shall be in accordance with all applicable State and Federal regulations covering the hunting of ducks, geese and coots subject to the following special condition:

(1) Blinds.—Temporary blinds constructed above ground from natural vegetation are permitted. Digging of holes or pits to serve as blinds is prohibited.

The provisions of this special regulation supplement the regulations which govern hunting on wildlife refuge areas generally which are set forth in Title 50, Code of Federal Regulations, Part 32, and are effective through December 24, 1964.

NEW MEXICO

BITTER LAKE NATIONAL WILDLIFE REFUGE

The public hunting of ducks, geese and coots on the Bitter Lake National Wildlife Refuge, New Mexico, is permitted as follows: Ducks and coots, from November 21, 1964, through December 30, 1964, inclusive; Geese, from November 21, 1964, through January 15, 1965, inclusive, but only on the area designated by signs as open to hunting. This open area, comprising 2,321 acres, is delineated on maps available at refuge headquarters, Roswell, N. Mex., and from the Regional Director, Bureau of Sport Fisheries and Wildlife, P.O. Box 1306, Albuquerque, N. Mex., 87103. Hunting shall be in accordance with all applicable State and Federal regulations covering the hunting of ducks, geese and coots.

The provisions of this special regulation supplement the regulations which govern hunting on wildlife refuge areas generally which are set forth in Title 50, Code of Federal Regulations, Part 32, and are effective through January 15, 1965.

OKLAHOMA

TISHOMINGO NATIONAL WILDLIFE REFUGE

The public hunting of ducks, geese and coots on the Tishomingo National Wildlife Refuge, Oklahoma, is permitted only on the area designated by signs as open to hunting. This open area, comprising 3,170 acres, is delineated on maps available at refuge headquarters, Tishomingo, Oklahoma, and from the Regional Director, Bureau of Sport Fisheries and Wildlife, P.O. Box 1306, Albuquerque, N. Mex., 87103. Hunting shall be in accordance with all applicable State and

Federal regulations covering the hunting of ducks, geese and coots subject to the following special conditions:

(1) Ducks and coots may be hunted only on Tuesdays, Thursdays, Saturdays, Sundays and National holidays from October 24 through November 4, 1964, inclusive, excluding Zone 3; and from December 12, 1964, through January 3, 1965, inclusive, including Zone 3. Geese may be hunted only on Tuesdays, Thursdays, Saturdays, Sundays and National holidays from November 5, 1964, through January 3, 1965, inclusive.

(2) Each hunter shall be limited to 8 shells in possession when entering Zone 3 of the Management Unit, and may fire only 8 shells during any one day in Zone 3.

(3) Blinds are provided in Zone 3, and hunters will be assigned to blinds on a first-come first-choice basis. Temporary blinds or open field hunting is prohibited in this area. In other areas, where blinds are not provided, hunters may construct temporary blinds. These blinds may be placed where desired after giving due consideration to safety and hunting opportunities of other sportsmen, but blinds must be at least 80 yards apart.

(4) A Federal permit is not required to enter the public hunting area, but hunters, upon entering or leaving, shall report at designated checking stations as may be established for the regulation of the hunting activity and shall furnish information pertaining to their hunting, as requested.

The provisions of this special regulation supplement the regulations which govern hunting on wildlife refuge areas generally which are set forth in Title 50, Code of Federal Regulations, Part 32, and are effective through January 3, 1965.

UTAH

BEAR RIVER MIGRATORY BIRD REFUGE

The public hunting of ducks, geese, coots and whistling swans on the Bear River Migratory Bird Refuge, Utah, is permitted from October 10, 1964, through January 7, 1965, inclusive, but only on the area designated by signs as open to hunting. This open area, comprising 12,855 acres, is delineated on maps available at refuge headquarters, Brigham City, Utah, and from the Regional Director, Bureau of Sport Fisheries and Wildlife, P.O. Box 1306, Albuquerque, N. Mex., 87103. Hunting shall be in accordance with all applicable State and Federal regulations covering the hunting of ducks, geese, coots and whistling swans subject to the following special conditions:

(1) No hunting is permitted from the dikes or roadways or within 100 yards of any dike or roadway.

(2) Boats—The use of boats is permitted. Private boats may be left at the refuge one week prior to and during the open season. All boats and trailers must be removed from the refuge within two weeks after the close of the hunting season.

(3) Checking in and out—Each hunter who enters Area No. 1 is required to register at the checking station and check out before leaving the refuge. Those hunting in Area No. 2 are not re-

quired to register on entering or leaving the refuge.

(4) Routes of travel—To reach open hunting area travel is permitted on foot or bicycle from refuge checking station over road between Units 2 and 3 or across river control bridges and over road to west following along south bank of canal between Units 1 and 2. Travel by boats from checking station down canal between Units 1 and 2, or down main river channel into Units 1 and 2, or down canal between Units 2 and 3. Travel by airthrust boat to the area south and west of refuge boundary will be permitted over a designated route through the closed area of the refuge. No other travel across closed area of the refuge will be permitted.

The provisions of this special regulation supplement the regulations which govern hunting on wildlife refuge areas generally which are set forth in Title 50, Code of Federal Regulations, Part 32, and are effective through January 7, 1965.

FISH SPRINGS NATIONAL WILDLIFE REFUGE

The public hunting of ducks and coots on the Fish Springs National Wildlife Refuge, Utah, is permitted from October 10, 1964, through January 7, 1965, inclusive, but only on the area designated by signs as open to hunting. This open area, comprising 5,152 acres, is delineated on maps available at refuge headquarters, Dugway, Utah, and from the Regional Director, Bureau of Sport Fisheries and Wildlife, P.O. Box 1306, Albuquerque, N. Mex., 87103. Hunting shall be in accordance with all applicable State and Federal regulations covering the hunting of ducks and coots.

The provisions of this special regulation supplement the regulations which govern hunting on wildlife refuge areas generally which are set forth in Title 50, Code of Federal Regulations, Part 32, and are effective through January 7, 1965.

LEWIS R. GARLICK,
Acting Regional Director,
Albuquerque, New Mexico.

SEPTEMBER 15, 1965.

[F.R. Doc. 64-9601; Filed Sept. 22, 1964;
8:45 a.m.]

PART 32—HUNTING

Snake Creek National Wildlife
Refuge, North Dakota

The following special regulation is issued and is effective on date of publication in the FEDERAL REGISTER.

§ 32.32 Special regulations; big game;
for individual wildlife refuge areas.

NORTH DAKOTA

SNAKE CREEK NATIONAL WILDLIFE REFUGE

Public hunting of antelope on the Snake Creek National Wildlife Refuge, North Dakota, is permitted only on the area designated by signs as open to hunting. This open area, comprising 13,435 acres or 91 percent of the total refuge area, is delineated on a map available at the refuge headquarters and from the Regional Director, Bureau of Sport Fish-

RULES AND REGULATIONS

eries and Wildlife, 1006 West Lake Street, Minneapolis, Minn., 55408. Hunting shall be in accordance with all applicable State regulations covering the hunting of antelope subject to the following special conditions:

(1) Open season: From 12:00 noon (CST) to sunset on September 18, 1964, and from ½ hour before sunrise to sunset daily September 19 through September 27, 1964.

(2) Special permits are required in State Antelope Unit 26 in which the Snake Creek National Wildlife Refuge is located. Applications for such special licenses must be made to the State Game and Fish Department, Bismarck, N. Dak.

(3) Vehicular travel including the use of boats is prohibited on the refuge.

The provisions of this special regulation supplement the regulations which govern hunting on wildlife refuge areas generally which are set forth in Title 50, Code of Federal Regulations, Part 32, and are effective through September 27, 1964.

W. P. SCHAEFER,
Acting Regional Director.

SEPTEMBER 15, 1964.

[F.R. Doc. 64-9602; Filed, Sept. 22, 1964;
8:46 a.m.]

Proposed Rule Making

DEPARTMENT OF THE TREASURY

Internal Revenue Service

[26 CFR Part 1]

INCOME TAX

Controlled Foreign Corporations

Notice is hereby given, pursuant to the Administrative Procedure Act, approved June 11, 1946, that the regulations set forth in tentative form below are proposed to be prescribed by the Commissioner of Internal Revenue, with the approval of the Secretary of the Treasury or his delegate. Prior to the final adoption of such regulations, consideration will be given to any comments or suggestions pertaining thereto which are submitted in writing, in duplicate, to the Commissioner of Internal Revenue, Attention: CC:LR, Washington, D.C., 20224, within the period of 30 days from the date of publication of this notice in the FEDERAL REGISTER. Any person submitting written comments or suggestions who desires an opportunity to comment orally at a public hearing on these proposed regulations should submit his request, in writing, to the Commissioner within the 30-day period. In such a case, a public hearing will be held, and notice of the time, place, and date will be published in a subsequent issue of the FEDERAL REGISTER. The proposed regulations are to be issued under the authority contained in section 7805 of the Internal Revenue Code of 1954 (68A Stat. 917; 26 U.S.C. 7805).

[SEAL] BERTRAND M. HARDING,
Acting Commissioner
of Internal Revenue.

In order to conform the Income Tax Regulations (26 CFR Part 1) to section 957(d) of the Internal Revenue Code of 1954, as added by section 12(a) of the Revenue Act of 1962 (76 Stat. 1006), such regulations are amended as follows effective with respect to taxable years of foreign corporations beginning after December 31, 1962, and to taxable years of United States shareholders within which or with which such taxable years of such foreign corporations end:

PARAGRAPH 1. Section 1.957 and the historical note are amended to read as follows:

§ 1.957 Statutory provisions; controlled foreign corporations; United States persons.

Sec. 957. Controlled foreign corporations; United States persons. * * *

(d) *United States person.* For purposes of this subpart, the term "United States person" has the meaning assigned to it by section 7701(a) (30) except that—

(i) With respect to a corporation organized under the laws of the Commonwealth of Puerto Rico, such term does not include an individual who is a bona fide resident of Puerto Rico, if a dividend received by such individual during the taxable year from such

corporation would, for purposes of section 933(1), be treated as income derived from sources within Puerto Rico,

(2) With respect to a corporation organized under the laws of the Virgin Islands, such term does not include an individual who is a bona fide resident of the Virgin Islands and whose income tax obligation under this subtitle for the taxable year is satisfied pursuant to section 28(a) of the Revised Organic Act of the Virgin Islands, approved July 22, 1954 (48 U.S.C. 1642), by paying tax on income derived from all sources both within and outside the Virgin Islands into the treasury of the Virgin Islands, and

(3) With respect to a corporation organized under the laws of any other possession of the United States, such term does not include an individual who is a bona fide resident of any such other possession and whose income derived from sources within possessions of the United States is not, by reason of section 931(a), includible in gross income under this subtitle for the taxable year.

[Sec. 957 as added by sec. 12(a), Rev. Act 1962 (76 Stat. 1006)]

PAR. 2. There is inserted immediately after § 1.957-3 the following new section:

§ 1.957-4 United States person defined.

(a) *Basic rule.*—(1) *In general.* The term "United States person" has the same meaning for purposes of sections 951 through 964 which it has under section 7701(a) (30) and in the regulations thereunder, except as provided in section 957(d) and paragraphs (b), (c), and (d) of this section which provide, with respect to corporations organized in possessions of the United States, that certain residents of such possessions are not United States persons. The effect of determining that an individual is not a United States person for such purposes is to exclude such individual in determining whether a foreign corporation created or organized in, or under the laws of, Puerto Rico, the Virgin Islands, or any possession of the United States (other than Puerto Rico or the Virgin Islands) is a controlled foreign corporation. See § 1.957-1 for definition of the term "controlled foreign corporation"; § 1.957-2 for a special limitation on the amount of subpart F income of certain controlled foreign corporations deriving income from the insurance of United States risks; and § 1.957-3 for the exclusion of certain corporations organized in United States possessions from the definition of controlled foreign corporation.

(2) *Special provisions applicable to possessions of the United States.* For purposes of section 957(d) and this section—

(i) *Possession of the United States defined.* The term "possession of the United States" has the same meaning which it has under paragraph (b) (2) of § 1.957-3.

(ii) *Determination of residence in a possession.* Whether an individual is a bona fide resident of Puerto Rico, the Virgin Islands, or any other possession

of the United States, shall be determined in general by applying to the facts and circumstances in each case the principles of §§ 1.871-2 through 1.871-5, relating to the determination of residence in the United States.

(b) *Puerto Rico corporation and resident.* With respect only to a foreign corporation created or organized in, or under the laws of, Puerto Rico—

(1) If an individual (who, without regard to this paragraph, is a United States person) is a bona fide resident of Puerto Rico during his entire taxable year in which or with which the taxable year of such foreign corporation ends, and

(2) If 50 percent or more of the gross income of such foreign corporation is derived from sources within Puerto Rico, as determined under § 1.863-6, for the 3-year period (or for such part of such 3-year period as such foreign corporation has been in existence), ending with the close of the taxable year of such foreign corporation which—

(i) Ends with or within the taxable year next preceding such taxable year of such individual and at any time, during the period beginning with the beginning of such latter taxable year of such individual and ending not later than one year after the close of such taxable year of such foreign corporation, such individual directly owns stock in such foreign corporation, or

(ii) Ends within such taxable year of such individual and at any time, during the period beginning after the close of such taxable year of such foreign corporation and ending with the close of such taxable year of such individual, such individual directly owns stock in such foreign corporation,

then, such individual shall not be considered a United States person with respect to such corporation for the taxable year of such corporation which ends with or within the taxable year of such person. The application of this paragraph may be illustrated by the following examples:

Example (1). Foreign corporation R, incorporated under the laws of Puerto Rico, is wholly owned by D, a United States citizen. D and corporation R use the calendar year as the taxable year. For 1961, 1962, and 1963, 60 percent of the gross income of R Corporation is derived from sources within Puerto Rico and 40 percent of the gross income of R Corporation is derived from sources within Panama, as determined under § 1.863-6. During all of 1964, D is a bona fide resident of Puerto Rico. D is not a United States person with respect to R Corporation for 1964. Accordingly, R Corporation is not a controlled foreign corporation at any time in 1964.

Example (2). Foreign corporation R is incorporated on January 1, 1962, under the laws of Puerto Rico. D, a United States citizen, owns all the one class of stock of R Corporation throughout 1962 and 1963. D and corporation R use the calendar year as the taxable year. For 1962, 55 percent of the gross income of R Corporation is derived

from sources within Puerto Rico and 45 percent of the gross income of R Corporation is derived from sources within the Netherlands Antilles, as determined under § 1.863-6. For 1963, 40 percent of the gross income of R Corporation is derived from sources within Puerto Rico and 60 percent of the gross income of R Corporation is derived from sources within the Netherlands Antilles, as determined under § 1.863-6. During all of 1963, D is a bona fide resident of Puerto Rico. With respect to R Corporation, D is not a United States person for 1963 because D is a bona fide resident of Puerto Rico for all of 1963; 55 percent of the gross income of R Corporation for 1962 is derived from sources within Puerto Rico; and D owns stock in R Corporation at some time during 1963. Accordingly, R Corporation is not a controlled foreign corporation at any time in 1963. In making this determination, it is immaterial that R Corporation does not satisfy the 50-percent gross income test for 1963, the taxable year during all of which D is a resident of Puerto Rico.

Example (3). Foreign corporation R is incorporated on January 1, 1962, under the laws of Puerto Rico. D, a United States citizen, owns all the one class of stock of R Corporation throughout 1962 and 1963. D and corporation R use the calendar year as the taxable year. For 1962, 45 percent of the gross income of R Corporation is derived from sources within Puerto Rico and 55 percent of the gross income of R Corporation is derived from sources within the Netherlands Antilles, as determined under § 1.863-6. For 1963, 60 percent of the gross income of R Corporation is derived from sources within Puerto Rico and 40 percent of the gross income of R Corporation is derived from sources within the Netherlands Antilles, as determined under § 1.863-6. With respect to R Corporation, D is a United States person for 1963, since R Corporation does not satisfy the 50-percent gross income test for 1962. Accordingly, R Corporation is a controlled foreign corporation for all of 1963.

Example (4). Foreign corporation S is incorporated on July 1, 1962, under the laws of Puerto Rico. Corporation S uses the fiscal year ending on June 30 as the taxable year. For its fiscal year ending on June 30, 1963, 55 percent of the gross income of S Corporation is derived from sources within Puerto Rico and 45 percent of the gross income of S Corporation is derived from sources within Switzerland, as determined under § 1.863-6. For its fiscal years ending on June 30, 1964, and June 30, 1965, respectively, 40 percent of the gross income of S Corporation is derived from sources within Puerto Rico and 60 percent of the gross income of S Corporation is derived from sources within Switzerland, as determined under § 1.863-6. B, a United States citizen, who uses the calendar year as the taxable year, is a bona fide resident of Puerto Rico for all of 1964. On July 1, 1964, B acquires, and holds throughout the remainder of 1964, all of the one class of stock of S Corporation. With respect to S Corporation for its taxable year ending June 30, 1964, B is a United States person because—

(a) Although B is a bona fide resident of Puerto Rico for his entire year 1964 in which ends S Corporation's taxable year ending June 30, 1964, and S Corporation meets the 50-percent gross income test for the applicable part of the 3-year period ending June 30, 1963, B does not own stock in S Corporation during the period beginning January 1, 1964, and ending June 30, 1964, and

(b) Although B owns stock in S Corporation during the period beginning July 1, 1964, and ending December 31, 1964, S Corporation does not meet the 50-percent gross income test for the applicable part of the 3-year period ending June 30, 1964.

Accordingly, with respect to B, S Corporation is a controlled foreign corporation for its entire taxable year ending June 30, 1964.

Example (5). The facts are the same as in example (4), except B buys all of the stock of S Corporation on June 1, 1964, rather than on July 1, 1964. With respect to S Corporation for its taxable year ending June 30, 1964, B is not a United States person because B is a bona fide resident of Puerto Rico for his entire taxable year 1964 in which ends S Corporation's taxable year ending June 30, 1964; S Corporation meets the 50-percent gross income test for the applicable part of the 3-year period ending June 30, 1963; and B owns stock in S Corporation during the period beginning January 1, 1964, and ending June 30, 1964. Accordingly, with respect to B, S Corporation is not a controlled foreign corporation at any time during its taxable year ending June 30, 1964.

(c) *Virgin Islands corporation and resident.* With respect only to a foreign corporation created or organized in, or under the laws of, the Virgin Islands—

(1) If an individual (who, without regard to this paragraph, is a United States person) is a bona fide resident of the Virgin Islands as of the last day of his taxable year in which or with which the taxable year of such foreign corporation ends, and

(2) Such individual's income tax obligations under subtitle A (relating to income taxes) of the Code for his taxable year are satisfied, in accordance with section 28(a) of the Revised Organic Act of the Virgin Islands (48 U.S.C. 1642), by paying the tax on his income derived from all sources, both within and outside the Virgin Islands, into the treasury of the Virgin Islands, then, such individual shall not be considered a United States person with respect to such corporation for the taxable year of such corporation which ends with or within the taxable year of such person. The application of this paragraph may be illustrated by the following examples:

Example (1). Foreign corporation S, incorporated under the laws of the Virgin Islands, is wholly owned by D, a United States citizen. Corporation S uses the fiscal year ending on June 30 as the taxable year, and D uses the calendar year as the taxable year. From September 1, 1963, to December 31, 1964, inclusive, D is a bona fide resident of the Virgin Islands. For 1963 and 1964, D satisfies his income tax obligations under section 28(a) of the Revised Organic Act of the Virgin Islands by paying the tax on his income derived from all sources, both within and outside the Virgin Islands, into the treasury of the Virgin Islands. With respect to S Corporation for its taxable years ending June 30, 1963, and 1964, D is not a United States person. Accordingly, S Corporation is not a controlled foreign corporation for such taxable years of such corporation.

Example (2). The facts are the same as in example (1), except that from August 15, 1964, to December 31, 1964, inclusive, D is a bona fide resident of the United States. Thus, D does not satisfy his income tax obligations for 1964 under section 28(a) of the Revised Organic Act of the Virgin Islands. The result is the same as in example (1), except that with respect to S Corporation for its taxable year ending June 30, 1964, D is a United States person and, accordingly, S Corporation is a controlled foreign corporation for such taxable year of such corporation.

(d) *Corporation and resident of other United States possessions.* With respect

only to a foreign corporation created or organized in, or under the laws of, any possession of the United States (other than Puerto Rico or the Virgin Islands)—

(1) If an individual (who, without regard to this paragraph, is a United States person) is a bona fide resident of such possession during his entire taxable year in which or with which the taxable year of such foreign corporation ends, and

(2) Any part or all of such individual's income (other than amounts includible in his gross income under section 951(a)) for his taxable year derived, in accordance with § 1.863-6, from sources within any possession of the United States (whether or not the possession of which such individual is a resident) is not, as a result of the application of section 931, included in his gross income for his taxable year,

then, such individual shall not be considered a United States person with respect to such corporation for the taxable year of such corporation which ends with or within the taxable year of such person. Subparagraph (2) of this paragraph shall apply only for purposes of determining whether an individual is a United States person; after such determination has been made, section 931 shall be applied to the gross income (including amounts includible in gross income under section 951(a)) of such individual to determine the amount to be excluded from such individual's gross income under section 931. The application of this paragraph may be illustrated by the following examples:

Example (1). Foreign corporation R, incorporated under the laws of Guam, is wholly owned by D, a United States citizen. D and corporation R use the calendar year as the taxable year and the cash receipts and disbursements method of accounting. D is a bona fide resident of Guam for all of 1963 and all of his income of \$30,000 (determined without taking into account amounts includible in his gross income under section 951(a)) is derived from sources within Guam. Of such income, \$24,000 is received in Guam and \$6,000 is received in the United States. D meets the 3-year test of section 931(a) and, but for the application of section 931(b), all of his income of \$30,000 would be excluded from gross income for 1963 under section 931. However, in accordance with section 931(b) and paragraph (c) of § 1.931-1, the \$6,000 received in the United States is included in gross income. Nevertheless, since part (\$24,000) of his income of \$30,000 for 1963 derived, in accordance with § 1.863-6, from sources within Guam is not, as a result of the application of section 931, included in his gross income, D is not a United States person with respect to R Corporation for its taxable year 1963. Accordingly, R Corporation is not a controlled foreign corporation for its taxable year 1963.

Example (2). The facts are the same as in example (1), except that, instead of receiving the \$6,000 in the United States, D receives \$10,000 of the \$30,000 in Guam for services performed for an agency of the United States. Under § 1.863-6, all of D's income for 1963 is income derived from sources within Guam. However, since D's income of \$10,000 from the agency of the United States is deemed under section 931 (1) to be derived from sources within the United States for purposes of section 931, at least 80 percent of his gross income for 1963, determined without the application of

section 931, is not derived from sources within Guam. Accordingly, since no part of D's gross income of \$30,000 for 1963 derived, in accordance with § 1.863-6, from sources within Guam is, as a result of the application of section 931, excluded from gross income for 1963, D is a United States person with respect to R Corporation for R Corporation's taxable year 1963. Accordingly, R Corporation is a controlled foreign corporation for its taxable year 1963.

[P.R. Doc. 64-9631; Filed, Sept. 22, 1964; 8:49 a.m.]

[26 CFR Part 2]

MARITIME CONSTRUCTION RESERVE FUND

Notice of Proposed Rule Making

Notice is hereby given, pursuant to the Administrative Procedure Act, approved June 11, 1946, that the regulations set forth in tentative form below are proposed to be prescribed by the Commissioner of Internal Revenue, with the approval of the Secretary of the Treasury or his delegate, and by the Maritime Administration of the Department of Commerce. Prior to the final adoption of such regulations, consideration will be given to any comments or suggestions pertaining thereto which are submitted in writing, in duplicate, to the Commissioner of Internal Revenue, Attention: CC:LR, Washington, D.C., 20224, within the period of 30 days from the date of publication of this notice in the FEDERAL REGISTER. Any person submitting written comments or suggestions who desires an opportunity to comment orally at a public hearing on these proposed regulations should submit his request, in writing, to the Commissioner within the 30-day period. In such a case, a public hearing will be held, and the notice of the time, place, and date will be published in a subsequent issue of the FEDERAL REGISTER. The proposed regulations are to be issued under the authority contained in section 511(b) of the Merchant Marine Act, 1936, as added by the Act of October 10, 1940 (Public Law 840, 76th Cong., 57 Stat. 157) and as amended and in effect on the date of filing of this notice of proposed rule making for publication, and under the authority contained in section 7805 of the Internal Revenue Code of 1954 (68A Stat. 917, 26 U.S.C. 7805).

[SEAL] **BERTRAND M. HARDING,**
*Acting Commissioner
of Internal Revenue.*

By order of the Maritime Administrator,

JAMES S. DAWSON, JR.,
Secretary.

The following regulations, relating to deposits in a construction reserve fund under section 511 of the Merchant Marine Act, 1936, as added by the Act of October 10, 1940 (Public Law 840, 76th Cong., 57 Stat. 157) and as amended and in effect on the date of filing of this notice of proposed rule making, are hereby prescribed. These regulations, with respect to the subject matter within the scope thereof, supersede Treasury

Decision 5330, as amended (26 CFR (1939) Part 32).

- Sec.
2.1 Statutory provisions; section 511, Merchant Marine Act, 1936, and related statutes.
- 2.1-1 Definitions.
- 2.1-2 Scope of section 511 of the Act and the regulations in this part.
- 2.1-3 Requirements as to vessel operations.
- 2.1-4 Application to establish fund.
- 2.1-5 Tentative authorization to establish fund.
- 2.1-6 Establishment of fund.
- 2.1-7 Circumstances permitting reimbursement from a construction reserve fund.
- 2.1-8 Investment of funds in securities.
- 2.1-9 Valuation of securities in fund.
- 2.1-10 Withdrawals from fund.
- 2.1-11 Time deposits.
- 2.1-12 Election as to nonrecognition of gain.
- 2.1-13 Deposit of proceeds of sales or indemnities.
- 2.1-14 Deposit of earnings and receipts.
- 2.1-15 Time for making deposits.
- 2.1-16 Tax liability as to earnings deposited.
- 2.1-17 Basis of new vessel.
- 2.1-18 Allocation of gain for tax purposes.
- 2.1-19 Requirements as to new vessels.
- 2.1-20 Obligation of deposits.
- 2.1-21 Period for construction of certain vessels.
- 2.1-22 Time extensions for expenditure or obligation.
- 2.1-23 Noncompliance with requirements.
- 2.1-24 Extent of tax liability.
- 2.1-25 Assessment and collection of deficiencies.
- 2.1-26 Reports by taxpayers.
- 2.1-27 Controlled corporation.
- 2.1-28 Administrative jurisdiction.

AUTHORITY: The provisions of this Part 2 issued under sec. 511(b) of Merchant Marine Act, 1936, as amended by Act of Oct. 10, 1940; Pub. Law 840, 76th Cong., 57 Stat. 157; sec. 7805 of the Internal Revenue Code of 1954; 68A Stat. 917, 26 U.S.C. 7805.

§ 2.1 Statutory provisions; sections 511 and 905, Merchant Marine Act, 1936, and related statutes.

Sec. 511. [Merchant Marine Act, 1936.] (a) When used in this section the term "new vessel" means any vessel (1) documented or agreed with the Commission to be documented under the laws of the United States; (2) constructed in the United States after December 31, 1939, or the construction of which has been financed under titles V or VII of this Act, as amended, or the construction of which has been aided by a mortgage insured under title XI of this Act as amended; and (3) either (A) of such type, size, and speed as the Commission shall determine to be suitable for use on the high seas or Great Lakes in carrying out the purposes of this Act, but not of less than 2,000 gross tons or of less speed than twelve knots, unless the Commission shall determine and certify in each case that a vessel of a specified lesser tonnage or speed is desirable for use by the United States in case of war or national emergency, or (B) constructed to replace a vessel or vessels requisitioned or purchased by the United States.

(b) For the purposes of promoting the construction, reconstruction, reconditioning, or acquisition of vessels, or for other purposes authorized in this section, necessary to carrying out the policy set forth in title I of this Act, any citizen of the United States who is operating a vessel or vessels in the foreign or domestic commerce of the United States or in the fisheries or owns in whole or in part a vessel or vessels being so operated, or who, at the time of purchase or requisition of the vessel by the Government, was operating a vessel or vessels so engaged or

owned in whole or in part a vessel or vessels being so operated or had acquired or was having constructed a vessel or vessels for the purpose of operation in such commerce or in the fisheries, may establish a construction reserve fund, for the construction, reconstruction, reconditioning, or acquisition of new vessels, or for other purposes authorized in this section, to be composed of deposits of proceeds from sales of vessels, indemnities on account of losses of vessels, earnings from the operation of vessels documented under the laws of the United States and from services incident thereto, and receipts, in the form of interest or otherwise, with respect to amounts previously deposited. Such construction reserve fund shall be established, maintained, expended, and used in accordance with the provisions of this section and rules or regulations to be prescribed jointly by the Commission and the Secretary of the Treasury.

(c) In the case of the sale or actual or constructive total loss of a vessel, if the taxpayer deposits an amount equal to the net proceeds of the sale or to the net indemnity with respect to the loss in a construction reserve fund established under subsection (b), then—

(1) If the taxpayer so elects in his income-tax return for the taxable year in which the gain was realized, or

(2) In case a vessel is purchased or requisitioned by the United States, or is lost, in any taxable year beginning after December 31, 1939, and the taxpayer receives payment for the vessel so purchased or requisitioned, or receives from the United States indemnity on account of such loss, subsequent to the end of such taxable year, if the taxpayer so elects prior to the expiration of sixty days after the receipt of the payment or indemnity, and in accordance with a form of election to be prescribed by the Commissioner of Internal Revenue with the approval of the Secretary of the Treasury, no gain shall be recognized to the taxpayer in respect of such sale or indemnification in the computation of net income for the purposes of Federal income or excess-profits taxes. If an election is made under subdivision (2) and if computation or recomputation in accordance with this subsection is otherwise allowable but is prevented, on the date of making such election or within six months thereafter, by any statute of limitation, such computation or recomputation nevertheless shall be made notwithstanding such statute if a claim therefor is filed within six months after the date of making such election.

For the purposes of this subsection no amount shall be considered as deposited in a construction reserve fund unless it is deposited within sixty days after it is received by the taxpayer.

As used in this subsection the term "net proceeds" and the term "net indemnity" mean the sum of (1) the adjusted basis of the vessel and (2) the amount of gain which would be recognized to the taxpayer without regard to this subsection.

(d) The basis for determining gain or loss and for depreciation, for the purposes of Federal income or excess profits taxes, of any new vessel constructed, reconstructed, reconditioned, or acquired by the taxpayer, or with respect to which purchase-money indebtedness is liquidated as provided in subsection (g), in whole or in part out of the construction reserve fund shall be reduced by that portion of the deposits in the fund expended in the construction, reconstruction, reconditioning, acquisition, or liquidation of purchase-money indebtedness of the new vessel which represents gain not recognized for tax purposes under subsection (c).

(e) For the purposes of this section, (1) if the net proceeds of a sale or the net indemnity in respect of a loss are deposited in more than one deposit, the amount con-

sisting of the gain shall be considered as first deposited; (2) amounts expended, obligated, or otherwise withdrawn shall be applied against the amounts deposited in the fund in the order of deposit; and (3) if any deposit consists in part of gain not recognized under subsection (c), any expenditure, obligation, or withdrawal applied against such deposit shall be considered to consist of gain in the proportion that the part of the deposit consisting of gain bears to the total amount of the deposit.

(f) With respect to any taxable year, amounts on deposit on the last day of such year in a construction reserve fund in accordance with this section and with respect to which all the requirements of subsection (g) have been satisfied, to the extent that such requirements are applicable as of the last day of said taxable year, shall not constitute an accumulation of earnings or profits within the meaning of section 102 of the Internal Revenue Code [part I (section 531 and following), subchapter A, chapter 1 of the Internal Revenue Code of 1954].

(g) The provisions of subsections (c) and (f) shall apply to any deposit in the construction reserve fund only to the extent that such deposit is expended or obligated for expenditure, in accordance with rules and regulations to be prescribed jointly by the Commission and the Secretary of the Treasury—

(1) Under a contract for the construction or acquisition of a new vessel or vessels (or in the discretion of the Commission, for a part interest therein), or, with the approval of the Commission, for the reconstruction or reconditioning of a new vessel or vessels, entered into within (i) two years from the date of deposit or the date of any extension thereof which may be granted by the Commission pursuant to the provisions of section 511(h), in the case of deposits made prior to the date [July 17, 1952] on which these amendatory provisions become effective, or (ii) three years from the date of such deposit in the case of a deposit made after such effective date, only if under such rules and regulations—

(A) Within such period not less than 12½ per centum of the construction or contract price of the vessel or vessels is paid or irrevocably committed on account thereof and the plans and specifications therefor are approved by the Commission to the extent by it deemed necessary; and

(B) In case of a vessel or vessels not constructed under the provisions of this title or not purchased from the Commission, (i) said construction is completed, within six months from the date of the construction contract, to the extent of not less than 5 per centum thereof (or in case the contract covers more than one vessel, the construction of the first vessel so contracted for is so completed to the extent of not less than 5 per centum) as estimated by the Commission and certified by it to the Secretary of the Treasury, and (ii) all construction under such contract is completed with reasonable dispatch thereafter;

(2) For the liquidation of existing or subsequently incurred purchase-money indebtedness to persons other than a parent company of, or a company affiliated or associated with, the mortgagor on a new vessel or vessels within (i) two years from the date of deposit or the date of any extension thereof which may be granted by the Commission pursuant to the provisions of section 511(h), in the case of deposits made prior to the date [July 17, 1952] on which these amendatory provisions become effective, or (ii) three years from the date of such deposit in the case of a deposit made after such effective date.

(h) The Commission is authorized under rules and regulations to be prescribed jointly by the Secretary of the Treasury and the Commission to grant extensions of the period

within which the deposits shall be expended or obligated or within which construction shall have progressed to the extent of 5 per centum of completion as provided herein, but such extension shall not be for an aggregate additional period in excess of two years with respect to the expenditure or obligation of such deposits or more than one year with respect to the progress of such construction: *Provided*, That until January 1, 1964, in addition to the extensions hereinbefore permitted, further extensions may be granted ending not later than December 31, 1964.

(i) Any such deposited gain or portion thereof which is not so expended or obligated within the period provided, or which is otherwise withdrawn before the expiration of such period, or with respect to which the construction has not progressed to the extent of 5 per centum of completion within the period provided, or with respect to which the Commission finds and certifies to the Secretary of the Treasury that, for causes within the control of the taxpayer, the entire construction is not completed with reasonable dispatch, if otherwise taxable income under the law applicable to the taxable year in which such gain was realized, shall be included in the gross income for such taxable year, except for the purpose of the declared value excess-profits tax and the capital stock tax. If any such deposited gain or portion thereof with respect to a deposit made in any taxable year ending on or before June 30, 1945, is so included in gross income for such taxable year, there shall (in addition to any other deficiency) be assessed, collected, and paid in the same manner as if it were a deficiency, an amount equal to 1.1 per centum of the amount of gain so included, such amount being in lieu of any adjustment with respect to the declared value excess-profits tax for such taxable year.

(j) Notwithstanding any other provision of law, any deficiency in tax for any taxable year resulting from the inclusion of any amount in gross income as provided by subsection (i), and the amount to be treated as a deficiency under such subsection in lieu of any adjustment with respect to the declared value excess-profits tax, may be assessed or a proceeding in court for the collection thereof may be begun without assessment, at any time: *Provided, however*, That interest on any such deficiency or amount to be treated as a deficiency shall not begin until the date the deposited gain or portion thereof in question is required under subsection (i) to be included in gross income.

(k) This section shall be applicable to a taxpayer only in respect of sales or indemnifications for losses occurring within a taxable year beginning after December 31, 1939, and only in respect of earnings derived during a taxable year beginning after December 31, 1939.

(l) For the purposes of this section a vessel shall be considered as constructed or acquired by the taxpayer if constructed or acquired by a corporation at a time when the taxpayer owns at least 95 per centum of the total number of shares of each class of stock of the corporation.

(m) The terms used in this section shall have the same meaning as in chapter 1 of the Internal Revenue Code.

(n) The terms "contract for the construction" and "construction contract", as used in this section, shall include, in the case of a taxpayer who constructs a new vessel in a shipyard owned by such taxpayer, an agreement between such taxpayer and the Commission with respect to such construction and containing provisions deemed necessary or advisable by the Commission to carry out the purposes and policy of this section.

(o) The terms "reconstruction and reconditioning", as used in this section, shall include the reconstruction, reconditioning, or modernization of a vessel for exclusive use on the Great Lakes, including the St. Lawrence

River and Gulf, if the Commission determines that the objectives of this Act will be promoted by such reconstruction, reconditioning, or modernization, and, notwithstanding any other provisions of law, such vessel shall be deemed to be a "new vessel" within the meaning of this section for such reconstruction, reconditioning, or modernization.

[Sec. 511 as added by Act of October 10, 1940 (Pub. Law 340, 76th Cong., 54 Stat. 1106); as amended by Act of June 17, 1943 (Pub. Law 78, 78th Cong., 57 Stat. 157); Act of Dec. 23, 1944 (Pub. Law 552, 78th Cong., 58 Stat. 920); secs. 9-14, Act of July 17, 1952 (Pub. Law 536, 82d Cong., 66 Stat. 762); Act of Dec. 23, 1963 (Pub. Law 88-227, 77 Stat. 470)]

SEC. 905. [Merchant Marine Act, 1936.]
When used in this Act—

(a) The words "foreign commerce" or "foreign trade" mean commerce or trade between the United States, its Territories or possessions, or the District of Columbia, and a foreign country.

(c) The words "citizen of the United States" include a corporation, partnership, or association only if it is a citizen of the United States within the meaning of section 2 of the Shipping Act, 1916, as amended (U.S.C., title 46, sec. 802), and with respect to a corporation under title VI of this Act, all directors of the corporation are citizens of the United States, and, in the case of a corporation, partnership, or association operating a vessel on the Great Lakes, or on bays, sounds, rivers, harbors, or inland lakes of the United States the amount of interest required to be owned by a citizen of the United States shall be not less than 75 per centum.

(e) The terms "United States Maritime Commission" and "Commission" shall mean the Secretary of Commerce, the Maritime Administrator, or the * * * [Maritime Subsidy Board] as the context may require * * *

[Sec. 905 (a), (c), and (e) (49 Stat. 2016), amended by sec. 39 (a) and (b), Act of June 23, 1938 (Pub. Law 705, 75th Cong., 52 Stat. 964); Act of July 17, 1952 (Pub. Law 536, 82d Cong., 66 Stat. 765); sec. 4, Act of Sept. 21, 1959 (Pub. Law 86-327, 73 Stat. 597)]

SEC. 2. [Shipping Act, 1916.] (a) That within the meaning of this Act no corporation, partnership, or association shall be deemed a citizen of the United States unless the controlling interest therein is owned by citizens of the United States, and, in the case of a corporation, unless its president or other chief executive officer and the chairman of its board of directors are citizens of the United States and unless no more of its directors than a minority of the number necessary to constitute a quorum are noncitizens and the corporation itself is organized under the laws of the United States or of a State, Territory, District, or possession thereof, but in the case of a corporation, association, or partnership operating any vessel in the coastwise trade the amount of interest required to be owned by citizens of the United States shall be 75 per centum.

(b) The controlling interest in a corporation shall not be deemed to be owned by citizens of the United States (a) if the title to a majority of the stock thereof is not vested in such citizens free from any trust or fiduciary obligation in favor of any person not a citizen of the United States; or (b) if the majority of the voting power in such corporation is not vested in citizens of the United States; or (c) if through any contract or understanding it is so arranged that the majority of the voting power may be exercised, directly or indirectly, in behalf of any person who is not a citizen of the United States; or (d) if by any other means

whatsoever control of the corporation is conferred upon or permitted to be exercised by any person who is not a citizen of the United States.

(c) Seventy-five per centum of the interest in a corporation shall not be deemed to be owned by citizens of the United States (a) if the title to 75 per centum of its stock is not vested in such citizens free from any trust or fiduciary obligation in favor of any person not a citizen of the United States; or (b) if 75 per centum of the voting power in such corporation is not vested in citizens of the United States; or (c) if, through any contract or understanding it is so arranged that more than 25 per centum of the voting power in such corporation may be exercised, directly or indirectly, in behalf of any person who is not a citizen of the United States; or (d) if by any other means whatsoever control of any interest in the corporation in excess of 25 per centum is conferred upon or permitted to be exercised by any person who is not a citizen of the United States.

(d) The provisions of this Act shall apply to receivers and trustees of all persons to whom the Act applies, and to the successors or assignees of such persons.

[Sec. 2 (39 Stat. 729) as amended by Act of July 15, 1918 (Pub. Law 198, 65th Cong., 40 Stat. 900); sec. 38, Merchant Marine Act, 1920 (41 Stat. 1008); sec. 3, Act of Sept. 21, 1959 (Pub. Law 86-327, 73 Stat. 597)]

§ 2.1-1 Definitions.

(a) As used in the regulations in this part, except as otherwise expressly provided—

(1) "Act" means the Merchant Marine Act, 1936, as amended (46 U.S.C. ch. 27).

(2) "Section" means one of the sections of the regulations in this part.

(3) "Administration" means the Maritime Administration of the Department of Commerce as created by Reorganization Plan No. 21 of 1950 (46 U.S.C. 1111 note).

(4) "Citizen" means a person who, if an individual, was born or naturalized as a citizen of the United States or, if other than an individual, meets the requirements of section 905(c) of the Act and section 2 of the Shipping Act, 1916, as amended (46 U.S.C. 802).

(5) "Taxpayer" means a citizen who has established or seeks to establish a construction reserve fund under the provisions of section 511 of the Act and the regulations in this part, and may include a partnership.

(6) "Corporation" includes associations, joint-stock companies and insurance companies.

(7) "Stock" includes the shares in an association, joint-stock company, or insurance company.

(8) "Affiliate" or "associate" means a person directly or indirectly controlling, controlled by, or under common control with, another person.

(9) "Control", as used in subparagraph (8) of this paragraph, means the possession of the power to direct in any manner the management and policies of a person, and the terms "controlling" and "controlled" shall have the meanings correlative to the foregoing.

(10) "Person" means an individual, a corporation, a partnership, an association, an estate, a trust, or a company.

(11) "Partnership" includes a syndicate, group, pool, joint venture, or other unincorporated organization.

(12) "Construction", if so determined by the Administration, shall include reconstruction and reconditioning.

(13) "Reconstruction and reconditioning" shall include the reconstruction, reconditioning, or modernization of a vessel for exclusive use on the Great Lakes, including the Saint Lawrence River and Gulf, if the Administration determines that the objectives of the Act will be promoted by such reconstruction, reconditioning, or modernization, and, notwithstanding any other provisions of law, such vessel shall be deemed to be a "new vessel" within the meaning of section 511 of the Act for such reconstruction, reconditioning, or modernization.

(14) "Purchase-money indebtedness" means any indebtedness, or evidence thereof, created as the result of the purchase of a vessel by the taxpayer.

(15) "Contract", "contract for the construction", and "construction contract" shall include, if so determined by the Administration, a contract for reconstruction or reconditioning and shall include, in the case of a taxpayer who constructs a new vessel in a shipyard owned by such taxpayer, an agreement, between such taxpayer and the Administration with respect to such construction, and containing provisions deemed necessary or advisable by the Administration to carry out the purposes and policy of section 511 of the Act.

(b) Insofar as the computation and collection of taxes are concerned, other terms used in the regulations in this part, except as otherwise provided, have the same meaning as in the Internal Revenue Code and the regulations thereunder.

§ 2.1-2 Scope of section 511 of the Act and the regulations in this part.

(a) *Applicability of regulations.* (1) The regulations prescribed in this part—

(i) Apply to gain realized from the sale or loss of vessels, earnings from the operation of vessels, and interest (or otherwise) with respect to amounts previously deposited in the construction reserve fund, for a taxable year beginning after December 31, 1964, and

(ii) Apply to the expenditure, obligation, or withdrawal, during a taxable year beginning after December 31, 1964, of any deposits of gain, earnings, and interest (or otherwise) of the character referred to in subdivision (i) of this subparagraph without regard to the taxable year in which the deposits were made.

(2) As to gain, earnings, or interest (or otherwise) described in subparagraph (1) (i) of this paragraph and as to an expenditure, obligation, or withdrawal described in subparagraph (1) (ii) of this paragraph, the regulations in this part supersede Treasury Decision 5330, as amended (26 CFR (1939) Part 32).

(b) *Nonrecognition and accumulation.* Section 511 of the Act provides, under conditions specified, for the nonrecognition, for income and excess-profits tax purposes, of the gain realized from the sale or indemnification for loss of certain vessels including certain vessels in the course of construction, or shares therein. It also permits the accumulation of the

proceeds of such sales or indemnification and of certain earnings without liability under part I (section 531 and following), subchapter G, chapter 1 of the Internal Revenue Code of 1954, and the regulations thereunder (§§ 1.531 through 1.537-3 of this chapter (Income Tax Regulations)).

(c) *Availability of benefits.* The benefits of section 511 of the Act are available to any citizen as defined in paragraph (a) (4) of § 2.1-1, who, during the taxable year owns, in whole or in part, a vessel or vessels within the scope of § 2.1-3. A citizen operating such a vessel or vessels owned by any other person or persons can derive no benefit from the provisions relating to the nonrecognition of gain from the sale or loss of such vessel or vessels so owned, but may establish a construction reserve fund in which he may deposit earnings from the operation of such vessel or vessels.

(d) *Applicability of section 511.* Section 511 of the Act applies only with respect to sales or losses of vessels within the scope of § 2.1-3 or in respect of earnings derived from the operation of such vessels. A loss to be within section 511 of the Act must be an actual or constructive total loss. Whether there is a total loss, actual or constructive, will be determined by the Administration.

§ 2.1-3 Requirements as to vessel operations.

Section 511 of the Act applies with respect to vessels operated in the foreign or domestic commerce of the United States or in the fisheries of the United States and vessels acquired or being constructed for the purpose of such operation. The foreign commerce of the United States includes commerce or trade between the United States (including the District of Columbia), the territories and possessions which are embraced within the coastwise laws, and a foreign country or other territories and possessions of the United States. The domestic commerce of the United States includes commerce or trade between ports of the United States and its territories and possessions, embraced within the coastwise laws and on inland rivers. The fisheries include the fisheries of the United States and its territories and possessions. Section 511 of the Act does not apply to vessels operated in the foreign commerce or fisheries of any country other than the United States.

§ 2.1-4 Application to establish fund.

Any person claiming to be entitled to the benefits of section 511 of the Act may make application, in writing, to the Administration for permission to establish a construction reserve fund. The application shall be in such form and substance as the Administration may prescribe and shall designate, among other things, the depository or depositories with which the taxpayer proposes to establish the said fund. The original application shall be executed and verified by the taxpayer, or if the taxpayer is a corporation, by one of its principal officers, in triplicate, and shall be accompanied by eight conformed copies when filed with the Administration.

§ 2.1-5 Tentative authorization to establish fund.

Where the time between the receipt by the Administration of the application for permission to establish a construction reserve fund and the date prior to which an amount received from the sale or loss of a vessel must be deposited to come within the scope of section 511 of the Act is insufficient to permit a determination of the eligibility of the applicant, the Administration may tentatively authorize the establishment of a construction reserve fund and the deposit of such amount therein. Such tentative authorization shall be subject to rescission by the Administration if subsequently it is determined that the applicant is not entitled to the benefits of section 511 of the Act, or has not complied with the statutory requirements. For example, a tentative authorization will be rescinded if the Administration ascertains that the applicant is not a citizen. Upon such determination, the fund shall be closed and all amounts on deposit therein shall be withdrawn.

§ 2.1-6 Establishment of fund.

(a) *Authorization by the Administration.* If the application is approved by the Administration, the Administration will adopt Orders authorizing the establishment of a construction reserve fund with the depository or depositories designated by the taxpayer and approved by the Administration. The Orders will provide for joint control by the Administration and the taxpayer over such fund, will set forth the conditions governing the establishment and maintenance of the fund and the making of deposits therein and withdrawals therefrom, and will designate the representatives authorized to execute instruments of withdrawal on behalf of the Administration.

(b) *Resolution or agreement of the taxpayer.* A certified copy of the Orders of the Administration will be furnished the taxpayer. If the taxpayer is a corporation, it shall promptly adopt, through its board of directors, a resolution satisfactory in form and substance to the Administration, authorizing the establishment and maintenance of the fund in conformity with the action of the Administration. If the taxpayer is not a corporation, it shall promptly execute an agreement with the depository satisfactory in form and substance to the Administration to conform to the action of the Administration as set forth in the Orders. Certified copies of the Orders of the Administration and of the resolution of the taxpayer (if it is a corporation) will be furnished to the depository by the Administration and the taxpayer, respectively, for its guidance in maintaining the fund and honoring instruments of withdrawal. The taxpayer, if a corporation, shall also furnish the Administration with a certified copy of its resolution, or if not a corporation, a duplicate original of its agreement with the depository.

(c) *Constructive action not recognized.* Constructive deposits, substitutions or withdrawals will not be recognized by the Administration in the establishment and maintenance of the fund.

(d) *Failure to make deposits as basis for termination of fund.* In the event no deposit is made into the fund for more than five years, any amounts remaining in the fund shall be removed from the fund at the discretion of the Administration and, if so removed, the fund shall be terminated. In the event of such termination, see § 2.1-23 for recognition of gain.

§ 2.1-7 Circumstances permitting reimbursement from a construction reserve fund.

(a) *Payments prior to establishment of fund.* If, prior to the establishment of a construction reserve fund under the regulations in this part, a taxpayer has made necessary payments under a contract which satisfies the provisions of the regulations in this part and section 511 of the Act for the construction or acquisition of a new vessel, such taxpayer may, if subsequently authorized to establish a construction reserve fund under the regulations in this part, draw against such fund as reimbursement for the amount, if any, of other funds which, with the approval or ratification of the Administration, the taxpayer used for making such necessary payments prior to the establishment of the fund.

(b) *Payments subsequent to establishment of fund.* If, subsequent to the establishment of a construction reserve fund under the regulations in this part, the taxpayer has made necessary payments under a contract which satisfies the provisions of the regulations in this part and section 511 of the Act for the construction or acquisition of a new vessel, such taxpayer may draw against such fund as reimbursement for the amount, if any, of other funds which, with the approval or ratification of the Administration, the taxpayer had used for the purpose of making such necessary payments.

§ 2.1-8 Investment of funds in securities.

(a) *Obligations of or guaranteed by the United States.* Interest-bearing direct obligations of the United States, or obligations fully guaranteed as to principal and interest by the United States, may be deposited in the construction reserve fund in lieu of cash, may be purchased with cash on deposit in the fund, or may be substituted for securities or commitment to finance in the fund, subject to the provisions of paragraph (b) of this section.

(b) *Other securities.* In cases where the taxpayer desires to deposit any securities in the fund in lieu of cash other than those of or guaranteed by the United States or to purchase such other securities with cash on deposit in the fund, or to substitute such other securities for securities or commitment to finance in the fund, the taxpayer shall make written application to the Administration and shall not consummate the transaction until the written consent of the Administration shall have been received. The application shall describe the securities fully. Every approval by the Administration of such application shall be conditioned upon agreement by the taxpayer forthwith to dispose of such

securities upon subsequent request by the Administration. Immediately upon the purchase of any securities for deposit in the fund, the taxpayer shall advise the Administration, giving the date of purchase, a description of the securities, and the price paid therefor (net, brokerage and other charges, and gross). Ordinarily, the Administration will not approve the deposit in the fund in lieu of cash, or the purchase with cash on deposit in the fund or the substitution for securities in the fund of securities not actively traded in on exchanges registered under the Securities Exchange Act of 1934 (15 U.S.C. ch. 2B), or securities which are not legal for investment of trust funds. Whenever the Administration approves the substitution of other securities for securities in the fund, such substitution shall be effected only upon or after the deposit of the substituted securities into the fund.

(c) *Cash.* Cash may be substituted for amounts which are on deposit in the fund in any other form.

(d) *Devalued securities.* In the event the Administration determines that the market value at any date of any securities in the fund has decreased to a figure which is less than 90 percent of the market value at the time of deposit into the fund, then within 60 days after the taxpayer receives notice of such determination the taxpayer shall deposit into the fund cash or securities in an amount equal to the difference between the current market value of the devalued securities and the market value of such securities at the time of their original deposit.

§ 2.1-9 Valuation of securities in fund.

(a) *Equivalent values.* In cases where securities are deposited in the fund in lieu of cash, or are purchased with cash on deposit in the fund, or are substituted for securities in the fund, the "market value" of such securities must not be less than the amount of cash in lieu of which they are so deposited or with which they are so purchased, or the market value at the time of deposit of the securities for which they were so substituted. If the securities on deposit in the fund are replaced by cash from the general funds of the taxpayer, the amount of cash to be deposited in the fund in lieu thereof shall be not less than the amount at which such securities were valued at the time of their deposit in the fund.

(b) *Determination of value.* (1) For the purpose of determining the amount in the fund, the "market value" of securities shall be determined in the following manner:

(i) In instances where no actual purchase is involved, such as the initial deposit of securities in the fund in lieu of cash, the last sales price thereof on the principal exchange on the day the deposit was made shall be deemed to be the "market value" thereof, or, if no such sales were made, the "market value" thereof will be determined by the Administration on such basis as it may deem to be fair and reasonable in each case.

(ii) In instances where the purchase of securities with cash on deposit in the

fund is involved, "market value" shall be the gross price paid (adjusted for accrued interest); *Provided*, That if such securities are purchased otherwise than upon a registered exchange the price shall be within the range of transactions on the exchange on the date of such purchase, or, if there were no such transactions, then the "market value" thereof will be determined by the Administration on such basis as it may deem to be fair and reasonable in each case.

(2) Purchase-money obligations secured by mortgages on vessels sold or irrevocable commitments to finance the construction or acquisition of new vessels which are deposited in the construction reserve fund as provided in § 2.1-13 ordinarily will be considered as equivalent to their face value.

§ 2.1-10 Withdrawals from fund.

(a) *Withdrawals for obligations or liquidation.* (1) Checks, drafts, or other instruments of withdrawal to meet obligations under a contract for the construction or acquisition of a new vessel or vessels or for the liquidation of existing or subsequently incurred purchase-money indebtedness, after having been executed by the taxpayer, shall be forwarded to the Administration in Washington, D.C., with appropriate explanation of the purpose of the proposed withdrawal, including properly certified invoices or other supporting papers. Such instruments of withdrawal, if payable to the Administration, will be deposited by the Administration for collection, and the proceeds thereof, upon collection, will be credited to the appropriate contract with the Administration; but if drawn to the order of payees other than the Administration, after countersignature on behalf of the Administration, will ordinarily be forwarded to the payees.

(2) An amount obligated under a contract for the construction or acquisition of a new vessel or vessels or for the liquidation of existing or subsequently incurred purchase-money indebtedness, whether the obligor has the entire or a partial interest therein within the scope of section 511 of the Act, may not, so long as the contract or indebtedness continues in full force and effect, be withdrawn except to meet payments due or to become due under such contract or for such liquidation.

(b) *Other withdrawals.* Checks, drafts, or other instruments of withdrawal executed by the taxpayer for purposes other than to meet obligations under a contract for the construction or acquisition of a new vessel or vessels or for the liquidation of existing or subsequently incurred purchase-money indebtedness, whether the taxpayer has the entire or a partial interest therein, shall be drawn by the taxpayer to its own order and forwarded to the Administration in Washington, D.C., with appropriate explanation of the purpose of the proposed withdrawal. Such withdrawals may occur by reason of a determination by the Administration that the taxpayer is not entitled to the benefits of section 511 of the Act (see § 2.1-5), or that a particular deposit has been improperly made (see § 2.1-13), or by reason of the election of the taxpayer to make such

withdrawals. Upon receipt of such checks, drafts, or other instruments of withdrawal, the Administration will give notice thereof to the Commissioner of Internal Revenue. The Commissioner will advise the Administration of the receipt of the notice and the date it was received. The Administration shall not countersign such checks, drafts, or other instruments of withdrawal or transmit them to the taxpayer until the expiration of 30 days from the date of receipt of the notice by the Commissioner, unless the Commissioner or such official of the Internal Revenue Service as he may designate for the purpose consents in writing to earlier countersignature by the Administration and transmittal to the taxpayer. Upon the expiration of such 30-day period, or prior thereto if the aforesaid consent of the Commissioner has been obtained, the Administration will countersign the check, draft, or other instrument of withdrawal and forward it to the taxpayer.

(c) *Inapplicability to certain transactions.* The provisions of this section shall not be applicable to transactions deemed to be withdrawals by reason of the sale of securities held in the fund for an amount less than the market value thereof at the time of their deposit (see § 2.1-23), nor to the cancellation of an irrevocable commitment deposited in the fund, upon proof satisfactory to the Administration that the terms of such commitment have been fully satisfied.

§ 2.1-11 Time deposits.

Deposits in the construction reserve fund not invested in securities may be placed in time deposits when, in the judgment of the taxpayer, it is desirable and feasible so to do. The taxpayer shall promptly advise the Administration of any time deposit arrangements made with the depository. The Administration reserves the right at any time to require the termination or modification of any such arrangements. With prior approval of the Administration a time deposit may be made in a depository other than the one with which the construction reserve fund is established.

§ 2.1-12 Election as to nonrecognition of gain.

(a) *Election requirements.* As a prerequisite to the nonrecognition of gain on the sale or loss of a vessel (or of a part interest therein) for Federal income tax purposes, the taxpayer, after establishing a construction reserve fund, must make an election with respect to such vessel or interest in the manner set forth in this paragraph.

(1) *In general.* Except as provided in subparagraph (2) of this paragraph, the election must be made in the taxpayer's Federal income tax return (or, in the case of a partnership, in the partnership return of income) for the taxable year in which the gain with respect to the sale or loss of the vessel is realized. The election as to the nonrecognition of gain shall be shown by a statement to that effect, submitted as a part of, and attached to, the return. The statement, which need not be on any prescribed form, shall set forth a computation of the amount of the realized gain, the identity of the vessel, the

nature and extent of the taxpayer's interest therein, whether such vessel was sold or lost and the date of sale or loss, the full sale price or full amount of indemnity, and the amount and date of each payment thereof, the basis for tax purposes and any other data affecting the determination of the realized gain.

(2) *Certain Government payments.* In case a vessel is purchased or requisitioned by the United States, or is lost, in any taxable year and the taxpayer receives payment for the vessel so purchased or requisitioned, or receives from the United States indemnity on account of such loss, subsequent to the end of such taxable year, the taxpayer shall make his election by filing notice thereof with the Commissioner of Internal Revenue, Washington, D.C., 20224, prior to the expiration of 60 days after receipt of the payment or indemnity. The taxpayer shall file a copy of the notice with the Secretary, Federal Maritime Board, Washington, D.C., 20573. The form of the notice of election shall be prepared by the taxpayer and shall be substantially as follows:

ELECTION RELATIVE TO NONRECOGNITION OF GAIN UNDER SECTION 511(c)(2), MERCHANT MARINE ACT, 1936

Pursuant to the provisions of section 511 (c)(2) of the Merchant Marine Act, 1936, as amended, notice is hereby given that the undersigned taxpayer elects that gain in respect of the sale to the United States, or indemnification received from the United States on account of the loss, of the vessel named below or share therein shall not be recognized. The circumstances involved in the computation of such gain are as follows:

Name and other identification of vessel ----
 Nature and extent of the taxpayer's interest in the vessel ----
 Nature of disposition, i.e., sale or loss ----
 Date of disposition ----
 Full sale price or full amount of indemnity received by taxpayer ----
 Amount and date of each payment of sale price or indemnity received by taxpayer ---
 Amount and date of each previous deposit of such payments in construction reserve fund ----
 Identification of each check or other instrument by which payment made to taxpayer ----
 Tax basis of taxpayer's interest in vessel ----
 Any other data affecting the determination of the realized gain ----
 Amount of gain (submit computation) ----
 (Name of taxpayer)
 By ----
 (Date of execution)

§ 2.1-13 Deposit of proceeds of sales or indemnities.

(a) *Manner of deposit.* The deposit required by section 511 of the Act must be made in a construction reserve fund established with a depository or depositories approved by the Administration and subject to the joint control of the Administration and the taxpayer. It is not necessary to establish a separate fund with respect to each vessel or share in a vessel sold or lost.

(b) *Amount of deposit.* With respect to any vessel sold or lost, or a share therein, the deposit must be in an amount equal to the "net proceeds" of

the sale, or the "net indemnity" for the loss. By "net proceeds" and "net indemnity" is meant (1) the depositor's interest in the adjusted basis of the vessel plus (2) the amount of gain which would be recognized for tax purposes in the absence of section 511 of the Act. In determining "net proceeds", the amount necessarily paid or incurred for brokers' commissions is to be deducted from the gross amount of the sales price. In the event the taxpayer is an affiliate or associate of the buyer, the amount of the sales price shall not exceed the fair market value of the vessel or vessels sold as determined by the Administration. In such case the taxpayer shall furnish evidence sufficient, in the opinion of the Administration, to establish that the sales price is not in excess of the fair market value. In determining "net indemnity", the amount necessarily paid or incurred purely for collection, or rate of exchange discounts on the payment, of the indemnity is to be deducted from the gross amount of collectible indemnity. In case of the sale or loss of several vessels or share therein, a deposit of the "net proceeds" or "net indemnity" with respect to one or more of the vessels or shares is permissible. Where several vessels or shares are sold for a lump sum, the "net proceeds" allocated to each vessel or share shall be determined in accordance with any reasonable rule satisfactory to the Commissioner of Internal Revenue. The taxpayer must deposit the full amount of each payment (including cash, notes, or other evidences of indebtedness) as a single deposit in the construction reserve fund. A payment divided between two or more depositories will be regarded as a single deposit. Amounts received by the taxpayer prior to the date of consummation of the sale of the vessel shall be considered as having been received by the taxpayer at the time the sale is consummated.

(c) *Purchase - money obligations.* Where the proceeds from the sale of a vessel include purchase-money obligations, such obligations together with the entire collateral therefor, or, in the case of deposit of the proceeds of a share in the vessel, a proportionate part of the obligations and collateral as determined by the Administration, shall be deposited, with the remainder of the proceeds, in the construction reserve fund as a part of the "net proceeds". The depository shall receive payment of all amounts due on such purchase-money obligations and such amounts shall be placed in the fund in substitution for the portion of the obligations paid. All installments of purchase-money obligations shall be paid directly into the fund by the obligor. In the event any such installment is not so deposited, the Administration, at any time after the due date, may require the taxpayer to deposit an amount equal to such installment. If the taxpayer so desires, he may deposit in the construction reserve fund cash or approved securities in an amount equal to the face value of any purchase-money obligations in lieu of depositing such obligations.

(d) *Vessel subject to mortgage at time of sale or loss.* Where a vessel is subject to a mortgage or other encumbrance at the time of its sale or loss and the taxpayer actually receives only an amount representing the equity therein or a share in such equity corresponding to his share in the vessel, he shall deposit in the construction reserve fund such amount and concurrently therewith other funds in an amount equal to the difference between the amount received and the "net proceeds" or "net indemnity". Such other funds may be in the form of cash, or, subject to the approval of the Administration, (1) interest-bearing securities, or (2) an irrevocable and unconditional commitment to finance the construction or acquisition of a new vessel in whole or in part by an obligor approved by the Administration in an amount equal to the amount by which the "net proceeds" exceed the cash or securities deposited in the fund.

(e) *Unauthorized deposits.* A deposit which is not provided for by section 511 of the Act shall, without unreasonable delay, be withdrawn from the fund and tax liability will be determined as though such deposit had not been made. (See §§ 2.1-10 and 2.1-24.)

§ 2.1-14 Deposit of earnings and receipts.

(a) *Earnings.* A citizen may deposit all or any part of earnings derived from the operation, within the scope of § 2.1-3, of a vessel or vessels owned either by himself or any other person, if such earnings are intended for construction or acquisition of new vessels. Such earnings may include payments received by an owner, as compensation for use of his vessel, from other persons by whom it is so operated. Earnings from other sources may not be deposited. The earnings from operation of vessels which are eligible for deposit are the net earnings determined without regard to any deduction for depreciation, obsolescence, or amortization with respect to such vessels.

(b) *Receipts.* Receipts from deposited funds, in the form of interest or otherwise, may be deposited.

§ 2.1-15 Time for making deposits.

(a) *Proceeds of sale or indemnification.* Deposits of amounts representing proceeds of the sale or indemnification for loss of a vessel or share therein must be made within 60 days after receipt by the taxpayer.

(b) *Earnings and receipts.* Earnings and receipts for the taxable year may be deposited at any time. (See § 2.1-14.)

§ 2.1-16 Tax liability as to earnings deposited.

Deposit in the construction reserve fund of earnings from the operation of a vessel or vessels, or receipts, in the form of interest or otherwise, with respect to amounts previously deposited does not exempt the taxpayer from tax liability with respect thereto nor postpone the time such earnings or receipts are includible in gross income. Earnings and receipts deposited in a construction reserve fund established in accordance with the provisions of section 511

of the Act and the regulations in this part will be deemed to have been accumulated for the reasonable needs of the business within the meaning of part 1 (section 531 and following), subchapter G, chapter 1 of the Internal Revenue Code of 1954, so long as the requirements of section 511 of the Act and the regulations in this part are satisfied relative to the use of the fund in the construction, reconstruction, reconditioning, or acquisition of new vessels, or for the liquidation of purchase-money indebtedness on such vessels. For incurrence of tax liability due to noncompliance with the requirements of section 511 of the Act and the regulations in this part with respect to deposits in the construction reserve fund, see the provisions of § 2.1-23.

§ 2.1-17 Basis of new vessel.

The basis for determining gain or loss and for depreciation for the purpose of the Federal income tax with respect to a new vessel constructed, reconstructed, reconditioned, or acquired by the taxpayer, or with respect to which purchase-money indebtedness is liquidated as provided in section 511(g) of the Act, with funds deposited in the construction reserve fund, is reduced by the amount of the unrecognized gain represented in the funds allocated under the provisions of the regulations in this part to the cost of such vessel. (See § 2.1-18.)

§ 2.1-18 Allocation of gain for tax purposes.

(a) *General rules of allocation.* As provided in § 2.1-17, if amounts on deposit in a construction reserve fund are expended, obligated, or withdrawn for construction, reconstruction, reconditioning, or acquisition of new vessels, or for the liquidation of purchase-money indebtedness of such vessels, the portion thereof which represents gain shall be applied in reduction of the basis of such new vessels. The rules set forth below in this paragraph shall apply in allocating the unrecognized gain to the amounts so expended, obligated, or withdrawn:

(1) If the "net proceeds" of a sale or "net indemnity" in respect of a loss are deposited in more than one deposit, the portion thereof representing unrecognized gain shall be considered as having been deposited first.

(2) Amounts expended, obligated, or withdrawn from the construction reserve fund shall be applied against amounts deposited in the order of deposit.

(3) If any deposit consists in part of gain not recognized under section 511(c) of the Act, then any expenditure, obligation, or withdrawal applied against such deposit shall be considered to consist of gain in the same proportion that the part of the deposit which constitutes gain bears to the total amount of the deposit.

(b) *Date of obligation.* The date funds are obligated under a contract for the construction, reconstruction, reconditioning, or acquisition of new vessels, or for the liquidation of purchase-money indebtedness on such vessels, rather than the date of payment from the fund, will determine the order of application against the deposits in the fund. When a contract for the construction, reconstruction, reconditioning, or acquisition

of new vessels, or for the liquidation of purchase-money indebtedness on such vessels is entered into, amounts on deposit in the construction reserve fund will be deemed to be obligated to the extent of the amount of the taxpayer's liability under the contract. Deposits will be deemed to be so obligated in the order of deposit, each new contract obligating the earliest deposit not previously expended, obligated, or withdrawn. If the liability under the contract exceeds the amount in the construction reserve fund, the contract will be deemed to obligate, to the extent of that part of such excess not otherwise satisfied, the earliest deposit or deposits thereafter made.

(c) *Illustration.* The foregoing rules are illustrated in the following example:

Example. (1) A taxpayer who makes his returns on the calendar year basis sells a vessel in 1963 for \$1,000,000, realizing a gain of \$400,000. Payment of \$100,000 is received in March 1963 when the contract is signed, and the balance of \$900,000 is received in June 1963 on delivery of the vessel. The \$1,000,000 is deposited in a construction reserve fund in July 1963. In December 1963, the taxpayer also deposits \$150,000, representing earnings of that year. In 1964, he sells another vessel for \$1,000,000, realizing a gain of \$250,000. The sale price of \$1,000,000 is received on delivery of the vessel in February 1964, and deposited in the construction reserve fund in March 1964. In September 1964, the taxpayer purchases for cash out of the construction reserve fund a new vessel for \$1,750,000. To the cost of this vessel must be allocated the 1963 deposits of \$1,000,000 and \$600,000 of the March 1964 deposit. This leaves in the fund \$400,000 of the March 1964 deposit. The amount of the unrecognized gain to be applied against the basis of the new vessel is \$550,000, computed as follows: Gain of \$400,000 represented in the 1963 deposits, plus the same proportion of the \$250,000 gain represented in the March 1964 deposit (\$1,000,000) which the amount (\$600,000) allocated to the vessel is of the amount of the deposit, i.e., \$400,000 plus \$600,000/1,000,000 of \$250,000 or \$150,000, a total of \$550,000. This reduces the basis of the new vessel to \$1,200,000 (\$1,750,000 less \$550,000).

(2) In 1965, the taxpayer sells a third vessel for \$3,000,000, realizing a gain of \$900,000. The \$3,000,000 is received and deposited in the construction reserve fund in June 1965, making a total in the fund of \$3,400,000. In December 1965, the taxpayer contracts for the construction of a second new vessel to cost a maximum of \$3,200,000, thereby obligating that amount of the fund, and in June 1966, receives permission to withdraw the unobligated balance amounting to \$200,000. To the cost of the second new vessel must be allocated the \$400,000 balance of the March 1964 deposit and \$2,800,000 of the June 1965 deposit. The unrecognized gain to be applied against the basis of such new vessel is that proportion of the gain represented in each deposit which the portion of the deposit allocated to the vessel bears to the amount of such deposit, i.e., 400,000/1,000,000 of \$250,000, or \$100,000 plus 2,800,000/3,000,000 of \$900,000, or \$840,000 making a total of \$940,000. The \$200,000 withdrawal is applied against the June 1965 deposit and the portion thereof which represents gain will be recognized as income for 1965, the year in which realized. The computation of the recognized gain is as follows: 200,000/3,000,000 of \$900,000, or \$60,000.

§ 2.1-19 Requirements as to new vessels.

(a) *Requirements.* For the purposes of section 511 of the Act and the regulations in this part, the new vessel must be—

(1) Documented under the laws of the United States when it is acquired by the taxpayer, or the taxpayer must agree that when acquired it will be documented under the laws of the United States;

(2) (i) Constructed in the United States after December 31, 1939, or (ii) its construction has been financed under Title V or Title VII of the Act, or (iii) its construction has been aided by a mortgage insured under Title XI of the Act; and

(3) Either (i) of such type, size, and speed as the Administration determines to be suitable for use on the high seas or Great Lakes in carrying out the purposes of the Act, but of not less than 2,000 gross tons or of less speed than 12 knots, except that a particular vessel may be of lesser tonnage or speed if the Administration determines and certifies that the particular vessel is desirable for use by the United States in case of war or national emergency, or (ii) constructed to replace a vessel or vessels requisitioned or purchased by the United States, in which event it must be of such type, size, and speed as to constitute a suitable replacement for the vessel requisitioned or purchased, but if a vessel already built is acquired to replace a vessel or vessels requisitioned or purchased by the United States, such vessel must meet the requirements set forth in subdivision (i) of this subparagraph. Ordinarily, under subdivision (i) of this subparagraph, a vessel constructed more than five years before the date on which deposits in a construction reserve fund are to be expended or obligated for acquisition of such vessel will not be considered suitable for use in carrying out the purpose of the Act, except that the five-year age limitation provided above in this sentence shall not apply to a vessel to be reconstructed before being placed in operation by the taxpayer.

(b) *Time of construction.* A vessel will be deemed to be constructed after December 31, 1939, only if construction was commenced after that date. Subject to the provisions of this section, a new vessel may be newly built for the taxpayer, or may be acquired after it is built.

(c) *Replacement of vessels.* It is not necessary that vessels shall be replaced vessels for vessel. The new vessels may be more or less in number than the replaced vessels, provided the other requirements of this section are met.

§ 2.1-20 Obligation of deposits.

(a) *Time for obligation.* Within three years from the date of any deposit in a construction reserve fund, unless extension is granted as provided in § 2.1-22, such deposit must be obligated under a contract for the construction or acquisition of a new vessel or vessels (or in the discretion of the Administration for a share therein), with not less than 12½ percent of the construction or contract

price of the entire vessel or vessels actually paid or irrevocably committed on account thereof or must be expended or obligated for the liquidation of existing or subsequently incurred purchase-money indebtedness to persons other than a parent company of, or a company affiliated or associated with, the mortgagor on a new vessel or vessels. Amounts on deposit in a construction reserve fund will be deemed to be obligated for expenditure when a binding contract of construction or acquisition has been entered into or when purchase-money indebtedness has been incurred and, if obligated under a contract of construction or acquisition, will be deemed to be irrevocably committed when due and payable in accordance with the terms of the contract of construction or acquisition.

(b) *Requirements for obligation.* Unless otherwise authorized by the Administration, contracts for the construction of new vessels must be for a fixed price, or provide for a base price that may be adjusted for changes in labor and material costs not exceeding 15 percent of the base price. The fixed or base price, as the case may be, shall be fair and reasonable as determined by the Maritime Administration. Any financial or other interests between the taxpayer and the contractor shall be disclosed to the Administration by the taxpayer. Plans and specifications for the new vessel or vessels must be approved by the Administration to the extent it deems necessary. A deposit in a construction reserve fund may be expended or obligated for expenditure for procurement under an acquisition or construction contract of a part interest in a new vessel or vessels only after obtaining the written consent of the Administration. The granting of such consent shall be entirely in the discretion of the Administration and it may impose such conditions with respect thereto as it may deem necessary or advisable for the purpose of carrying out the provisions of section 511 of the Act. Applications for such consent shall be executed in triplicate, and, together with eight conformed copies thereof, filed with the Administration.

§ 2.1-21 Period for construction of certain vessels.

A new vessel constructed otherwise than under the provisions of Title V of the Act, and not purchased from the Administration must, within six months from the date of the construction contract, or within the period of any extension, be completed to the extent of not less than 5 percent as estimated by the Administration and certified by it to the Secretary of the Treasury. In case of a contract covering more than one vessel it will be sufficient if one of the vessels is 5 percent completed within the six months' period from the date of the contract or within the period of any extension, and so certified. All construction must be completed with reasonable dispatch as determined by the Administration. If, for causes within the control of the taxpayer, the entire construction is not completed with reasonable

dispatch, the Administration will so certify to the Secretary of the Treasury. For the effect of such certification, see § 2.1-23.

§ 2.1-22 Time extensions for expenditure or obligation.

(a) *Extensions.* The Administration, upon application and a showing of proper circumstances, (1) may allow an extension of time within which deposits shall be expended or obligated, not to exceed one year, and upon a second application received before the expiration of the first extension, may allow an additional extension not to exceed one year, and (2) may allow an extension or extensions of time within which five percent of the construction shall have been completed as provided in § 2.1-21 not to exceed one year in the aggregate, and (3) may allow any other extensions that may be provided by amendment to the Act.

(b) *Application required.* A taxpayer seeking an extension of time shall make application therefor, and transmit it with an appropriate statement of the circumstances, including the reasons justifying the requested extension or extensions, and appropriate documents in substantiation of the statement, to the Administration. The Administration will notify the Commissioner of Internal Revenue of any extension granted. In case an application for extension is denied, the taxpayer will be liable for delay as though no application had been made.

§ 2.1-23 Noncompliance with requirements.

(a) *Noncompliance.* The amount of the gain which is that portion of the construction reserve fund otherwise constituting taxable income under the law applicable to the taxable year in which such gain was realized shall be included in the taxpayer's gross income for such taxable year for income or excess-profits tax purposes, if—

(1) A portion of such fund is withdrawn for purposes other than—

(i) The construction, reconstruction, reconditioning, or acquisition of a new vessel; or

(ii) The liquidation of existing or subsequently incurred purchase-money indebtedness to persons other than a parent company of, or a company affiliated or associated with, the mortgagor on a new vessel or vessels; or

(2) The taxpayer fails to comply with the requirements of section 511 of the Act or the regulations in this part relating to the utilization of construction reserve funds in the construction, reconstruction, reconditioning, or acquisition of a new vessel, or the liquidation of purchase-money indebtedness on such a vessel.

If securities on deposit in a construction reserve fund are sold and the amount placed in the fund in lieu thereof is less than the market value of the securities at the time of their deposit, the difference between such market value and the amount placed in the fund in lieu of the securities will be deemed to have been withdrawn. With respect to the substitution of new financing in the case of an

irrevocable commitment, see paragraph (d) of § 2.1-13.

(b) *Amount recognized.* In the event of noncompliance with the prescribed conditions relative to any contract for construction, reconstruction, reconditioning, or acquisition of new vessels, or for the liquidation of purchase-money indebtedness on such vessels, recognition will extend to the entire amount of the gain represented in that portion of the construction reserve fund obligated under such contract. Thus, if the Administration determines and certifies to the Secretary of the Treasury that for causes within the control of the taxpayer construction under a contract is not completed with reasonable dispatch, the entire amount of the gain represented in the portion of the construction reserve fund obligated under the contract will be recognized even though all other conditions have been satisfied. In case of noncompliance with the requirements of section 511 of the Act or the regulations in this part, see the provisions of § 2.1-18 as to the allocation of gain.

(c) *Unreasonable accumulation.* Noncompliance with the provisions of section 511 of the Act or the regulations in this part relative to the utilization of the deposited amounts may also, inasmuch as the provision of section 511(f) of the Act is then inapplicable, warrant an examination to ascertain whether such amounts constitute an unreasonable accumulation of earnings and profits within the meaning of part I (section 531 and following), subchapter G, chapter 1 of the Internal Revenue Code of 1954, or corresponding provisions of prior law. If amounts are deposited and the fund maintained in good faith for the purpose of construction, reconstruction, reconditioning, and acquisition of new vessels, or for the liquidation of purchase-money indebtedness on such vessels, such amounts will be deemed to have been accumulated for the reasonable needs of the business.

§ 2.1-24 Extent of tax liability.

(a) *Declared value excess-profits tax.* Gain which is includible in gross income under § 2.1-23 shall be included in gross income for all income and excess-profits tax purposes, but not for the purposes of the declared value excess-profits tax and the capital stock tax as provided in section 511(d) of the Act. In lieu of any adjustment with respect to such declared value excess-profits tax, there is imposed for any taxable year ending on or before June 30, 1945, in which the gain is realized an additional tax of 1.1 percent of the amount of the gain. No additional capital stock tax liability is incurred.

(b) *Improper deposits.* In the case of deposits in the construction reserve fund of amounts derived from sources other than those specified in section 511 of the Act, or in the case of failure to deposit an amount equal to the "net proceeds" or "net indemnity" within the period prescribed in section 511(c) of the Act and § 2.1-15, the taxpayer obtains no suspension or postponement of any tax liability and the tax is collectible without regard to the provisions of section 511(c) of the Act.

(c) *Time for filing claim subsequent to election under section 511(c) (2).* If an election is made under section 511(c) (2) of the Act, and paragraph (a) (2) of § 2.1-12, and if computation or recomputation in accordance therewith is otherwise allowable but is prevented, on the date of filing of notice of such election, or within six months thereafter, by any statute of limitation, such computation or recomputation nevertheless shall be made notwithstanding such statute if a claim therefor is filed within six months after the date of making such election. If as the result of such computation or recomputation an overpayment is disclosed, a claim for refund on Form 843 should also be filed within such six months' period.

§ 2.1-25 Assessment and collection of deficiencies.

Any additional tax, including the 1.1 percent amount imposed by section 511(i) of the Act, due on account of withdrawal from a construction reserve fund, or failure to comply with section 511 of the Act or the regulations in this part, is collectible as a deficiency. Interest upon such deficiency will run from the date the withdrawal or noncompliance occurs. The amount of any deficiency, including interest and additions to the tax, determined as a result of such withdrawal or noncompliance, may be assessed, or a proceeding in court for the collection thereof may be begun without assessment, at any time and without regard to any period of limitations or any other provisions of law or rule of law, including the doctrine of res judicata.

§ 2.1-26 Reports by taxpayers.

(a) *Information required.* With each income tax return filed for a taxable year during any part of which a construction reserve fund is in existence the taxpayer shall submit a statement setting forth a detailed analysis of such fund. The statement, which need not be on any prescribed form, shall include the following information with respect to the construction reserve fund:

(1) The actual balance in the fund at the beginning and end of the taxable year;

(2) The date, amount, and source of each deposit during the taxable year;

(3) If any deposit referred to in subparagraph (2) of this paragraph consists of proceeds from the sale, or indemnification of loss, of a vessel or share thereof, the amounts of the unrecognized gain;

(4) The date, amount, and purpose of each expenditure or withdrawal from the fund; and

(5) The date and amount of each contract, under which deposited funds are deemed to be obligated during the taxable year, for the construction, reconstruction, reconditioning, or acquisition of new vessels, or for the liquidation of purchase-money indebtedness on such vessels, and the identification of such vessels.

(b) *Records required.* Taxpayers shall keep such records and make such additional reports as the Commissioner of Internal Revenue or the Administration may require.

§ 2.1-27 Controlled corporation.

For the purpose of section 511 of the Act and the regulations in this part a new vessel is considered as constructed, reconstructed, reconditioned, or acquired by the taxpayer if constructed, reconstructed, reconditioned, or acquired by a corporation at a time when the taxpayer owns not less than 95 percent of the total number of shares of each class of stock of the corporation.

§ 2.1-28 Administrative jurisdiction.

Sections 2.1-3 to 2.1-11, inclusive, §§ 2.1-13 to 2.1-15, inclusive, and §§ 2.1-19 to 2.1-22, inclusive, deal primarily with matters under the jurisdiction of the Administration. Sections 2.1-12, 2.1-16 to 2.1-18, inclusive, and §§ 2.1-23 to 2.1-27, inclusive, deal primarily with matters under the jurisdiction of the Commissioner of Internal Revenue. Generally, matters relating to the establishment, maintenance, expenditure, and use of construction reserve funds and the construction, reconstruction, reconditioning, or acquisition of new vessels are under the jurisdiction of the Administration; and matters relating to the determination, assessment, and collection of taxes are under the jurisdiction of the Commissioner of Internal Revenue. Correspondence should be addressed to the particular authority having jurisdiction in the matter.

[F.R. Doc. 64-9632; Filed, Sept. 22, 1964; 8:50 a.m.]

§ 7.35 Gettysburg National Military Park.

(b) *Closed avenues.* Upon the posting of appropriate signs, the following avenues of Gettysburg National Military Park are closed to entry by vehicles between the hours of 10 p.m. and 6 a.m., local time: Except that this restriction shall not apply to vehicles of National Park Service personnel, vehicles of persons living on park lands and of guests of such persons, and vehicles on official business of the local, State, or Federal Governments:

- South Confederate Avenue.
- Cross Avenue.
- Detrobiand Avenue.
- Crawford Avenue.
- Brook Avenue.
- Sickles Avenue (except those portions north of Wheatfield Road).
- Sykes Avenue.
- Ayres Avenue.
- Wright Avenue.
- Warren Avenue.
- Slocum Avenue.
- Williams Avenue.
- Geary Avenue.
- East Confederate Avenue.
- Colgrove Avenue.
- Carman Avenue.
- Berdan Avenue.

* * * * *

KITTRIDGE A. WING,
Superintendent,
Gettysburg National Military Park.

[F.R. Doc. 64-9600; Filed, Sept. 22, 1964; 8:45 a.m.]

control zone and transition area at Dillon, Montana.

The proposed Dillon control zone would be designated to comprise that airspace within a 5-mile radius of Dillon Airport, Dillon, Montana (latitude 45°15'00" N., longitude 112°33'00" W.).

The proposed Dillon transition area would be designated to comprise that airspace extending upward from 700 feet above the surface within a 6-mile radius of Dillon Airport, Dillon, Montana (latitude 45°15'00" N., longitude 112°33'00" W.); and within 2 miles each side of the Dillon VOR 025° radial extending from the 6-mile radius area to 10 miles NE of the RBN, and that airspace extending upward from 1200 feet above the surface within 10 miles E and 7 miles W of the Dillon VOR 168° and 348° radials extending from 20 miles S to 4 miles N of the VOR; and within 8 miles W and 5 miles E of the Dillon VOR 024° and 204° radials extending from 15 miles NE to 1 mile SW of the VOR.

The floors of the airways which would traverse the transition area proposed herein would automatically coincide with the floors of the transition area. The proposed control zone and transition areas would provide protection for aircraft executing prescribed instrument approach and departure procedures at Dillon Airport. Certain minor revisions to prescribed instrument procedures would be effected in conjunction with the actions proposed herein, but operational complexity would not be increased nor aircraft performance adversely affected.

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

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Director, Central Region, ATTN: Chief, Air Traffic Division, Federal Aviation Agency, 4825 Troost Avenue, Kansas City, Missouri, 64110. All communications received within forty-five days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Regional Air Traffic Division Chief. Any data, views or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The public Docket will be available for examination by interested persons in the office of the Regional Counsel, Federal Aviation Agency, 4825 Troost Avenue, Kansas City, Missouri, 64110.

DEPARTMENT OF THE INTERIOR

National Park Service

[36 CFR Part 7]

GETTYSBURG NATIONAL MILITARY PARK, PENNSYLVANIA

Closing of Certain Avenues

Notice is hereby given that pursuant to the authority contained in section 3 of the Act of August 25, 1916 (39 Stat. 535; 16 U.S.C. 3), 245 DM-1 (28 F.R. 915), National Park Service Order No. 14 (19 F.R. 8824), Regional Director, Region Five, Order No. 3 (22 F.R. 1496), as amended, it is proposed to amend § 7.35 of Title 36, Code of Federal Regulations, as is set forth below. The purpose of this amendment is to reduce the incidence of vandalism, poaching, and unlawful acts occurring in certain areas of the Park during the hours of darkness.

It is the policy of the Department of the Interior whenever practicable, to afford the public an opportunity to participate in the rule making process. Accordingly, interested persons may submit written comments, suggestions, or objections with respect to the proposed amendment to the Superintendent, Gettysburg National Military Park, Gettysburg, Pennsylvania, within 30 days of the date of publication of this notice in the FEDERAL REGISTER.

Section 7.35 is amended by addition of a new subparagraph (b) reading as follows:

DEPARTMENT OF COMMERCE

Maritime Administration

[46 CFR Part 287]

CONSTRUCTION RESERVE FUND

CROSS REFERENCE: For a document setting forth proposed regulations under section 511 of the Merchant Marine Act, 1936, as amended, prescribed jointly by the Department of Commerce, Maritime Administration, and the Department of the Treasury, see Department of the Treasury, Internal Revenue Service, F.R. Doc. 64-9632, *supra*.

FEDERAL AVIATION AGENCY

[14 CFR Part 71 [New]]

[Airspace Docket No. 64-CE-47]

CONTROL ZONE AND TRANSITION AREA

Proposed Designation

The Federal Aviation Agency is considering an amendment to Part 71 [New] of the Federal Aviation Regulations to designate controlled airspace at Dillon, Montana.

Having completed a comprehensive review of airspace requirements at Dillon, Montana, including studies attendant to the implementation of the provisions of Amendments 60-21 and 60-29 of Part 60 of the Civil Air Regulations, the Federal Aviation Agency proposes to establish a

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

Issued at Kansas City, Missouri, on September 15, 1964.

EDWARD C. MARSH,
Director, Central Region.

[F.R. Doc. 64-9609; Filed, Sept. 22, 1964;
8:47 a.m.]

[14 CFR Part 71 [New]]

[Airspace Docket No. 64-CE-48]

CONTROL ZONE AND TRANSITION AREA

Proposed Alteration

The Federal Aviation Agency is considering an amendment to Part 71 [NEW] of the Federal Aviation Regulations to alter controlled airspace in the Lewistown, Montana, terminal area.

The Lewistown control zone is presently designated as that airspace within a 5-mile radius of Lewistown Airport (latitude 47°03'00" N., longitude 109°28'30" W.), and within 2 miles either side of the Lewistown VOR 090° radial, extending from the 5-mile radius zone to the VOR. The Lewistown transition area is presently designated as that airspace extending upward from 1,200 feet above the surface within 10 miles S and 7 miles N of the Lewistown VOR 289° and 109° radials, extending from 9 miles E to 20 miles W of the VOR, excluding the airspace within Federal airways.

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

1. Redesignate the Lewistown control zone as that airspace within a 5-mile radius of Lewistown Airport (latitude 47°02'39" N., longitude 109°28'15" W.) and within 2 miles either side of Lewistown VOR 090° radial, extending from the 5-mile radius zone to the VOR.

2. Redesignate the Lewistown transition area as that airspace extending upward from 700 feet above the surface within a 7-mile radius of the Lewistown Municipal Airport; and within 2 miles each side of the Lewistown VOR 104° and 289° radials extending from 19 miles E to 8 miles W of the VOR; and that airspace extending upward from 1200 feet above the surface within 5 miles N and 8 miles S of the Lewistown VOR 109° and 289° radials extending from 7 miles E to 13 miles W of the VOR and within the area W of Lewistown VOR bounded on the S by a line 5 miles S and parallel to the Lewistown VOR 259° radial, on the W by the arc of a 30-mile radius circle centered on the Lewistown VOR, and on the N by a line 5 miles N of and parallel to the Lewistown VOR 289° radial.

The proposed control zone alteration is necessary to correct the geographical coordinates of the Lewistown Airport.

The controlled airspace to be provided by the proposed transition area with a 700 foot floor is required to provide protection for aircraft executing prescribed instrument approach procedures at

Lewistown when the aircraft are descending from 1500 feet to 1000 feet above the surface and also to provide protection for aircraft departing Lewistown when the aircraft are climbing from 700 feet to 1200 feet above the surface. The proposed transition area with a 1200 foot floor is required to provide protection for aircraft executing prescribed instrument holding, approach, departure and jet penetration procedures within the Lewistown terminal area.

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

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

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Director, Central Region, ATTN: Chief, Air Traffic Division, Federal Aviation Agency, 4825 Troost Avenue, Kansas City, Missouri, 64110. All communications received within forty-five days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Regional Air Traffic Division Chief. Any data, views or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The public Docket will be available for examination by interested persons in the office of the Regional Counsel, Federal Aviation Agency, 4825 Troost Avenue, Kansas City, Missouri, 64110.

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

Issued at Kansas City, Missouri, on September 15, 1964.

EDWARD C. MARSH,
Director, Central Region.

[F.R. Doc. 64-9610; Filed, Sept. 22, 1964;
8:47 a.m.]

[14 CFR Part 71 [New]]

[Airspace Docket No. 64-SO-55]

CONTROL AREA EXTENSION, CONTROL ZONE AND TRANSITION AREA

Proposed Revocation, Alteration and Designation

The Federal Aviation Agency is considering amendments to Part 71 (New)

of the Federal Aviation Regulations which would revoke the control area extension, alter the control zone and designate a transition area at Greenwood, Mississippi.

The Greenwood, Mississippi, control area extension is presently described as that airspace within 6 miles either side of the Greenwood VOR 066° and 246° radials extending from 20 miles southwest to 20 miles northeast of the VOR.

The Greenwood, Mississippi, control zone is presently designated as that area within a 5-mile radius of Greenwood Municipal Airport (latitude 33°29'50" N., longitude 90°11'50" W.) and within 2 miles each side of the Greenwood VOR 066° and 246° radials, extending from the 5-mile radius zone to 10 miles southwest of the VOR.

The Federal Aviation Agency, having completed a comprehensive review of the terminal airspace structure requirements in the Greenwood, Mississippi, terminal area, including studies attendant to the implementation of the provisions of CAR Amendments 60-21/60-29 (26 F.R. 570 and 27 F.R. 4012), proposes the airspace actions hereinafter set forth.

1. The Greenwood, Mississippi, control area extension would be revoked.

2. The Greenwood, Mississippi, control zone would be redescribed as that area within a 5-mile radius of the Greenwood Municipal Airport (latitude 33°29'56" N., longitude 90°11'48" W.).

3. A Greenwood, Mississippi, transition area would be described as that airspace extending upward from 700 feet above the surface within 2 miles each side of the Greenwood VOR 243° and 063° radials extending from the Greenwood control zone to 8 miles southwest of the VOR; that airspace extending upward from 1200 feet above the surface within 8 miles southeast and 5 miles northwest of the Greenwood VOR 243° and 063° radials extending from 5 miles northeast of the VOR to 12 miles southwest and within 5 miles each side of the Greenwood VOR 063° radial extending from 5 miles northeast of the VOR to 18 miles northeast.

The proposed control zone is necessary to protect prescribed instrument approach and departure procedures. The proposed transition area is necessary to protect prescribed instrument departure procedures, holding patterns, missed approaches and a procedure turn maneuvering area.

The floors of airways which traverse the transition area proposed herein would automatically coincide with the floors of the transition area.

Certain minor revisions to prescribed instrument procedures would be effected in conjunction with the actions proposed herein, but operational complexities would not be increased nor would aircraft performance characteristics or present landing minimums be adversely affected. Specific details of these changes to procedures may be examined by contacting the Chief, Airspace Utilization Branch, Air Traffic Division, Federal Aviation Agency, Southern Region.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be

submitted in duplicate to the Director, Southern Region, Attn: Chief, Air Traffic Division, Federal Aviation Agency, P. O. Box 20636, Atlanta, Georgia, 30320. All communications received within thirty days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Chief, Air Traffic Division. 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 Southern Regional Office, Federal Aviation Agency, Room 724, 3400 Whipple Street, East Point, Georgia.

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

Issued in East Point, Georgia, on September 16, 1964.

A. O. BASNIGHT,
Director, Southern Region.

[F.R. Doc. 64-9611; Filed, Sept. 22, 1964; 8:47 a.m.]

[14 CFR Part 71 [New]]

[Airspace Docket No. 64-CE-36]

FEDERAL AIRWAY

Proposed Designation

Notice is hereby given that the Federal Aviation Agency is considering an amendment to Part 71 [New] of the Federal Aviation Regulations that would establish a Federal airway between Dunoir, Wyo., and Billings, Mont.

Interested persons are invited to participate in the making of the proposed rule by submitting such written data, views, or arguments as they may desire. Communications should identify the airspace docket number and be submitted in triplicate to the Director, Central Region, Attn: Chief, Air Traffic Division, Federal Aviation Agency, 4825 Troost Avenue, Kansas City, Mo., 64110. All communications received within 30 days after publication of the Notice in the FEDERAL REGISTER will be considered by the Administrator before taking action on the proposed rule. 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, 800 Independence Avenue SW., Washington, D.C., 20553 for examination by interested persons. An informal docket will also be available for examination at the office of the Regional Air Traffic Division Chief.

The Federal Aviation Agency is considering a proposal submitted by the Air Transport Association of America to designate a VOR Federal airway from Dunoir, Wyo., direct to Billings, Mont. Scheduled air carrier service is presently

provided between Jackson, Wyo., and Billings, Mont. These aircraft have been operating over the segment of Intermediate Altitude Federal airway No. 1551 between Dunoir, Wyo., and Billings, Mont., however all Intermediate Altitude Federal airways were revoked, effective with the adoption of the two-level airway/route system on September 17, 1964. This proposed airway would replace the segment of Intermediate Altitude Federal airway No. 1551 utilized by scheduled air carrier aircraft.

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

Issued in Washington, D.C., on September 17, 1964

H. B. HELSTROM,
Acting Chief, Airspace Regulations
and Procedures Division.

[F.R. Doc. 64-9612; Filed, Sept. 22, 1964; 8:47 a.m.]

[14 CFR Part 71 [New]]

[Airspace Docket No. 64-SO-22]

FEDERAL AIRWAY SEGMENT AND REPORTING POINT

Proposed Revocation

Notice is hereby given that the Federal Aviation Agency proposes an amendment to Part 71 [New] of the Federal Aviation Regulations which would revoke a segment of Blue Federal airway No. 48 between the Key West, Fla., radio beacon and the Gulfstream Intersection, and which would revoke the Marathon, Fla., radio beacon as a low altitude reporting point.

Interested persons may participate in the proposed rule making by submitting such written data, views, or arguments as they may desire. Communications should identify the airspace docket number and be submitted in triplicate to the Director, Southern Region, Attn: Chief, Air Traffic Division, Federal Aviation Agency, Post Office Box 20636, Atlanta, Ga., 30320. All communications received within 45 days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. The proposal contained in this notice may be changed in the light of comments received.

An official docket will be available for examination by interested persons at the Federal Aviation Agency, Office of the General Counsel: Attn: Rules Docket, 800 Independence Avenue SW., Washington, D.C. An informal docket also will be available for examination at the office of the Regional Air Traffic Division Chief.

Blue Federal airway No. 48 is designated in part from the Key West radio beacon via the Marathon radio beacon to the Gulfstream Intersection (intersection of the 077° bearing from the Marathon radio beacon and the 153° bearing from the Miami, Fla., radio beacon). The Federal Aviation Agency is considering the revocation of this airway segment and the Marathon radio beacon, low altitude reporting point.

The latest Federal Aviation Agency IFR peak day airway traffic survey shows no aircraft movements on this segment of Blue 48. Therefore, it appears that this airway segment is unjustified as an assignment of airspace and that it should be revoked. The Marathon radio beacon, low altitude reporting point, is no longer required for air traffic control service.

These amendments are proposed under section 307(a) of the Federal Aviation Act of 1958 (49 U.S.C. 1348).

Issued in Washington, D.C., on September 17, 1964.

H. B. HELSTROM,
Acting Chief, Airspace Regulations
and Procedures Division.

[F.R. Doc. 64-9613; Filed, Sept. 22, 1964; 8:48 a.m.]

[14 CFR Part 71 [New]]

[Airspace Docket No. 64-CE-44]

TRANSITION AREA

Proposed Alteration

The Federal Aviation Agency is considering an amendment to Part 71 [New] of the Federal Aviation Regulations to alter controlled airspace in the Detroit, Michigan, transition area.

The Detroit, Michigan, transition area is presently designated as:

That airspace extending upward from 700 feet above the surface within an 8-mile radius of Detroit Metropolitan Wayne County Airport (latitude 42°13'05" N., longitude 83°21'00" W.), within an 8-mile radius of Willow Run Airport (latitude 42°14'05" N., longitude 83°31'45" W.), within 2 miles each side of the Metropolitan Wayne County Airport ILS localizer SW course, extending from the 8-mile radius area to 8 miles SW of the OM, and within 2 miles each side of Willow Run VOR 047° radial, extending from the 8-mile radius area to 10 miles NE of the Ford RBN, excluding the portion within the Grosse Ile, Michigan, control zone; and that airspace extending upward from 1200 feet above the surface bounded on the W by longitude 84°05'00" W., on the N by latitude 42°46'00" N., on the E by the E boundary of V-42 E alternate and the United States/Canadian border, and on the S by a line from latitude 41°45'05" N., longitude 84°05'00" W., to latitude 41°45'30" N., longitude 83°19'45" W., to latitude 41°50'39" N., longitude 83°08'47" W., to latitude 41°45'30" N., longitude 83°03'30" W., to the United States/Canadian border at latitude 41°45'30" N., longitude 82°51'00" W.

The Federal Aviation Agency, having completed a review of the designation of controlled airspace in the Detroit, Michigan, terminal area, has under consideration the following airspace action:

Alter the transition area in the Detroit, Michigan, terminal area by redesignating it as the airspace extending upward from 700 feet above the surface within an 8-mile radius of Detroit Metropolitan Wayne County Airport (latitude 42°13'05" N., longitude 83°21'00" W.), and within an 8-mile radius of Willow Run Airport (latitude 42°14'05" N., longitude 83°31'45" W.), and within 2 miles each side of the Metropolitan Wayne County Airport ILS localizer SW course, extending from the 8-mile radius area to 8 miles SW of the OM, and within 2 miles each side of Willow Run VOR 047° radial, ex-

tending from the 8-mile radius area to 10 miles NE of the Ford RBN, and within 2 miles each side of the Windsor, Ontario, ILS localizer SW course extending from the Detroit Metropolitan Wayne County Airport 8-mile radius to the United States/Canadian border, excluding the portion within the Grosse Ile, Michigan, control zone; and that airspace extending upward from 1200 feet above the surface bounded on the W by longitude 84°05'00" W., on the N by latitude 42°46'00" N., on the E by the E boundary of V-42 E alternate and the United States/Canadian border, and on the S by a line from latitude 41°45'05" N., longitude 84°05'00" W., to latitude 41°45'30" N., longitude 83°19'45" W., to latitude 41°50'39" N., longitude 83°08'47" W., to latitude 41°45'30" N., longitude 83°03'30" W., to the United States/Canadian border at latitude 41°45'30" N., longitude 82°51'00" W.

The proposed alteration adds an extension to the east to provide protection for aircraft executing that portion of the prescribed Windsor, Ontario back-course ILS RWY 07 approach procedure conducted beyond the limits of the Windsor Control Zone and below the base of the 1200 foot transition area.

No revisions to prescribed instrument procedures would accompany the actions proposed herein. Therefore, operational complexities, aircraft performance characteristics and established landing minimums would not be affected.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Director, Central Region, Attn: Chief, Air Traffic Division, Federal Aviation Agency, 4825 Troost Avenue, Kansas City, Mo., 64110. All communications received within forty-five days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Regional Air Traffic Division Chief. Any data, views or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The public Docket will be available for examination by interested persons in the office of the Regional Counsel, Federal Aviation Agency, 4825 Troost Avenue, Kansas City, Mo., 64110.

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

Issued at Kansas City, Mo., on September 11, 1964.

EDWARD C. MARSH,
Director, Central Region.

[F.R. Doc. 64-9615; Filed, Sept. 22, 1964;
8:48 a.m.]

[14 CFR Part 71 [New]]

[Airspace Docket No. 64-SO-41]

TRANSITION AREA

Proposed Designation and Alteration

The Federal Aviation Agency is considering amendments to Part 71 [New] of the Federal Aviation Regulations which would designate a transition area at Lexington, Tennessee, and alter the transition area at Jackson, Tennessee.

The Jackson, Tennessee, transition area is presently designated as that airspace extending upward from 1200 feet above the surface, bounded on the N by V-140 S, on the E by V-16 N, on the S by V-16, and on the W by V-11 E.

The Federal Aviation Agency, having completed a comprehensive review of the terminal airspace structure requirements in the Jackson and Lexington, Tennessee, terminal areas, including studies attendant to the implementation of the provisions of CAR Amendments 60-21/60-29, proposes the airspace actions hereinafter set forth.

1. The Jackson, Tennessee, transition area would be redescribed as that airspace extending upward from 700 feet above the surface within a 7-mile radius of McKellar Field (latitude 35°35'55" N., longitude 88°54'55" W.); and the airspace extending upward from 1200 feet above the surface within 8 miles E and 5 miles W of the 022° and 202° bearings from the Martin RBN extending to 12 miles SW and 5 miles NE of the RBN; within 5 miles each side of the 218° bearing from the Martin RBN extending from the RBN to 17 miles SW; including that airspace bounded on the N by V-140 S, on the E by V-16 N, on the S by V-16, and on the W by V-11 E.

2. A transition area at Lexington, Tennessee, would be designated as that airspace extending upward from 700 feet above the surface within a 5-mile radius of the Franklin Wilkins Airport (latitude 35°39'07" N., longitude 88°22'47" W.); within 2 miles each side of the Jacks Creek VOR 165° radial extending from the 5-mile radius area to 8 miles SE of the VOR; and the airspace extending upward from 1200 feet above the surface within 5 miles W and 8 miles E of the Jacks Creek VOR 345° and 165° radials extending 4 miles NW and 12 miles SE of the VOR.

The proposed alteration of the Jackson, Tennessee, transition area is necessary to protect prescribed instrument approach and departure procedures, a holding pattern, a transition route, and to provide a continuity of controlled airspace in the area.

The proposed Lexington, Tennessee, transition area is necessary to protect prescribed instrument approach and departure procedures and a holding pattern.

The floors of airways which traverse the transition areas proposed herein would automatically coincide with the floors of the transition areas.

Certain revisions to prescribed instrument procedures and minimum flight altitudes would be effected in conjunction

with the actions proposed herein, but operational complexities would not be increased nor would aircraft performance characteristics or present landing minimums be adversely affected. Specific details of these changes may be examined by contacting the Chief, Airspace Utilization Branch, Air Traffic Division, Southern Region, Federal Aviation Agency, P.O. Box 20636, Atlanta, Ga., 30320.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in duplicate to the Director, Southern Region, Attn: Chief, Air Traffic Division, Federal Aviation Agency, P.O. Box 20636, Atlanta, Ga., 30320. All communications received within thirty days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Chief, Air Traffic Division. 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 Southern Regional Office, Federal Aviation Agency, Room 724, 3400 Whipple Street, East Point, Ga.

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

Issued in East Point, Ga., on September 11, 1964.

PAUL H. BOATMAN,
Acting Director, Southern Region.

[F.R. Doc. 64-9616; Filed, Sept. 22, 1964;
8:48 a.m.]

[14 CFR Part 75 [New]]

[Airspace Docket No. 63-SW-117]

JET ROUTE

Withdrawal of Proposal for Alteration

In a Notice of Proposed Rule Making published in the FEDERAL REGISTER as Airspace Docket No. 63-SW-117 on May 1, 1964, (29 F.R. 5807) it was stated that the Federal Aviation Agency (FAA) proposed to alter Jet Route No. 15 between San Antonio, Texas, and Wink, Texas, by realignment of this segment via Fort Stockton, Texas. The purpose of such realignment was to permit full-time use of J-15 by avoiding an area of intensive military operations by Webb AFB in its undergraduate pilot training program.

Since publication of the Notice, it has been determined that realignment of J-15 as proposed in the Notice is not required at the present time.

In consideration of the foregoing, Notice is hereby given that the proposal contained in Airspace Docket No. 63-SW-117 is withdrawn.

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

Issued in Washington, D.C., on September 17, 1964.

H. B. HELSTROM,
Acting Chief, Airspace Regulations
and Procedures Division.

[F.R. Doc. 64-9614; Filed, Sept. 22, 1964;
8:48 a.m.]

FEDERAL COMMUNICATIONS COMMISSION

[47 CFR Parts 21, 91]

[Docket No. 14895, 15233; FCC 64-846]

BUSINESS RADIO SERVICE AND DOMESTIC PUBLIC POINT-TO-POINT MICROWAVE RADIO SERVICE

Proposed Relay of Television Broadcast Signals to Community Antenna Television Systems; Extension of Time

Memorandum opinion and order.

1. The Commission has before it for consideration the "Motion to the Commission for Extension of Time to File Reply Comments" filed September 10, 1964, by the National Association of Broadcasters (NAB), seeking an extension of time to October 19, 1964, for filing reply comments in the above captioned dockets. By order of July 1, 1964, the Commission extended the time to September 18, 1964, in order that the NAB might conduct a broad scale factual investigation of matters important to the issues involved in the proceeding.

2. In support of its motion the NAB states that since that time it has been working with great diligence in an effort to complete the broadscale data collection and analysis necessary within the time allotted, that its consulting economist (Franklin M. Fisher, Ph.D., Associate Professor of Economics, Massachusetts Institute of Technology) engaged a larger number of assistants on this project than was originally contemplated, and that he and his assistants have been working more than full time (in some cases averaging 80 hours a week on the project) for the last several weeks. Despite these efforts it has proved impossible for Dr. Fisher to complete his study in time for the NAB to file reply comments by September 18. The NAB states that this is partly due to the necessity of reviewing responses to the Commission's inquiry, addressed to all television stations, to determine the extent to which they now have arrangements with CATV systems for non-duplication, in whole or in part, of their programs, and to the fact that such responses were not due until September 10, 1964. The NAB further states that while most of these responses must be analyzed and tabulated before Dr. Fisher can complete his study or obtain meaningful results, which it estimates can be done by October 19. And, finally, the NAB states that

it made a very substantial appropriation for the study, most of which funds are already committed, that the completed study would provide information of substantial assistance to the Commission in resolving the issues of this proceeding, and that this should not be lost for lack of a moderate amount of additional time in which to complete the study.

3. On the basis of the NAB's statements, we conclude that the public interest would be served by granting the extension sought.

4. Accordingly, it is ordered, That the time for filing reply comments in Docket Nos. 14895 and 15233 is extended to October 19, 1964.

Adopted: September 16, 1964.

Released: September 17, 1964.

FEDERAL COMMUNICATIONS
COMMISSION,

[SEAL] BEN F. WAPLE,
Secretary.

[F.R. Doc. 64-9635; Filed, Sept. 22, 1964;
8:50 a.m.]

[47 CFR Part 73]

[Docket No. 15627; FCC 64-861]

MULTIPLE OWNERSHIP OF STANDARD, FM AND TELEVISION BROADCAST STATIONS

Notice of Proposed Rule Making

1. The Commission is here concerned with growing problems in the enforcement and administration of certain facets of its multiple ownership rules (Sections 73.35, 73.240 and 73.636); specifically, the one percent rule, the Commission's "duopoly" policy against dual interests in two stations in the same service in the same city, and the ownership reporting requirements. The problems stem, in the main, from the holdings of brokerage houses, trusts, mutual funds and other investment entities in large publicly held corporate licensees. The purpose of this proceeding is to gather full information on the scope of the problem, to strengthen the ownership reporting requirements where necessary so that the Commission will, in the future, receive complete information as to ownership of stock in publicly held corporate licensees, and to augment enforcement procedures where necessary to insure adherence to the rules and Commission policy.

2. Recent information indicated that a number of investment entities have acquired stock interests of more than one percent in more than the maximum number of broadcast stations provided for in §§ 73.35(b), 73.240(b) and 73.636(a)(2) of the rules.¹ Under these rules,

¹The pertinent provisions of §§ 73.35(b), 73.240(b), and 73.636(a)(2) of the rules are:

Section 73.35(b): " * * * The Commission, however, will in any event consider that there would be such a concentration of control contrary to the public interest convenience or necessity for any party or any of its stockholders, officers or directors to have a direct or indirect interest in, or be stockholders, officers, or directors of, more than seven standard broadcast stations."

a party or any of its stockholders, officers or directors cannot hold stock interests, either directly or indirectly, of one percent or more or be officers or directors in more than seven standard broadcast stations, seven FM broadcast stations and seven television broadcast stations (no more than five of which may be in the VHF band).

3. It has also come to our attention that the investment entities have acquired interests in two stations in the same broadcast band in the same city in violation of our duopoly policy which flows from the multiple ownership rules. In conformance with this duopoly policy, "the Commission has consistently refused to permit any common ownership between broadcast stations in the same service in the same city in the interest of promoting and maintaining full competition between such stations." Minnesota Broadcasting Corp. 4 R.R. 1376 (1949).

4. Finally, a study of ownership reports filed by the large publicly traded licensees reveals that these licensees have not filed sufficient information as required by § 1.615 of the rules and FCC Form 323, as to ownership of their stock, to enable the Commission to ascertain whether the multiple ownership rules are being adhered to.

Background and history of the problem. 5. During the last decade, mutual funds and certain other investment groups have shown increased interest in shares of stock in corporations which are broadcast licensees of the Commission. The licensees involved are all publicly traded, either on an organized exchange or "over the counter" in a given city or cities. Due to the nature of the legal structures of the entities involved and certain customs of the trade, and perhaps because of the failure of licensees to insist on complete stock ownership information, the Commission has not received full and adequate information as to the beneficial ownership of

Section 73.240(b): " * * * The Commission, however, will in any event consider that there would be such a concentration of control contrary to the public interest convenience or necessity for any party or any of its stockholders, officers or directors to have a direct or indirect interest in, or be stockholders, officers, or directors of, more than seven FM broadcast stations."

Section 73.636(a)(2): " * * * The Commission, however, will in any event consider that there would be such a concentration of control contrary to the public interest, convenience or necessity for any party or any of its stockholders, officers or directors to have a direct or indirect interest in, or be stockholders, officers, or directors of, more than seven television broadcast stations, or more than five of which may be in the VHF band."

To the above-quoted rules, the following notes are set forth:

NOTE 1: The word "control" as used herein is not limited to majority stock ownership, but includes actual working control in whatever manner exercised.

NOTE 2: In applying the foregoing provisions to the stockholders of a corporation which has more than 50 voting stockholders, only those stockholders need be considered who are officers or directors or who directly or indirectly own 1 percent or more of the outstanding voting stock.

substantial interests in certain publicly traded, corporate licensees. At the time the one percent rule and the present maximum stations rules were adopted in 1953, it was the judgment of the Commission that ownership interests of one percent in broadcast facilities should be the benchmark in the application of the rules because, in corporations of large size, owners of one percent of the stock may have considerable voice in the control and management of those corporations. 9 R.R. 1563, 1571. The Commission set forth the basic policy reasons underlying the "one percent" rule in the Report and Order adopted November 27, 1953, where in the rule was adopted, 9 R.R. 1563, 1569. See also *Storer Broadcasting Co. v. U.S.*, 99 U.S. App. 369, 240 F. 2d 55 (1956). The Commission is still of the opinion that one percent is an appropriate benchmark in the application of the multiple ownership rules so as to enable it to prevent undue concentration of control of broadcast facilities.

6. The Commission has consistently applied the duopoly policy through the years to prevent ownership of an interest in more than one station in the same band in the same city. *Minnesota Broadcasting Corp.*, supra; *Atlanta Newspapers, Inc.*, 7 R.R. 482 (1951). The Commission has also applied the policy to prevent an interlocking directorate involving two corporations each with a station in the same service in the same city (*Shenandoah Life Insurance Co.*, 19 R.R. 1). As with the one percent rule, the Commission believes that the present duopoly policy is an appropriate standard.

7. Within the past year, several applications have been filed requesting the Commission's consent to the acquisition of additional broadcast facilities by a multiple owner, the result of which would cause the multiple owner assignee to be in violation of the multiple ownership rules because of other interests of its stockholders. To avoid possible disruption of the market and to permit consummation of the transaction, the Commission consented to the assignments but conditioned them on agreement by the stockholders in violation not to vote the stock in question, or to attempt to influence the policies of such companies during the pendency of a proposed inquiry or rule making proceeding. It is the intention of the Commission, where similar multiple ownership situations arise, to condition the grants of new stations and acquisitions through transfers and assignments of existing stations, in the manner set forth in the preceding sentence. The policy will be an interim procedure to permit closing of transactions and yet prevent new acquisitions in violation of our rules. Applications not changing the status quo during the pendency of this inquiry (e.g., applications for licenses, modifications of construction permits, and renewals) will continue to be processed in the usual manner (without conditions in this area) while the inquiry is pending.

Ownership reporting. 8. In order to enable the Commission to enforce the multiple ownership rules, it is necessary

that the Commission receive complete information as to the beneficial ownership of stock in publicly held corporate licensees. This information is presently required by § 1.615 of the Commission's rules and the instructions set forth in the Commission's Ownership Report (FCC Form 323). However, as we stated in paragraph 4, past ownership information submitted by licensees has been incomplete in this respect. Failure of the licensees of widely held corporate licensees to submit full and complete information as to the ownership of stock, as required by § 1.615 of the rules and as more fully set forth in the instructions on FCC Form 323, has been the largest factor in the inability of the Commission to fully and adequately enforce the multiple ownership rules. This is especially true of stock ownership by mutual funds whose stock holdings are required by law to be kept in the custody of a bank, as will be discussed hereafter. Therefore, the Commission will inquire into methods necessary to guarantee full and complete reporting of beneficial ownership interests as well as record ownership. This will include looking into the possibility of placing a duty on the stockholders of publicly held corporate licensees to report their own ownership at the time of acquisition of their stock.

9. The Commission also intends to secure information concerning the extent to which broadcast facilities are owned by widely held corporations whose stock is publicly traded, and the general identity of the parties holding stock in such corporations. Pertinent questions included the number of such licensees and their stations, and the extent to which there is ownership affiliation between such licensees, and: (1) Other publicly held corporations holding broadcast licenses; (2) financial and other non-broadcast interests; and (3) other interests in the communications field. Much of this information is of course in the Commission's files, and the staff is and will continue to develop data from it. However, parties commenting are requested to furnish such information as they have concerning these matters, which will aid the Commission in considering the problem.

Types of entities and special problems.

10. We have stated the general problems concerning ownership reporting, and possible enforcement methods with respect to beneficial owners of stock that are necessary to enable the Commission to enforce adequately the provisions of the multiple ownership rules as to public traded corporate licensees of broadcast facilities. For purposes of the application of the multiple ownership rules and policy, it is necessary that we discuss certain business practices, arising out of law or custom, in which the beneficial owner of securities is not the record owner. There are three general classes of investment entities which hold stock for the benefit of others, which vary greatly as to method of creation and operation. These classes are:

(a) Trustees of trusts arising from many sources holding stock for a beneficial owner; e.g., voting trusts, testamentary trusts, inter vivos trusts, etc.

(b) Brokerage houses holding stock for the account of various customers.

(c) Banks holding stock as custodians for mutual funds.

These classes of record owners will be discussed in succeeding paragraphs.

11. It would appear impracticable to generalize with respect to trusts and trustees because of the great number of sources of trusts and the great diversity of types and duties placed on trustees. Thus, some trustees have absolute control and no beneficial interest; in some cases the trustee is a beneficial owner or has a possible reversionary interest. In order to insure against future violations, full information concerning the trust parties and interests must be filed with the Commission. Based on this complete ownership information concerning the trust, the stock, for the purposes of the multiple ownership rules, will then be attributed to the trustee, the beneficiary or other parties as the facts indicate on a case-by-case basis.

12. Brokerage houses, based on long industry practice frequently hold securities for the accounts of their trading customers. This is done for the convenience of the customer, with the brokerage house merely acting as custodian of the stock; the stock is reported on FCC Form 323 in the name of the brokerage house. The New York Stock Exchange and the American Stock Exchange prescribe strict procedures for voting stock held by the member brokerage houses for the benefit of their customers. As to stock listed on these exchanges, all proxy material as to voting must be passed on without comment by the member broker to the beneficial owner. The stock is then voted in accordance with instructions from the beneficial owner. If the beneficial owner does not respond to the proxy data, the brokerage house may vote the stock if only a routine question, such as approval of the financial report at a non-controversial annual meeting, is being voted on. Generally in these cases, the vote supports management. If the beneficial owner does not respond and there is a controversial matter to be voted on, the stock cannot be voted by the brokerage house. The exchanges' rules provide that member brokerage houses must handle in the same manner stock that is not listed on their exchange. Officers of the two mentioned exchanges have indicated their willingness to publish a notice to their respective members informing them of the existence and scope of the multiple ownership rules.

13. Under various state laws and also under the Investment Company Act of 1940, mutual funds are required to place their securities for safe-keeping with a bank as custodian thereof. On the ownership reporting form (FCC Form 323) stock held by a mutual fund is listed in the street name of the bank, which without further investigation does not identify the mutual fund or the custodian bank. Since the banks are record owners, they must, in name, vote the stock. However, the practice of the custodian bank is to transmit the proxy material to the mutual fund which is the beneficial owner. The mutual fund then instructs

the custodian bank, who in turn executes the proxy, and returns it to the mutual fund for the latter's disposal as it sees fit. In some cases, the bank executes the blank proxy and sends it to the mutual fund at the time it transmits the proxy material.

Enforcement provisions. 14. The Commission further believes that, in addition to being able to proceed against the licensee, inquiry should be made into the advisability of proceeding directly against the stockholder in violation of these rules, through cease and desist proceedings under section 312(b) of the Communications Act of 1934, as amended (47 U.S.C. sec. 312(b)). The multiple ownership rules now in force do not provide enforcement procedures and remedies to permit the Commission to proceed directly against a stockholder who is in violation of the multiple ownership rules (either through the one percent rule violation or the duopoly policy violation), even though the licensee is in record compliance with the multiple ownership rules. The Commission's sole remedy is limited to proceeding against the licensee who, in its own right, is not in violation of the multiple ownership rules, but who may be inadvertently in violation because of the excess holdings of one of its stockholders. In this situation, the Commission proposes that a stockholder in violation should be given the opportunity to comply voluntarily with the multiple ownership rules within a reasonable period of time, upon proper notice from the licensee corporation. Should the stockholder in violation fail to act to bring itself in compliance, the licensee corporation could then notify the Commission of the steps, in detail, that it had taken to secure the stockholder's compliance with the multiple ownership rules, and could, at the same time, petition the Commission to institute cease and desist proceedings under section 312 of the Act against the stockholder in violation. If the Commission considered that the petition of the licensee was well grounded, it would then institute cease and desist proceedings under section 312 of the Act. However, should the licensee not take the necessary steps to attempt to gain compliance by the stockholder, the Commission could on its own motion, institute cease and desist proceedings. It appears that this procedure is necessary to bring about efficient enforcement of the multiple ownership rules.

15. After study of the comments received and based upon complete ownership information as to the beneficial ownership of stock, should the Commission find that divestiture of shares by certain owners is required, all necessary steps will be taken to insure disposition of shares in such a manner as to avoid any disruptions in the market price of the stock (i.e., by permitting divestiture over a period of time sufficient to accomplish this objective).

Notice of inquiry. 16. For the purpose of obtaining pertinent information on the aforementioned problems, an inquiry is hereby instituted. Views and data are invited from the broadcasting industry, affected sectors of the financial industry,

and all other interested groups or members of the public. Comments directed to the following questions would be of particular value to the Commission in this inquiry. The listing of these questions should not be construed, however, as limiting in any way the area of comment.

(a) What is the best method to secure full information concerning beneficial ownership of stock of licensee corporations whose stock is widely held and publicly traded? Should the stockholder be required to report its interest directly to the Commission within a reasonable period following acquisition of the stock? What steps should be taken to insure that custodians, trustees and other record owners file an adequate description of their powers and duties? In this respect, comments from mutual funds, custodian banks and stock transfer agents would be appreciated.

(b) How many licensees are corporations with widely traded stock?

(c) How many broadcast stations does each of these licensees control?

(d) What degree of cross-ownership is involved among these licensees?

(e) What other financial and non-broadcasting interests have some ownership affiliation with these licensees?

(f) What other interests in the communications field have some degree of ownership affiliation with these licensees?

(g) How much stock in these licensees, respectively, is held by interests referred to in questions (d), (e), and (f)?

(h) To whom should stock held by record owners be attributed, for the purposes of the multiple ownership rules with particular reference to:

(1) Trustees of various types of trusts holding for various types of beneficial owners? Under what circumstances should stock held in trust be attributed to beneficiaries? to trustees? to persons with ultimate voting control?

(2) Brokerage houses holding for trading accounts of various customers?

(3) Custodian banks holding shares in their street name for mutual funds?

(4) Other record owners holding for any beneficial owners?

(i) Should the Commission adopt rules enabling it to proceed directly against stockholders in violation of the multiple ownership rules through the institution of cease and desist proceedings under section 312 of the Communications Act of 1934, as amended (47 U.S.C. sec. 312(b)) under procedures fully described in paragraph 13?

17. In view of the foregoing, the Commission invites comments on the matters set forth above.

18. The Commission further believes it appropriate to designate this proceeding as one of proposed rule making in the foregoing matters (e.g. what reporting rules should be adopted; the enforcement rule proposed in (i) paragraph 16, supra). The Commission recognizes that in view of the nature of the problems, it may be appropriate, after study of the comments received, to issue a further notice of proposed rule making delineating precise proposals. On the other hand, the data received may lead us to conclude that

rules, in all or perhaps in some areas, should be adopted without such further notice. In short, in this way the Commission will have the flexibility to take the course of action appropriate in the circumstances.

19. Authority for the institution of this proceeding, and adoption of rules concerning the matters involved, is found in section 4(i), 303 (f), (g) and (r), and 403 of the Communications Act of 1934, as amended.

20. Pursuant to applicable procedures set forth in § 1.415 of the Commission's rules and regulations, interested persons may file comments on or before November 23, 1964, and reply comments on or before December 18, 1964. All relevant and timely comments and reply comments will be considered by the Commission before final action is taken in this proceeding. In reaching its decision in this proceeding, the Commission may also take into account other relevant information before it, in addition to the specific comments invited by this notice.

21. In accordance with the provisions of § 1.419 of the rules, an original and 14 copies of all comments, replies, pleadings, briefs, and other documents shall be furnished the Commission.

Adopted: September 16, 1964.

Released: September 18, 1964.

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

[F.R. Doc. 64-9636; Filed, Sept. 22, 1964;
8:50 a.m.]

[47 CFR Part 73]

[Docket No. 15628; FCC 64-862]

FM BROADCAST STATIONS; PEKIN, ILLINOIS

Proposed Table of Assignments

1. Notice is hereby given of proposed rule making in the above-entitled matter.

2. The Commission has before it for consideration the assignments of FM channels to Pekin, Illinois, contained in § 73.202 of its rules and regulations. At the present time Pekin has assigned to it just one Class A FM assignment, Channel 237A. An application (BPH-4122) for a construction permit on this channel submitted by WSIV Incorporated, the licensee of the only standard broadcast station in that community, was granted on September 2, 1964. Pekin has a population of 28,146 and Tazewell County, in which it is located, has a population of 99,789. The only radio station in Pekin is WSIV, a daytime-only station.

3. We are of the view that Pekin is large and important enough to warrant the assignment of a second Class A channel. Channel 285A can be assigned to Pekin in full conformance with all the rules and without adversely affecting any other assignment. We are, therefore, inviting comments on the following proposal in order that all interested parties may submit their views and relevant data:

City	Channel No.	
	Present	Proposed
Pekin, Ill.	237A	237A, 285A

4. Authority for the adoption of the amendment proposed herein is contained in sections 4(i), 303, and 307(b) of the Communications Act of 1934, as amended.

5. Pursuant to applicable procedures set out in § 1.415 of the Commission's rules, interested persons may file comments on or before October 16, 1964, and reply comments on or before November 2, 1964. All submissions by parties to this proceeding or persons acting in behalf of such parties must be made in written comments, reply comments, or other appropriate pleadings.

6. In accordance with the provisions of § 1.419 of the rules, an original and 14 copies of all comments, replies, pleadings, briefs, and other documents shall be furnished the Commission. Attention is directed to the provisions of paragraph (c) of § 1.419 which require that any person desiring to file identical documents in more than one docketed rule making proceeding shall furnish the Commission two additional copies of any such document for each additional docket unless the proceedings have been consolidated.

Adopted: September 16, 1964.

Released: September 18, 1964.

FEDERAL COMMUNICATIONS
COMMISSION,

[SEAL] BEN F. WAPLE,
Secretary.

[F.R. Doc. 64-9637; Filed, Sept. 22, 1964;
8:50 a.m.]

FEDERAL HOME LOAN BANK BOARD

[12 CFR Part 525]

[No. 18431]

FEDERAL HOME LOAN BANK SYSTEM

Advances; Home Mortgages Exceeding \$40,000

SEPTEMBER 18, 1964.

Resolved that, pursuant to Part 508 of the general regulations of the Federal Home Loan Bank Board (12 CFR Part 508), it is hereby proposed that § 525.13 of the regulations for the Federal Home Loan Bank System (12 CFR 525.13) be amended by an amendment the substance of which is as follows:

Amend § 525.13 to read as follows:

§ 525.13 Home mortgages exceeding \$40,000.

A home mortgage which was originally written for more than a sum equal to \$40,000 for each home or other dwelling unit covered by such mortgage, but which has been reduced to not more than said sum, may be accepted as collateral, if otherwise eligible.

(Sec. 17, 47 Stat. 736, as amended; 12 U.S.C. 1437. Reorg. Plan No. 3 of 1947, 12 F.R. 4981, 3 CFR, 1947 Supp.)

Resolved further that all interested persons are hereby given the opportunity

to submit written data, views, or arguments on the following subjects and issues: (1) Whether said proposed amendment should be adopted as proposed; (2) whether said proposed amendment should be modified and adopted as modified; (3) whether said proposed amendment should be rejected. All such written data, views, or arguments must be received through the mail or otherwise at the Office of the Secretary, Federal Home Loan Bank Board, Federal Home Loan Bank Board Building, 101 Indiana Avenue NW., Washington, D.C., 20552, not later than October 8, 1964, to be entitled to be considered, but any received later may be considered in the discretion of the Federal Home Loan Bank Board.

By the Federal Home Loan Bank Board.

[SEAL] HARRY W. CAULSEN,
Secretary.

[F.R. Doc. 64-9652; Filed, Sept. 22, 1964;
8:51 a.m.]

[12 CFR Part 545]

[No. 18432]

FEDERAL SAVINGS AND LOAN SYSTEM

Operations; Participation Loans

SEPTEMBER 18, 1964.

Resolved that, pursuant to Part 508 of the general regulations of the Federal Home Loan Bank Board (12 CFR Part 508) and § 542.1 of the rules and regulations for the Federal Savings and Loan System (12 CFR 542.1), it is hereby proposed that § 545.6-4 of the rules and regulations for the Federal Savings and Loan System (12 CFR 545.6-4) be amended by an amendment, the substance of which is as follows:

Amend paragraph (b) of § 545.6-4 of the rules and regulations for the Federal Savings and Loan System to read as follows:

§ 545.6-4 Participation loans.

(b) *Participation loans on real estate beyond regular lending area.* In addition to its authority under paragraph (a) of this section, any Federal association may, to the extent that it has legal authority to do so, participate with another institution the accounts of which are insured by the Federal Savings and Loan Insurance Corporation in making a loan, or may purchase from any such institution a participation interest in a loan, of any type that it may make under this Part 545, secured by first lien upon a home, a combination of home and business property, other dwelling units, or a combination of dwelling units, including homes, and business property involving only minor or incidental business use, located beyond the association's regular lending area: *Provided*, That no such association may make any investment in a participation interest in any such loan, other than an insured or guaranteed loan, if the amount of such investment plus the amount of such association's outstanding investments in

participation interests in loans (except participation interests in insured and guaranteed loans, and except participation interests in other loans on homes located within its regular lending area that are not subject to the 20-percent-of-assets limitation provided by § 545.6-7) would exceed 20 percent of the association's assets.

(Sec. 5, 48 Stat. 132, as amended; 12 U.S.C. 1464. Reorg. Plan No. 3 of 1947, 12 F.R. 4981, 3 CFR, 1947 Supp.)

Resolved further that all interested persons are hereby given the opportunity to submit written data, views, or arguments on the following subjects and issues: (1) Whether said proposed amendment should be adopted as proposed; (2) whether said proposed amendment should be modified and adopted as modified; (3) whether said proposed amendment should be rejected. All such written data, views, or arguments must be received through the mail or otherwise at the Office of the Secretary, Federal Home Loan Bank Board, Federal Home Loan Bank Board Building, 101 Indiana Avenue NW., Washington, D.C., 20552, not later than October 8, 1964, to be entitled to be considered, but any received later may be considered in the discretion of the Federal Home Loan Bank Board.

By the Federal Home Loan Bank Board.

[SEAL] HARRY W. CAULSEN,
Secretary.

[F.R. Doc. 64-9653; Filed, Sept. 22, 1964;
8:51 a.m.]

[12 CFR Part 545]

[No. 18433]

UNSECURED LOANS

Notice of Proposed Amendment

Resolved that, pursuant to Part 508 of the general regulations of the Federal Home Loan Bank Board (12 CFR Part 508) and § 542.1 of the rules and regulations for the Federal Savings and Loan System (12 CFR 542.1), it is hereby proposed that § 545.8 of the rules and regulations for the Federal Savings and Loan System (12 CFR 545.8) be amended by amendments, the substance of which are as follows:

Amend subparagraphs (1), (4), and (5) of § 545.8(b) to read as follows:

§ 545.8 Unsecured loans.

(b) * * *

(1) The net proceeds of any such loan do not exceed \$5,000;

(4) The resulting aggregate amount of all such loans does not exceed an amount equal to 20 percent of such association's assets;

(5) Each such loan is repayable in regular monthly installments within a period of 7 years:

(Sec. 5, 48 Stat. 132, as amended; 12 U.S.C. 1464. Reorg. Plan No. 3 of 1947, 12 F.R. 4981, 3 CFR, 1947 Supp.)

Resolved further that all interested persons are hereby given the opportunity to submit written data, views, or arguments on the following subjects and issues: (1) Whether said proposed amendment should be adopted as proposed; (2) whether said proposed amendment should be modified and adopted as modified; (3) whether said proposed amendment should be rejected. All such written data, views, or arguments must be received through the mail or otherwise at the Office of the Secretary, Federal Home Loan Bank Board, Federal Home Loan Bank Board Building, 101 Indiana Avenue NW., Washington, D.C., 20552, not later than October 8, 1964, to be entitled to be considered, but any received later may be considered in the discretion of the Federal Home Loan Bank Board.

Dated: September 18, 1964.

By the Federal Home Loan Bank Board.

[SEAL] HARRY W. CAULSEN,
Secretary.

[F.R. Doc. 64-9656; Filed, Sept. 22, 1964;
8:51 a.m.]

[12 CFR Part 563]

[No. FSLIC-1,879]

FEDERAL SAVINGS AND LOAN
INSURANCE CORPORATION

Operations; Participation Loans

SEPTEMBER 18, 1964.

Resolved that, pursuant to Part 508 of the General Regulations of the Federal Home Loan Bank Board (12 CFR Part 508) and § 567.1 of the rules and regulations for Insurance of Accounts (12 CFR 567.1), it is hereby proposed that § 563.9-1 of the Rules and Regulations for Insurance of Accounts (12 CFR 563.9-1) be amended by an amendment the substance of which is as follows:

Amend paragraph (c) of § 563.9-1 of the rules and regulations for Insurance of Accounts to read as follows:

§ 563.9-1 Participation loans.

(c) *Percentage of assets.* No insured institution shall participate in the making of a loan pursuant to the approval granted by this section or purchase a participation in a loan pursuant to such approval if the resulting aggregate amount of such investments would exceed 20 percent of such institution's assets: *Provided,* That as used in the foregoing provisions of this paragraph the terms "loan" and "investments" shall not include or apply to any loan as to which such institution has, with respect to such loan or its participation therein, the benefit of any insurance or guaranty, or commitment for insurance or guaranty, under any provision of the National Housing Act, the Servicemen's Readjustment Act of 1944, or chapter 37 of title 38, United States Code, as heretofore or hereafter in force.

(Secs. 402, 403, 48 Stat. 1256, 1257, as amended; 12 U.S.C. 1725, 1726. Reorg. Plan

No. 3 of 1947, 12 F.R. 4981, 3 CFR, 1947 Supp.)

Resolved further that all interested persons are hereby given the opportunity to submit written data, views, or arguments on the following subjects and issues: (1) Whether said proposed amendment should be adopted as proposed; (2) whether said proposed amendment should be modified and adopted as modified; (3) whether said proposed amendment should be rejected. All such written data, views, or arguments must be received through the mail or otherwise at the Office of the Secretary, Federal Home Loan Bank Board, Federal Home Loan Bank Board Building, 101 Indiana Avenue NW., Washington, D.C., 20552, not later than October 8, 1964, to be entitled to be considered, but any received later may be considered in the discretion of the Federal Home Loan Bank Board.

By the Federal Home Loan Bank Board.

[SEAL] HARRY W. CAULSEN,
Secretary.

[F.R. Doc. 64-9654; Filed, Sept. 22, 1964;
8:51 a.m.]

INTERSTATE COMMERCE
COMMISSION

[49 CFR Parts 71-78]

[Docket No. 3666; Notice 50]

EXPLOSIVES AND OTHER
DANGEROUS ARTICLES

Transportation by Private Carriers

At a session of the Interstate Commerce Commission, Division 3, held at its office in Washington, D.C., on the 14th day of September A.D. 1964.

Order. It appearing, that pursuant to the provisions of section 4(a) of the Administrative Procedure Act (60 Stat. 237, 5 U.S.C. 1003) notice was given to the public on May 12, 1961 (26 F.R. 4121) of the Commission's intention to consider regulations requiring private carriers by motor vehicle engaged in the transportation of explosives and other dangerous articles to file certain reports and to display identification on vehicles; and

It further appearing, that by Supplemental Notice No. 50, dated August 26, 1964 (29 F.R. 12593) interested parties were invited on or before November 16, 1964, to submit written verified statements containing their views, arguments, or suggestions, and upon consideration of the record herein and for good cause;

It is ordered, That the Bureau of Inquiry and Compliance is authorized and directed to participate in this proceeding and to introduce such data, views, arguments, or other evidence as may be pertinent to a proper consideration of the issues.

By the Commission, Division 3.

[SEAL] HAROLD D. MCCOY,
Secretary.

[F.R. Doc. 64-9618; Filed, Sept. 22, 1964;
8:48 a.m.]

[49 CFR Part 132]

[No. 32406 (Sub No. 1)]

POWER BRAKES AND DRAWBARS;
RAILROAD

Proposed Inspection, Testing and
Maintenance of Air Brake Equip-
ment

At a session of the Interstate Commerce Commission, Division 3, held at its office in Washington, D.C., on the 11th day of September A.D. 1964.

Notice is hereby given pursuant to the provisions of section 4(a) of the Administrative Procedure Act (60 Stat. 237, 5 U.S.C. 1003), that the Commission has under consideration a petition filed June 19, 1964, by the Association of American Railroads to which replies were filed by the Railway Labor Executives' Association for Amendment of the Rules, Standards and Instructions for Installation, Inspection, Maintenance and Repair of Power or Train Brakes (49 CFR Part 132) by revising § 132.13(e) to read as follows:

§ 132.13 Road train and intermediate
terminal train air brake tests.

(e) (1). Transfer train and yard train movements not exceeding 30 miles, must have the air brake hose coupled between all cars, and after the brake system is charged to not less than 60 pounds, a 15 pound service brake pipe reduction must be made to determine that the brakes are applied on each car before releasing and proceeding.

(2) Transfer train and yard train movements not exceeding 30 miles and operated at a speed not exceeding 20 miles per hour must have the air brake hose coupled between all cars, and after the brake system is charged to not less than 60 pounds, a 15 pound service brake pipe reduction must be made and it must be determined that the brake is applied on rear car before releasing and proceeding. Running test as prescribed by § 132.16 for passenger trains must then be made.

(3) Transfer train and yard train movements exceeding 30 miles must have brake inspection in accordance with § 132.12 (a) to (h).

Any interested person may, on or before October 20, 1964, submit written statements containing data, views, arguments, or suggestions to be considered in this connection and may request oral argument thereon. One signed copy and 14 additional copies of such statements must be furnished for the use of the Commission by mailing to the Secretary of the Interstate Commerce Commission, Washington, D.C. The Commission thereafter will determine whether or not assignment of the matter for oral hearing is necessary or desirable.

Notice of the proposed revision shall be given to persons of interest and to the general public by depositing a copy of this notice in the Office of the Secretary of the Commission at Washington, D.C., for public inspection and by filing a copy with the Director, Office of the Federal Register.

By the Commission, division 3.

[SEAL] HAROLD D. McCoy,
Secretary.

[F.R. Doc. 64-9619; Filed, Sept. 22, 1964;
8:48 a.m.]

[49 CFR Part 170]

[Ex Parte MC-7; 95 M.C.C. 305]

WASHINGTON, D.C.

**Proposed Redefinition of Commercial
Zone**

SEPTEMBER 18, 1964.

Petitioners: Rockville Chamber of Commerce, Inc., Mayor and Council of Rockville; Petitioners' attorney: Alan F. Wohlstetter, One Farragut Square South, Washington, D.C., 20006.

By petition filed September 3, 1964, petitioners request the Commission to reopen the above proceeding for the purpose of redefining the zone adjacent to and commercially a part of Washington, D.C., within the meaning of section 203 (b) (8) of the Interstate Commerce Act (49 U.S.C. 303(b)(8)), which was most recently redefined in the above proceeding on June 1, 1964, 49 CFR § 170.4. Transportation by motor vehicle wholly within such zone is exempt from regulation under certain provisions of the Interstate Commerce Act, including the requirement that certificates of public convenience and necessity be obtained.

As presently defined, the northwestern portion of the zone includes an

area in Montgomery County, Md., immediately south of Rockville, Md. Petitioners seek inclusion of Rockville and its environs by proposing the substitution of the following description for that portion of the present boundary which extends from MacArthur Boulevard on the west to Brookeville Aoad on the east: "Beginning at the intersection of MacArthur Boulevard and Falls Road (Maryland Highway 189) and extending along Falls Road for a distance of about 5.2 miles to a point on Falls Road intersecting the Potomac Electric Power Company transmission right-of-way, thence northwesterly along said transmission right-of-way for a distance of approximately 2.7 miles to Piney Meetinghouse Road, thence along a straight line extending in a northerly direction for a distance of approximately 1.1 miles to a point on Travilah Road approximately 1.6 miles from the junction of Travilah Road and Maryland Highway 28, thence along Travilah Road to said junction of Travilah Road and Highway 28, thence in a straight line extending in a northeasterly direction for a distance of approximately 1.8 miles to a point 600 feet past Maryland Highway 240 and 0.75 mile west of Shady Grove Road, thence along a straight line extending in an easterly direction north of and paralleling Gaither Road to Shady Grove Road, thence northeasterly along Shady Grove approximately 0.4 mile to the junction of Maryland Highway 355, thence southeasterly along Maryland Highway 355 approximately 1.0 mile to the junc-

tion of Redland Road, thence northeasterly along Redland Road approximately 0.7 mile to Crabbs Branch, thence southeasterly along the course of Crabbs Branch to the junction of Rock Creek, thence in a southerly direction along the course of Rock Creek to Viers Mill Road (Maryland Highway 586), thence southeasterly along Viers Mill Road approximately 0.3 mile to the junction of Aspin Hill Road, thence northeasterly along Aspin Hill Road to its junction with Brookeville Road (Maryland Highway 97). * * *"

No oral hearing is contemplated at this time, but anyone wishing to make representation in favor of, or against, the above proposed revision of the limits of the Washington, D.C., commercial zone, may do so by the submission of written data, views, or arguments. An original and five copies of such data, views, or arguments shall be filed with the Commission on or before October 19, 1964.

Notice to the general public of the matter herein under consideration will be given by depositing a copy of this notice in the office of the Secretary of the Commission for public inspection and by filing a copy thereof with the Director, Office of the Federal Register.

By the Commission.

[SEAL] HAROLD D. McCoy,
Secretary.

[F.R. Doc. 64-9620; Filed, Sept. 22, 1964;
8:48 a.m.]

Notices

DEPARTMENT OF AGRICULTURE

Agricultural Research Service CERTAIN STOCKYARDS AND LIVESTOCK MARKETS

Notice of Approval and Withdrawal of Approval; Correction

SEPTEMBER 18, 1964.

F.R. Doc. 64-6436, published on pages 8177-8182 in the FEDERAL REGISTER dated June 27, 1964, is corrected by deleting the following stockyards from the list of stockyards and livestock markets approved under § 76.16(b), Title 9, Code of Federal Regulations to handle all classes of swine:

Evansville Union Stock Yards, Evansville, Ind.
Indianapolis Stock Yards, Indianapolis, Ind.
Detroit Stockyards, Detroit, Mich.
Fort Worth Stockyards, Fort Worth, Tex.
Port City Stockyards, Houston, Tex.
Texarkana Stockyards, Inc., Texarkana, Tex.
Union Stockyards, San Antonio, Tex.
Vann Cattle Co., Fort Worth, Tex.

The stockyards listed above were inadvertently included in the list of approved stockyards in the aforesaid previously published docket. Under § 76.7 of Part 76, Title 9, Code of Federal Regulations, swine not known to be affected with or exposed to hog cholera may be moved interstate in accordance with the provisions of said § 76.7 to a public stockyard listed under § 78.14(a) of Part 78, Title 9, Code of Federal Regulations. The public stockyards listed above continue to be included in the list of stockyards designated under said § 78.14(a).

F. J. MULHERN,
Director, Animal Disease Eradication Division, Agricultural Research Service.

[F.R. Doc. 64-9651; Filed, Sept. 22, 1964; 8:51 a.m.]

CIVIL AERONAUTICS BOARD

[Docket No. 14867]

GILBERT AIR TRANSPORT CORP. ET AL.

Application for Approval of Control and Interlocking Relationships

Notice is hereby given, pursuant to the statutory requirements of section 408(b), that the undersigned intends to issue the attached order under delegated authority. Interested persons are hereby afforded a period of fifteen days from date of service within which to file comments or request a hearing with respect to the action proposed in the order.

Dated at Washington, D.C., September 18, 1964.

[SEAL] J. W. ROSENTHAL,
Chief, Routes and Agreements
Division, Bureau of Economic
Regulation.

By order E-7530, adopted July 1, 1953, in Docket 6135 the Board, acting pursuant to section 408 of the Civil Aeronautics Act of 1938, as amended, now the Federal Aviation Act of 1958, as amended (the Act), approved the common control by Milton Gilbert of Gilbert Air Transport Corp. (Transport), an indirect air carrier, and Gilbert Carrier Corp. (Carrier), an interstate common carrier by motor vehicle of garments on hangers.¹ By Order E-8553, adopted August 11, 1954, in Docket 6663 the Board, acting pursuant to section 408 of the Act, approved the common control by Milton Gilbert of Transport and A&B Delivery of Chicago, Inc., now A&B Garment Delivery of Chicago, Inc. (A&B), a intra-

state common carrier by motor vehicle of garments on hangers.²

By application filed November 12, 1963, as amended March 30, May 26, and July 16, 1964, Milton Gilbert, Irving Gilbert, Eli Bensky, Transport, Carrier A&B, Chain Deliveries Express, Inc. (Chain), Nelson Trucking Service, Inc. (Nelson) and New York Haulage Corp. (Haulage) request the Board to approve additional control relationships resulting from Milton Gilbert's control of Chain while he controls Transport and to grant such other relief as may be necessary.³ The application also requests approval of interlocking relationships resulting from Milton Gilbert's positions as president and director of Haulage and director of Chain and Nelson while he holds the positions of president and director of Transport, Carrier and A&B, and interlocking relationships resulting from the holding by Irving Gilbert and Eli Bensky of the following positions:

Individual	Transport	Carrier	A & B	Chain	Nelson	Haulage
Irving Gilbert.....	VP&D.....	VP&D.....	VP&D.....	VP&D.....	VP&D.....	VP&D.....
Eli Bensky.....	S&D.....	S&D.....	S&D.....	S&D.....	S&D.....	S&D.....

The applicants state that the Board has previously approved control and interlocking relationships involving Transport, Carrier and A&B; that there is no competition between Transport, Nelson, Haulage and Chain because Nelson and Haulage, local interstate motor carriers, and Chain, a surface freight forwarder by rail, motor and water, provide different services at different rates. The applicants also state that there are no transactions or business arrangements between Transport and any of the other corporation applicants except that Haulage provides local pickup services for Transport in New York City and Carrier provides personnel to maintain Transport's books and records.

No comments or requests for a hearing have been received.

Notice of intent to dispose of the application without a hearing has been published in the FEDERAL REGISTER, and a copy of such notice has been furnished by the Board to the Attorney General not later than the day following the date of such publication, both in accordance

with the requirements of section 408(b) of the Act.

Upon consideration of the application, it is concluded that Carrier, A&B, Chain, Nelson and Haulage are common carriers within the meaning of section 408 of the Act, and that the control of Chain, Nelson and Haulage by Milton Gilbert, while he controls Transport, Carrier and A&B, is subject to section 408 of the Act. However, it has been further concluded that such relationships do not affect the control of an air carrier directly engaged in the operation of aircraft in air transportation, do not result in creating a monopoly and do not restrain competition. Furthermore, no person disclosing a substantial interest in this proceeding is currently requesting a hearing and it is found that the public interest does not require a hearing. The additional control relationships presented by this application are similar to others which the Board has approved and essentially do not present any new substantive issues.⁴ It therefore appears that approval of the control relationships would not be incon-

¹ Such order also approved under section 409 of the Act interlocking relationships resulting from the positions of Milton Gilbert and Irving Gilbert as president and director and secretary-treasurer and director, respectively, of Transport and Carrier. The order provided that such approval would continue to each such individual only so long as he continues without interruption to hold these positions.

² Such order also approved under section 409 of the Act interlocking relationships resulting from Milton Gilbert's positions as president and director of both companies.

³ The appendix, filed as part of the original document, lists all the companies controlled, directly or indirectly, by Milton Gilbert, together with a statement of the activities of each.

⁴ See WTC Air Freight, et al., Order E-20713, April 16, 1964, Docket 15095.

sistent with the public interest.² However, should the trucking services of Nelson or Haulage be expanded to include, for example, interstate services, new issues would be raised which could be resolved only upon the filing of a further application for prior approval of the Board. Accordingly, we shall provide that the approval of the instant relationships shall be effective only so long as the operation of motor vehicles by Nelson and Haulage are limited to the State of Illinois and the State of New York, respectively.

It is also concluded that interlocking relationships within the scope of section 409(a) of the Act will exist between the companies as a result of the holding by Milton Gilbert, Irving Gilbert and Eli Bensky of the positions described herein. However, we have further concluded that the parties have made a due showing in the form and manner prescribed that such interlocking relationships will not adversely affect the public interest, provided that approval thereof is made subject to the condition set forth above.

Pursuant to authority duly delegated by the Board in the Board's regulations, 14 CFR 385.13, it is found that, subject to the foregoing, the instant control relationships should be approved under section 408(b) of the Act, without a hearing, and that the interlocking relationships should be approved under section 409.

Accordingly, it is ordered:

1. That the control by Milton Gilbert of Chain, Nelson and Haulage while he controls Transport, Carrier and A & B be and it hereby is approved;

2. That, subject to the provisions of Part 251 of the Board's Economic Regulations, as now in effect or hereafter amended, the interlocking relationships existing by reason of the holding by Milton Gilbert, Irving Gilbert and Eli Bensky of the positions set forth above be and they hereby are approved;

3. That the approvals granted herein shall be effective only so long as the motor vehicle services of Nelson and Haulage are limited to the State of Illinois and the State of New York, respectively; and

4. That jurisdiction over this proceeding be and it hereby is retained for the purpose of imposing, from time to time, such terms and conditions on the approvals granted herein as the Board may find to be just and reasonable.

Persons entitled to petition the Board for review of this Order pursuant to the Board's Regulations, 14 CFR 385.50, may file such petitions within five days after the date of service of this Order.

This Order shall be effective and become the action of the Civil Aeronautics Board upon expiration of the above period unless within such period a petition for review thereof is filed, or the

² It has been decided not to enforce the doctrine expressed in Sherman Control and Interlocking Relationships, 15 CAB 876 (1952), to the extent applicable, and to consider the application on its merits.

Board gives notice that it will review this Order on its own motion.

J. W. ROSENTHAL,
Chief, Routes and Agreements
Division, Bureau of Economic
Regulation.

[SEAL] HAROLD R. SANDERSON,
Secretary.

[F.R. Doc. 64-9646; Filed, Sept. 22, 1964;
8:51 a.m.]

[Docket No. 15234]

INTERNATIONAL TOURS AND JACK E. HUMMEL

Enforcement Proceeding; Notice of Reassignment of Hearing

Notice is hereby given, pursuant to the provisions of the Federal Aviation Act of 1958, as amended, that public hearing in the above-entitled proceeding previously assigned to be held in Washington, D.C., on October 13, 1964, is hereby reassigned and will now be held before the undersigned Examiner on October 20, 1964, at 10:00 a.m., l.t., in Room 810, U.S. Post Office and Court House, 312 North Spring Street, Los Angeles, Calif.

Dated at Washington, D.C., September 18, 1964.

[SEAL] RICHARD A. WALSH,
Hearing Examiner.

[F.R. Doc. 64-9647; Filed, Sept. 22, 1964;
8:51 a.m.]

[Docket No. 14945; Order E-21287]

INTERNATIONAL AIR TRANSPORT ASSOCIATION Order Regarding Specific Commodity Rates

Adopted by the Civil Aeronautics Board at its office in Washington, D.C., on the 16th day of September 1964.

Agreement adopted by Joint Traffic Conference 1-2 of the International Air Transport Association relating to specific commodity rates; Docket No. 14945, Agreement C.A.B. 17868 R-8 and R-9.

There has been filed with the Board, pursuant to section 412(a) of the Federal Aviation Act of 1958 (the Act) and Part 261 of the Board's Economic Regulations, an agreement between various air carriers, foreign air carriers, and other carriers, embodied in the resolutions of Joint Traffic Conference 1-2 of the International Air Transport Association (IATA), and adopted pursuant to the provisions of Resolution 590 (Commodity Rates Board).

The agreement, adopted pursuant to unprotested notices to the carriers and promulgated in IATA memoranda, names additional rates as set forth in the attachment hereto.¹

The Board, acting pursuant to sections 102, 204(a), and 412 of the Act, does not find the subject agreement to be adverse to the public interest or in violation of

¹ Filed as part of the original document.

the Act, provided that approval thereof is conditioned as hereinafter ordered.

Accordingly, it is ordered, That Agreement C.A.B. 17868, R-8 and R-9, be and hereby is approved, provided that such approval shall not constitute approval of the specific commodity descriptions contained therein for purposes of tariff publication.

Any air carrier party to the agreement, or any interested person, may, within 15 days from the date of service of this order, submit statements in writing containing reasons deemed appropriate, together with supporting data, in support of or in opposition to the Board's action herein. An original and nineteen copies of the statements should be filed with the Board's Docket Section. The Board may, upon consideration of any such statements filed, modify or rescind its action herein by subsequent order.

This order will be published in the FEDERAL REGISTER.

By the Civil Aeronautics Board.

[SEAL] HAROLD R. SANDERSON,
Secretary.

[F.R. Doc. 64-9648; Filed, Sept. 22, 1964;
8:51 a.m.]

FEDERAL COMMUNICATIONS COMMISSION

[Docket Nos. 15569, 15570; FCC 64M-897]

CUMBERLAND PUBLISHING CO. AND EAST KENTUCKY BROADCASTING CORP.

Order Following Prehearing Conference

In re applications of Cumberland Publishing Company, Pikeville, Kentucky, Docket No. 15569, File No. BPH-4140; East Kentucky Broadcasting Corp., Pikeville, Kentucky, Docket No. 15570, File No. BPH-4205; for construction permits.

Pursuant to certain procedural agreements reached at a prehearing conference held this date: *It is ordered*, This 17th day of September 1964, as follows:

(1) The direct affirmative cases of the applicants on the issues as now specified shall be presented in the form of sworn, written exhibits; written evidence excluded as incompetent may be restored by competent oral testimony;

(2) The proposed exhibits of the applicants pertaining to Issue No. 1 (engineering) shall be exchanged by October 6, 1964 (with copies thereof to be supplied to Bureau counsel and the Hearing Examiner);

(3) Notification as to engineering witnesses required to be present at the hearing for cross-examination on exhibits prepared by them shall be given to counsel concerned by October 9, 1964;

(4) Hearing on Issue No. 1 (engineering) shall commence on the date heretofore scheduled, namely, October 13, 1964, at 10:00 a.m., in the Offices of the Commission, Washington, D.C.;

(5) The proposed exhibits of the applicants relating to Issue 2 (standard

comparative issue) shall be exchanged by November 17, 1964 (with copies to be furnished Bureau counsel and the Examiner);

(6) Notification as to those persons connected with the applicants required to be present for cross-examination at the hearing with respect to Issue No. 2 matters shall be given by November 25, 1964; and

(7) Hearing on the direct cases of the applicants pertaining to Issue 2 (standard comparative issue) shall commence on December 1, 1964, at 10:00 a.m.

Counsel for the applicants should confer informally before October 13, 1964, to explore possible areas of stipulation under Issue No. 2, with a view to presenting to the Examiner after the engineering evidence has been received, any stipulations formulated by them.

Released: September 18, 1964.

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

[F.R. Doc. 64-9638; Filed, Sept. 22, 1964; 8:50 a.m.]

[Docket No. 14841; FCC 64M-900]

VERNE M. MILLER

Order Continuing Hearing

In re application of Verne M. Miller, Crystal Bay, Nevada, Docket No. 14841, File No. BP-14706; for construction permit.

Upon the Hearing Examiner's own motion; *It is ordered*, This 17th day of September 1964, that the further hearing in this proceeding heretofore scheduled for October 5, 1964, is hereby rescheduled for October 6, 1964, at 10:00 a.m., in the Offices of the Commission, Washington, D.C.

Released: September 18, 1964.

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

[F.R. Doc. 64-9639; Filed, Sept. 22, 1964; 8:50 a.m.]

[Docket No. 15625; FCC 64-855]

RADIO STATION KVOL, INC. (KVOL)

Memorandum Opinion and Order Designating Application for Hearing on Stated Issues

In re application of Radio Station KVOL, Inc. (KVOL), Lafayette, Louisiana, Docket No. 15625, File No. BP-14947, Has: 1330 kc, 1 kw, DA-N, U, Class III, Requests: 1330 kc, 1 kw, 5 kw-LS, DA-N, U, Class III; for construction permit.

1. The Commission has before it for consideration (1) the above-captioned and described application; (2) petitions to deny the application, filed on August 28, 1961, by Queen City Broadcasting Co., Inc., and on November 13, 1962, by Wagenwest, Incorporated, Queen City's successor as licensee of Station KVIM,

New Iberia, Louisiana; (3) a request by Radio Station KXYZ, Inc., licensee of Station KXYZ, Houston, Texas, that the application be designated for hearing; and (4) other related documents.

2. The objection to the application set forth in the Queen City and Wagenwest petitions, is that George H. Thomas, 100 percent stockholder in Evangeline Broadcasting Co., Inc., licensee of KVOL, is also a 50 percent partner in the licensee of Station KANE, New Iberia, Louisiana; that, if the application is granted, KVOL will place a 5 mv/m signal over half of New Iberia and a 2 mv/m signal over all of it; and that, in view of these facts, a grant of the application would be in contravention of § 73.35(a) of the Commission's rules ("duopoly"). Queen City, having relinquished its KVIM license, is no longer a party in interest in this matter. Accordingly, its petition will be denied. As successor to the KVIM license, Wagenwest is clearly a party in interest. However, the Wagenwest petition has been rendered moot by the fact that on January 1, 1964 (pursuant to prior Commission consent granted December 27, 1963; see BAL-4896), Evangeline Broadcasting Co., Inc.'s KVOL broadcast license was assigned to Radio Station KVOL, Inc., a corporation in which George H. Thomas has no interest. The Wagenwest petition will, therefore, be denied.

3. The Commission finds that, except as indicated by the issues specified below, the applicant is legally, technically, financially and otherwise qualified to construct and operate as proposed.

4. The following matters are to be considered in connection with the aforementioned issues specified below:

(1) Operation of Station KVOL as proposed would involve mutual adjacent-channel interference with the existing 5 kw daytime operation of Station KXYZ, Houston, Texas, on 1320 kc, a frequency 10 kc removed. According to the data submitted by the applicant, the proposal would cause KXYZ interference affecting an area of 1089 square miles with a population of 6558 persons, 0.379 percent of the total population within the KXYZ 0.5 mv/m normally protected service area. By letters dated May 1 and 10, 1963, Radio Station KXYZ, Inc., licensee of KXYZ, contends that a grant of a KVOL application involving such interference would constitute a modification of the KXYZ broadcast license and, accordingly, requests that the application be designated for hearing.

(2) Operation of Station KVOL as proposed would involve mutual co-channel interference with the 1 kw operation of Station KINE, Kingsville, Texas. According to the data submitted by the applicant, the proposal would cause KINE interference affecting an area of 93 square miles with a population of 1014 persons, 0.278 percent of the total population within the KINE 0.5 mv/m normally protected service area.

(3) Operation of Station KVOL as proposed would involve mutual adjacent-channel interference with the existing 250 w daytime operation of Station KOLE, Port Arthur, Texas, on 1340 kc, a frequency 10 kc removed. Data sub-

mitted by the applicant in its instant application and a previous one (File No. BMP-5098) indicate that the proposal would cause interference to KOLE within its 0.5 mv/m normally protected service area affecting 6590 persons residing therein, 5.9 percent of the population of that service area.

In view of the foregoing, the Commission is unable to make the statutory finding that a grant of the subject application would serve the public interest, convenience, and necessity, and is of the opinion that the application must be designated for hearing on the issues set forth below:

It is ordered, That, pursuant to section 309(e) of the Communications Act of 1934, as amended, the application is designated for hearing at a time and place to be specified in a subsequent Order, upon the following issues:

1. To determine the areas and populations which may be expected to gain or lose primary service from the proposed operation of Station KVOL and the availability of other primary service to such areas and populations.

2. To determine whether the proposal would cause objectionable interference to Stations KXYZ, Houston, Texas; KINE, Kingsville, Texas and KOLE, Port Arthur, Texas, or any other existing standard broadcast stations, and, if so, the nature and extent thereof, the areas and populations affected thereby and the availability of other primary service to such areas and populations.

3. To determine, in the light of the evidence adduced pursuant to the foregoing issues, whether a grant of the application would serve the public interest, convenience, and necessity.

It is further ordered, That Radio Station KXYZ, Inc.; Radio Station KINE, Inc.; and Radio Southwest, Inc., licensees of Stations KXYZ, KINE, and KOLE, respectively, are made parties to the proceeding.

It is further ordered, That, for the reasons set forth in Paragraph 2, supra, the petitions of Queen City Broadcasting Co. and Wagenwest, Incorporated, are denied.

It is further ordered, That, in the event of a grant of the application, the construction permit shall contain the following conditions:

Permittee shall submit new common point impedance measurements and sufficient field intensity measurement data to clearly show that the installation and adjustment of any new components required as a result of the daytime power increase have not adversely affected the operation of the nighttime directional antenna array.

Permittee shall submit with the application for license resistance measurements made in accordance with § 73.54 of the Commission's rules.

Pending a final decision in Docket No. 14419 with respect to presunrise operation, and such operation is precluded, provisions of § 73.87 of the Commission's rules are not extended to this authorization, and such operation is precluded.

It is further ordered, That, to avail themselves of the opportunity to be heard, the applicant and parties re-

spondent herein, pursuant to § 1.221(c) of the Commission rules, in person or by attorney, shall, within 20 days of the mailing of this Order, file with the Commission in triplicate, a written appearance stating an intention to appear on the date fixed for the hearing and present evidence on the issues specified in this Order.

It is further ordered, That the applicant herein shall, pursuant to § 311(a) (2) of the Communications Act of 1934, as amended, and § 1.594 of the Commission's rules, give notice of the hearing, 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.

Adopted: September 16, 1964.

Released: September 18, 1964.

FEDERAL COMMUNICATIONS
COMMISSION,

[SEAL] BEN F. WAPLE,
Secretary.

[F.R. Doc. 64-9640; Filed, Sept. 22, 1964;
8:50 a.m.]

[Docket Nos. 15593, 15594; FCC 64M-898]

ST. ALBANS-NITRO BROADCASTING CO. AND WCHS-AM-TV CORP.

Memorandum of Agreements Reached at Prehearing Conference

In re applications of St. Albans-Nitro Broadcasting Co., St. Albans, West Virginia, Docket No. 15593, File No. BPH-4146; WCHS-AM-TV Corporation, Charleston, West Virginia, Docket No. 15594, File No. BPH-4332; for construction permits.

At a prehearing conference held on September 17, 1964, the following schedule of future procedural steps was agreed to by all parties:

November 2, 1964, Preliminary exchange of Engineering showings;

November 24, 1964, Engineering conference;

December 4, 1964, Engineering showings exchanged in final form;

December 7, 1964, Further prehearing conference;

January 7, 1965, Direct presentation of nonengineering showings exchange.

In addition to those relative to the above calendar, the following agreements were also arrived at:

The applicants will diligently search for nonconflicting channels;

Engineering consultants, including those from the Broadcast Bureau, may discuss among themselves, with or without representatives of all parties being present, technical showings and technical problems involved in the case;

A further conference will be held at the call of the examiner if the case reaches the January 7, 1965, exchange stage, at which time a hearing date will be scheduled in lieu of the October 12, 1964, date which is hereby cancelled.

So ordered, this 17th day of September 1964.

Released: September 18, 1964.

FEDERAL COMMUNICATIONS
COMMISSION,

[SEAL] BEN F. WAPLE,
Secretary.

[F.R. Doc. 64-9641; Filed, Sept. 22, 1964;
8:50 a.m.]

[Docket No. 15089 etc.; FCC 64M-893]

SPANISH INTERNATIONAL TELEVISION CO., INC., ET AL.

Order Continuing Hearing

In re applications of Spanish International Television Company, Inc., Paterson, New Jersey, Docket No. 15089, File No. BPCT-3032; Bartell Broadcasters, Inc., Paterson, New Jersey, Docket No. 15091; File No. BPCT-3103; Trans-Tel Corp., Paterson, New Jersey, Docket No. 15092, File No. BPCT-3114; for construction permits for new television broadcast stations.

The Hearing Examiner having under consideration Motion for Continuance of hearing in the above-captioned matter, filed September 15, 1964, by applicant Spanish International Television Company, Inc.;

It appearing, that the reason for the relief requested, namely, that the hearing be continued until October 19, is the actual current participation of counsel for the moving party in another hearing before the Commission, involvement of counsel for applicant Bartell Broadcasters, Inc. in another hearing during the week of October 5, and the Examiner's own calendar problems for the week of October 12; that all parties, including the Commission's Broadcast Bureau, have consented to the postponement; and that, in view of the unanimous consent to grant of the relief requested and the Examiner's feeling that one such continuance for the convenience of the parties and their counsel is not inappropriate, under the circumstances presented, and that a sufficient showing of "good cause" has therefore been made:

It is ordered, This 17th day of September 1964, that the motion for continuance of Spanish International Television Company, Inc. is hereby granted and that the hearing will convene at 10 a.m., Tuesday, October 20, 1964, at the Commission's offices, Washington, D.C.

Released: September 17, 1964.

FEDERAL COMMUNICATIONS
COMMISSION,

[SEAL] BEN F. WAPLE,
Secretary.

[F.R. Doc. 64-9642; Filed, Sept. 22, 1964;
8:51 a.m.]

¹ Coordination with the Commission's Docket Division disclosed that no hearing rooms will be available October 19. Therefore, the Examiner has selected October 20 on his own motion.

[Docket Nos. 15449, 15450; FCC 64M-895]

SPRINGFIELD TELECASTING CO. AND MIDWEST TELEVISION, INC.

Order Continuing Prehearing Conference

In reapplications of Springfield Telecasting Co., Springfield, Illinois, Docket No. 15449, File No. BPCT-2638; Midwest Television, Inc., Springfield, Illinois, Docket No. 15450, File No. BPCT-2846; for construction permits for new television broadcast stations.

Upon the Hearing Examiner's own motion: It is ordered, This 17th day of September 1964, that the hearing conference heretofore scheduled for September 18, 1964, is postponed to October 9, 1964, at 10:00 a.m. in the offices of the Commission, Washington, D.C.

Released: September 17, 1964.

FEDERAL COMMUNICATIONS
COMMISSION,

[SEAL] BEN F. WAPLE,
Secretary.

[F.R. Doc. 64-9643; Filed, Sept. 22, 1964;
8:51 a.m.]

[Docket Nos. 15248, 15626; FCC 64-880]

UNITED ARTISTS BROADCASTING, INC., AND OHIO RADIO, INC.

Order Designating Applications for Consolidated Hearing on Stated Issues

In re applications of United Artists Broadcasting, Inc., Lorain, Ohio, Docket No. 15248, File No. BPCT-3168; Ohio Radio, Incorporated, Lorain, Ohio, Docket No. 15626, File No. BPCT-3348; for construction permit for new television broadcast station.

At a session of the Federal Communications Commission, held at its offices in Washington, D.C., on the 16th day of September 1964:

The Commission, having under consideration the above-captioned applications, each requesting a construction permit for a new television broadcast station to operate on Channel 31, Lorain, 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, 1 R.R. [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) United Artists Corporation is a publicly owned corporation having approximately 7,000 stockholders representing ownership of 1,803,542 shares of voting stock. The applicant states that it has determined, by means of a sample survey, that less than 25 percent of its outstanding stock is owned by persons not citizens of the United States. Since the basis for this conclusion has not been adequately disclosed, it cannot be determined that the said survey is statistically valid. An issue is necessary, therefore, to determine whether a grant of the application of United Artists Broadcasting, Inc., would be consistent with the provisions of section 310(a)(5) of the Communications Act of 1934, as amended.

(c) It appears that a significant portion of the voting stock of United Artists Corporation is owned by holding companies, nominees, or others for and on behalf of persons unknown. Under these circumstances, it is not possible to determine whether, as stockholders, such nominal or beneficial owners have broadcast interests which, considered in connection with the application of United Artists Broadcasting, Inc., would be inconsistent with the multiple ownership provisions of the Commission's rules. It must be determined, therefore, whether a grant of the application of United Artists Broadcasting, Inc., would be consistent with the provisions of § 73.636 of the Commission's rules.

(d) Based on information contained in the application of Ohio Radio, Incorporated, cash of approximately \$178,500 will be required for the construction and initial operation of the proposed new station. To meet these cash requirements, the applicant relies upon the availability of \$102,000 from a bank loan and \$8,000 in existing capital. It is apparent, therefore, that the available funds would be insufficient to meet the cash requirements and the applicant has made no showing as to how the necessary additional funds will be obtained.

(e) Ohio Radio, Incorporated, proposes to locate its main studio outside the corporate limits of the city of Lorain, Ohio, but no waiver of § 73.613(a) of the Commission's rules has been requested. An issue will be specified, therefore, to determine whether a grant of the application would be consistent with § 73.613 of the Commission's rules and, if not, whether circumstances exist which would warrant a waiver of such rule.

It further appearing, that the transmitter proposed by Ohio Radio, Incorporated, has not been type-accepted by the Commission. In the event of a grant of the application, therefore, such grant should be made subject to the condition that, prior to licensing, acceptable data shall be submitted for type-acceptance in accordance with the requirements of § 73.640 of the Commission's rules; and

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

It further appearing, that the applications of United Artists Broadcasting, Inc., for construction permits for new television broadcast stations in Houston, Tex., and Boston, Mass., have previously been designated for hearing with mutually exclusive applications; that the question as to its basic qualifications to be a licensee is in issue in those proceedings as well as in the instant proceeding; that the parties to those proceedings have previously indicated their acceptance of the procedure whereby the same Examiner will preside in all of the proceedings in which United Artists is an applicant; that it would be conducive to the efficient dispatch of the Commission's business for this common basic qualifications issue relative to United Artists Broadcasting, Inc., to be heard at one time with all of the parties to the three proceedings participating; 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., and Ohio Radio, Incorporated, 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 a grant of the application of United Artists Broadcasting, Inc., would be consistent with the provisions of section 310(a)(5) of the Communications Act of 1934, as amended.

3. To determine whether a grant of the application of United Artists Broadcasting, Inc., would be consistent with the provisions of § 73.636 of the Commission's rules.

4. To determine whether Ohio Radio, Incorporated, is financially qualified to construct, own and operate the proposed television broadcast station.

5. To determine whether a grant of the application of Ohio Radio, Incorporated, 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, on a comparative basis, which of the operations proposed in the above-captioned applications would better 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.

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

It is further ordered, That, in the event of a grant of the application of Ohio Radio, Incorporated, such grant shall be subject to the condition that, prior to licensing, acceptable data shall be submitted for type-acceptance in accordance with the requirements of § 73.640 of the Commission's rules.

It is further ordered, That, with respect to the common basic qualifications issue relative to United Artists Broadcasting, Inc., this issue is hereby consolidated to the extent that all of the parties are to participate in the presentation of evidence before the Hearing Examiner and that the evidence adduced under this consolidated issue is to be considered and evaluated in the Initial Decision to be issued in all three proceedings.

It is further ordered, That the issues in the above-captioned proceeding may be enlarged by the Examiner, upon his own motion or upon 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., and Ohio Radio, Incorporated, 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: September 18, 1964.

FEDERAL COMMUNICATIONS
COMMISSION,¹

[SEAL] BEN F. WAPLE,
Secretary.

[F.R. Doc. 64-9644; Filed, Sept. 22, 1964;
8:51 a.m.]

[FCC 64-851]

**AM, FM AND TV STATION LICENSES
TERMINATING IN 1965**

**Composite Week for Program Log
Analysis**

SEPTEMBER 18, 1964.

The following dates will constitute the composite week for use in the preparation of program log analyses submitted with applications for AM, FM, and TV station licenses which have termination dates in 1965.

Sunday, May 24, 1964.
Monday, February 17, 1964.
Tuesday, April 7, 1964.
Wednesday, March 11, 1964.
Thursday, October 17, 1963.
Friday, June 5, 1964.
Saturday, November 16, 1963.

The attention of licensees is also directed to section IV, page 3, Item 10, of the renewal application which permits the submission of any additional program data that the applicant desires to call to the Commission's attention, if, in the applicant's opinion, the statistics based on the composite week do not adequately reflect the program service rendered.

Adopted: September 16, 1964.

FEDERAL COMMUNICATIONS
COMMISSION,

[SEAL] BEN F. WAPLE,
Secretary.

[F.R. Doc. 64-9654; Filed, Sept. 22, 1964;
8:51 a.m.]

FEDERAL MARITIME COMMISSION

**PORT OF DETROIT OPERATORS
ASSOCIATION**

**Notice of Agreements Filed for
Approval**

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

Interested parties may inspect and obtain a copy of the agreement(s) at the Washington office of the Federal Maritime Commission, 1321 H Street NW., Room 301; or may inspect agreements at the offices of the District Managers, New York, N.Y., New Orleans, La., and San Francisco, Calif. Comments with refer-

¹ Commissioner Lee absent.

ence to an agreement including a request for hearing, if desired, may be submitted to the Secretary, Federal Maritime Commission, Washington, D.C., 20573, within 20 days after publication of this notice in the FEDERAL REGISTER. A copy of any such statement should also be forwarded to the party filing the agreement (as indicated hereinafter), and the comments should indicate that this has been done. Notice of agreement filed for approval by:

John H. Eisenhart, Jr., Esq., for Port of Detroit Operators Association, Suite 508, 1815 H Street NW., Washington, D.C., 20006.

Agreement No. 9345-2, between the members of the Port of Detroit Operators Association modifies the basic agreement of the parties which provides for the formation of an organization to be known as the Port of Detroit Operators Association for the purpose of establishing just and reasonable marine terminal rates, charges, classifications, rules, regulations, and practices at their facilities in Detroit, Mich. The purpose of the modification is to amend Article VII of the By-Laws covering the apportionment of operating expenses of the Association.

By order of the Federal Maritime Commission.

Dated: September 17, 1964.

THOMAS LISI,
Secretary.

[F.R. Doc. 64-9629; Filed, Sept. 22, 1964;
8:49 a.m.]

[Fact Finding Investigation No. 6]

STEAMSHIP CONFERENCE

**Supplemental Order Regarding Ef-
fects on Foreign Commerce of
United States**

By order of October 22, 1963, the Commission instituted Fact Finding Investigation No. 6 to determine the effects of steamship conference organization, procedure, rules, regulations and practices upon the foreign commerce of the United States.

The initial order of investigation provided that this proceeding was to be conducted under the Commission's rules of practice and procedure, 46 CFR 502.291 et seq. (formerly 46 CFR 201.291 et seq.). The Commission's rules provide that unless otherwise ordered by the Commission, all investigatory proceedings in a non-adjudicatory investigation shall be non-public. However, the Commission has now concluded that all hearings in this proceeding should be public and therefore the order of investigation is hereby amended and all hearings in this proceeding shall be public.

The foregoing amendment does not otherwise modify the procedures to be utilized in this non-adjudicatory investigation and, while the hearings will be public, persons attending the hearing are not entitled to copies of documentary evidence; witnesses may be accompanied

and advised by counsel, however, counsel may not as a matter of right otherwise participate in the investigation. The Investigative Officer, at his discretion, may permit witness' counsel to examine his client to the extent necessary to clarify direct testimony, but otherwise persons other than Hearing Counsel will not be permitted to examine the witnesses. Any interested person will be permitted to give testimony, whether direct or in the nature of rebuttal.

By the Commission.

THOMAS LISI,
Secretary.

[F.R. Doc. 64-9691; Filed, Sept. 22, 1964;
8:51 a.m.]

FEDERAL POWER COMMISSION

[Docket No. G-2810 etc.]

SOCONY MOBIL OIL CO., INC. ET AL.

**Notice of Applications for Certificates,
Abandonment of Service and Peti-
tions To Amend Certificates¹**

SEPTEMBER 15, 1964.

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

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C., 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) on or before October 12, 1964.

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

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

JOSEPH H. GUTRIDE,
Secretary.

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

Docket No. and date filed	Applicant	Purchaser, field and location	Price per Mcf	Pressure base	Docket No. and date filed	Applicant	Purchaser, field and location	Price per Mcf	Pressure base
G-2810 E 9-2-64	Socony Mobil Oil Co., Inc. (successor to Bayview Oil Corp.)	El Paso Natural Gas Co., Louisiana Gas Co., Wascam Field, Harrison County, Tex.; Angel Peak and Huertaulto Areas, San Juan County, N. Mex.	12.04980 11.7488	15.025 14.65	C163-303 C 9-2-64 C163-1271 E 9-31-64	E. L. Fundingsland, Tex-Star Oil & Gas Corp. (successor to Mountain States Natural Gas Corp.), Robert W. Adams & Associates.	El Paso Natural Gas Co., acreage in San Juan County, N. Mex., El Paso Natural Gas Co., Basin Dakota Field, La Plata County, Colo.	11.0 13.0	15.025 15.025
G-6236 C 9-1-64 G-9928 C 9-2-64 D 9-2-64 G-10247 E 8-31-64	Leonard Oil Co. Gulf Oil Corp. International Helium, Inc. (operator, successor to Fred Whitaker, Inc., operator, successor to Fred Whitaker (operator), et al.)	El Paso Natural Gas Co., Jaimat Oil Pool, Lea County, N. Mex. Natural Gas Pipeline Co. of America, Quindaro Field, Roberts County, Tex. Arkansas Louisiana Gas Co., Carthage Field, Panola County, Tex.	5.5 12.0 11.25	14.65 14.65 14.65	C164-82 C 9-8-64 C164-617 E 8-31-64 C164-1239 A 8-31-64 C164-1250 C 9-3-64 C165-161 A 8-24-64 A 9-3-64 C165-182 A 8-31-64 C165-194 A 9-3-64 C165-195 A 9-3-64 C165-196 A 9-3-64 A 9-2-64	Hope Natural Gas Co., Triadelphia Dist., Logan County, Stafford Dist., Mingo County, W. Va. Texas Gas Transmission Corp., North Rousseau Area, Lafourche Parish, La. Hope Natural Gas Co., Troy Dist., Gilmer County, W. Va. Hope Natural Gas Co., Washington Dist., Calhoun County, W. Va. Cities Service Gas Co., acreage in Harper County, Okla. Cities Service Gas Co., Northwest Lovendale Field, Harper County, Okla. Hope Natural Gas Co., McClellan Dist., Doddridge County, W. Va. Hope Natural Gas Co., Salt Lick Dist., Braxton County, W. Va. Equitable Gas Co., Central Dist., Doddridge County, W. Va.	25.0 20.625 25.0 25.0 17.0 17.0 25.0 25.0 25.0	15.325 15.025 15.325 15.325 14.65 14.65 15.325 15.325 15.325	
G-12517 E 8-27-64	do.	do.	14.0	14.65	C165-197 A 9-3-64	Thomas N. Berry & Co. (operator), et al. James F. Scott, agent for J. H. Hyde Well No. 1. Guy L. Warner Estate.	Cities Service Gas Co., Northwest Lovendale Field, Harper County, Okla.	17.0	14.65
G-12526 E 9-2-64 G-13885 E 8-31-64 G-14108 E 7-27-64	do. Texas Gas Producing Co., Inc. (successor to Bayview Oil Corp.) Gulf Oil Corp. (operator, successor to Fred Whitaker (operator), et al.)	United Gas Pipe Line Co., North La Rosa Field, Refugio County, Tex.	13.1664	14.65	C165-198 B 9-3-64 C165-199 A 9-4-64	Wood County Wells Limited Partnership of New Jersey, by Harvey L. Starr, general partner. Humble Oil & Refining Co.	United Gas Pipe Line Co., North La Rosa Field, Refugio County, Tex.	14.0	14.65
G-16218 D 9-2-64 G-17174 E 9-2-64 G-17481 A 1-2-59 G-18683 E 8-26-64	do. Socony Mobil Oil Co., Inc. (successor to Bayview Oil Corp.) International Helium, Inc. (operator, successor to Fred Whitaker (operator), et al.) Socony Mobil Oil Co., Inc. (operator, successor to Bayview Oil Corp. (operator), et al.) Shell Oil Co.	Transwestern Pipeline Co., Northwest Loyedale Field Harper County, Okla. El Paso Natural Gas Co., Gallegos Canyon Field, San Juan County, N. Mex. Transcontinental Gas Pipe Line Corp., Lake Arthur Field, Jefferson Davis Parish, La. Texas Gas Transmission Corp., Bethany and Carthage Fields, Panola County, Tex.	(?) 13.04980 4.108775 20.625 14.0	15.025 15.025 15.025 14.65	C165-200 A 9-4-64 C165-201 A 9-4-64 C165-202 B 9-4-64 C165-203 B 9-3-64 C165-204 A 9-3-64	The California Co., a division of California Oil Co. Grigg Oil & Gas Co. Sun Down Oil Co. (successor to Mid-Atlantic Oil & Gas Co.) Mobley & Stephens. Mokeen Oil Co., Operator.	Transwestern Pipeline Co., Northwest Loyedale Field Harper County, Okla. El Paso Natural Gas Co., Gallegos Canyon Unit and Unit Well No. 142, San Juan County, N. Mex. Texas Eastern Transmission Corp., North Lake Fields Field, Lafourche Parish, La. Hope Natural Gas Co., Murphy Dist., Ritchie County, W. Va. Hope Natural Gas Co., Grant Dist., Ritchie County, W. Va. Arkansas Louisiana Gas Co., Metcalf Field, Caddo Parish, La. South Texas Natural Gas Gathering Co., Atwood Area, Hidalgo County, Tex. West Lake Natural Gasoline Co., Nema Lucia Area, Nolan County, Tex.	15.0 Declined in pressure. 15.0 15.0 Declined in pressure. Declined in pressure. Declined in pressure. 14.65 14.65	15.025 15.025
C161-137 E 9-2-64	Socony Mobil Oil Co., Inc. (operator, successor to Bayview Oil Corp. (operator), et al.)	Brooks Gas Corp. (formerly Willard M. Dow), Brooks Field, Iron County, Tex.	9.0	14.65	C165-205 F 9-4-64	Rodman Oil Co. (successor to Pan American Petroleum Corp.) R. W. Rhine Drilling Co.	Brooks Gas Corp. (formerly Willard M. Dow), Brooks Field, Iron County, Tex.	15.0 17.0	14.65
C161-624 C 9-1-64	do.	Michigan-Wisconsin Pipe Line Co., Woodward Area, Dewey and Woodward Counties, Okla.	(?)	14.65 14.65	C165-206 A 9-3-64 C165-207 F 9-4-64	Associated Oil & Gas Co. (successor to Prince Marine Drilling & Exploration Co. (operator), et al.) Quaker State Oil Refining Corp.	Michigan-Wisconsin Pipe Line Co., Woodward Area, Dewey and Woodward Counties, Okla. Transwestern Pipeline Co., Oklahoma Panhandle Area, Beaver, Cimarron, and Ellis Counties, Okla.	15.0 17.0	14.65 14.65
C161-737 D 8-31-64	do.	Tennessee Gas Transmission Co., De Large Field, Terrebonne Parish, La.	20.0	15.025	C165-208 A 9-4-64 C165-209 A 9-8-64	Texaco Inc.	Tennessee Gas Transmission Co., De Large Field, Terrebonne Parish, La.	14.85	14.65
C162-305 3-19-64	Texas Gas Producing Co. (formerly Texas Liberty Gas Corp.)	Cities Service Gas Co., Northeast Waynoka Pool, Woods County, Okla.	13.0	14.65	C165-210 A 9-8-64 C165-211 A 9-8-64 C165-212 F 9-2-64	Humble Oil & Refining Co. R. J. Beams. George L. Buckles (successor to Reserve Oil and Gas Co.) Norton Oil Co., Inc., et al. (successor to Socony Mobil Oil Co., Inc.) Lone Star Producing Co.	Cities Service Gas Co., Northeast Waynoka Pool, Woods County, Okla.	16.0 15.0	14.65 14.65
C162-322 C 9-2-64 C162-1019 2-13-64	Circle Drilling Co., Inc. (operator), et al. (formerly Gene M. Woodfin, et al.)	Pan American Petroleum Corp.	18.0	15.025	C165-213 F 9-8-64 C165-214 A 9-8-64 C165-215 A 9-8-64	Hugh Goodrich, et al.	United Fuel Gas Co., Four Mile-Branchland Gas Field, Stoneval Dist., Wayne County, W. Va. Natural Gas Pipeline Co. of America, Northwest Quinlan Field, Woodward County, Okla. Colorado Interstate Gas Co., Patrick Draw Field, Sweetwater County, Wyo. Kansas-Colorado Utilities, Inc., West Sparks Field, Stanton County, Kans. El Paso Natural Gas Co., Langle-Mattix Field, Lea County, N. Mex.	15.0 17.0 15.0 13.5 9.0	15.325 14.65 14.65 14.65
C162-1437 C 9-8-64 C162-1449 C 9-4-64	Pan American Petroleum Corp. Big Chief Drilling Co.	Anadarko Production Co., Interstate Field, Morton County, Kans. Oklahoma Natural Gas Gathering Corp. and National Fuels Corp., Ringwood Field, Major County, Okla.	5.0 11.0	14.65 14.65			United Gas Pipe Line Co., Maxie-Pistol Ridge Fields, Forrest County, Miss. Northern Natural Gas Co., acreage in Lipscomb County, Tex. Lone Star Gathering Co., Nursery Field, Victoria County, Tex.	20.0 17.0 14.0	15.025 14.65 14.65
C162-1504 C 9-8-64 C163-20 C 9-8-64	Continental Oil Co. Humble Oil & Refining Co.	Southern Natural Gas Co., Bayou Pigeon Field, Iberia Parish, La. Arkansas Louisiana Gas Co., Arkonia Area, Haskell, Latimer, Le Flore, and Pittsburg Counties, Oklahoma, and Sebastian County, Ark.	23.55 15.0	15.025 14.65					

Filing code: A—Initial service.
B—Abandonment.
C—Amendment to add acreage.
D—Amendment to delete acreage.
E—Succession.
F—Partial succession.
See footnotes at end of table.
See footnotes at end of table.

Docket No. and date filed	Applicant	Purchaser, field and location	Price per Mcf	Pressure base
CI65-216 A 9-8-64	Worldwide Petroleum Corp.	Lake Shore Pipe Line Co., Bushnell (Pennsylvania) Field, Erie County, Pa.	27.0	15.025
CI65-217 A 9-9-64	Neal Rudder, et al.	Equitable Gas Co., Central Dist. Doddridge County, W. Va.	25.0	15.325
CI65-218 F 9-8-64	Penrose Production Co., et al. (successor to Manenza Oil Co.).	El Paso Natural Gas Co., Eumont Field, Lea County, N. Mex.	11.5	14.65
CI65-219 A 9-1-64	Edward L. Perrine, agent for E and K Oil and Gas Co.	Equitable Gas Co., Otter Dist., Braxton County, W. Va.	25.0	15.325

¹ Less 0.75 cent compression deduction.

² Deletion of nonproductive acreage.

³ Rate in effect subject to refund in Docket No. RI64-1.

⁴ Rate in effect subject to refund in Docket No. RI64-642.

⁵ Application will be treated as a petition to amend certificate in Docket No. G-14164 to add acreage. Docket No. G-17448 will be canceled.

⁶ Rate in effect subject to refund in Docket No. RI64-354.

⁷ Petition to amend certificate to reflect change in name only.

⁸ Initial proposed contract rate by Texas Liberty was 21.25 cents; Texas Liberty was issued a permanent certificate at 20.0 cents by the Commission's Order issued July 23, 1964, in Opinion No. 436, Union Texas Petroleum, et al., Docket Nos. G-13221, et al.

⁹ By letter dated February 12, 1964, Applicant requested redesignation of certificate application and rate schedule to reflect Circle Drilling as Operator of the properties.

¹⁰ Gene M. Woodfin was issued a permanent certificate at 18.0 cents per Mcf by Commission Order issued in Opinion No. 436.

¹¹ Rate in effect subject to refund in Docket No. RI64-466.

¹² Application noticed September 1, 1964, in Docket Nos. G-5716, et al., at a rate of 16.0 cents per Mcf.

¹³ Applicant filed an amendment to reflect a total initial price of 17.0 cents per Mcf in lieu of 16.0 cents per Mcf provided in the original application.

¹⁴ Rate currently being collected subject to refund in Docket No. RI60-409.

[F.R. Doc. 64-9555; Filed, Sept. 22, 1964; 8:45 a.m.]

[Docket No. RI64-363 etc.]

LAKELAND PETROLEUM CORP. ET AL. Order Providing for Hearing on and Suspension of Proposed Changes in Rates; Correction

SEPTEMBER 3, 1964.

Lakeland Petroleum Corporation (Operator), et al., Docket Nos. RI64-363, et al.; Champlin Oil & Refining Co. (Operator), et al., Docket No. RI64-374.

In the Order Providing for Hearing on And Suspension of Proposed Changes in Rates, issued December 4, 1963, and published in the FEDERAL REGISTER December 13, 1963 (F.R. Doc. 63-12783; 28 FR-13515), after Docket No. RI64-374, Champlin Oil & Refining Co. (Operator), et al., Rate Schedule No. 59, correct Supplement No. "4" to read Supplement No. "5".

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 64-9595; Filed, Sept. 22, 1964; 8:45 a.m.]

[Docket Nos. CP64-150, CP64-273]

NATURAL GAS PIPELINE COMPANY OF AMERICA ET AL.

Order Consolidating Proceedings and Fixing Date of Hearing

SEPTEMBER 16, 1964.

Natural Gas Pipeline Company of America (Natural), a Delaware corporation having its principal place of business at 122 South Michigan Avenue, Chicago, Illinois, filed on December 31, 1963,¹ in Docket No. CP64-150 an application for a certificate of public convenience and necessity pursuant to section 7(c) of the Natural Gas Act authorizing:

¹ As supplemented on February 19, 1964 and July 2, 1964.

(1) The acquisition, for a period not to exceed forty years, of all the rights, properties and interests of Oklahoma Natural Gas Company (Oklahoma) in and to an existing underground gas storage field known as "Sayre Storage", in Beckham County, Oklahoma; (2) the construction and operation of certain additional facilities to be used in the injections and withdrawals of natural gas at Sayre Storage, and the field gathering and transportation thereof; (3) operation of Sayre Storage for the injection and withdrawals of natural gas for the account of Oklahoma Natural Gas Storage Company (Storage Company, a wholly-owned subsidiary of Oklahoma); and (4) the possible sale and delivery of gas to Storage Company.

Oklahoma Natural Gas Company and Oklahoma Natural Gas Storage Company, both Delaware corporations having their principal places of business at 624 South Boston Avenue, Tulsa, Oklahoma, filed on May 11, 1964, in Docket No. CP64-273, a joint petition for a declaratory order disclaiming jurisdiction and joint application for an exemption from the Natural Gas Act (Act) pursuant to section 1(c) thereof.

Oklahoma, the current owner and operator of Sayre Storage, has not fully utilized the capacity of that field.² On September 19, 1963, Oklahoma and Natural executed a "Storage Operating and Service Agreement" (Agreement)³ granting Natural the exclusive right (at Natural's sole risk and expense) to op-

² The applicant estimates the total capacity of Sayre Field to be 90 billion cubic feet. Oklahoma presently stores approximately 22 billion cubic feet of natural gas in Sayre Storage.

³ As later amended by letter agreement dated August 30, 1963, and executed on September 19, 1963, and a letter agreement dated November 13, 1963, executed on November 18, 1963.

erate Sayre Field for the purpose of underground gas storage. Under the Agreement Oklahoma agrees to deliver up to 3 billion cubic feet of natural gas per year to Natural. Natural will inject this into Sayre Field for Oklahoma's account. Upon the request of Oklahoma, Natural agrees to withdraw up to 3 billion cubic feet per year of natural gas from Sayre Field and redeliver it to Oklahoma. The daily injections and withdrawals shall not exceed 20,000 Mcf.

Oklahoma agrees to maintain a minimum storage balance of 18,000,000 Mcf for at least the first five years after the effective date of the Agreement. Thereafter, the Agreement requires a minimum storage balance of 6,000,000 Mcf. At no time, during the life of the Agreement, shall Oklahoma's storage balance exceed 25,000,000 Mcf. Nor shall Oklahoma's storage balance ever exceed the smallest annual average storage balance by more than 10,000,000 Mcf.

The rental fee will be \$20,833 per month (or \$249,996 annually) for the first five years. Thereafter, the monthly rental fee shall be based on Oklahoma's storage balance on the last day of the month. That fee can be determined from the following table:

Month-end storage balance		
At least	But less than	Monthly rental fee
18,000,000 Mcf		\$25,000
17,000,000 Mcf	18,000,000 Mcf	24,405
16,000,000 Mcf	17,000,000 Mcf	23,810
15,000,000 Mcf	16,000,000 Mcf	23,215
14,000,000 Mcf	15,000,000 Mcf	22,620
13,000,000 Mcf	14,000,000 Mcf	22,025
12,000,000 Mcf	13,000,000 Mcf	21,430
11,000,000 Mcf	12,000,000 Mcf	20,835
10,000,000 Mcf	11,000,000 Mcf	20,240
9,000,000 Mcf	10,000,000 Mcf	19,645
8,000,000 Mcf	9,000,000 Mcf	19,050
7,000,000 Mcf	8,000,000 Mcf	18,455
6,000,000 Mcf	7,000,000 Mcf	17,860

In addition to the lease of Sayre Field, the Agreement provides that Oklahoma has the right to purchase from Natural, during Natural's off-peak season, up to 20,000 Mcf of natural gas per day (up to 3,000,000 Mcf in any calendar year) at a rate equal to the commodity charge contained in Natural's rate schedule CD-1 (currently 20.60 cents per Mcf). However, Oklahoma has advised Natural, by letter, that it does not presently contemplate the purchase of any gas from Natural within the foreseeable future.

On March 17, 1964, Oklahoma assigned all of its rights and obligations under the Agreement to Storage Company. At some time subsequent to the effective date of the Agreement but prior to the commencement of any injections or withdrawals of gas from Sayre Field under the Agreement, Oklahoma will convey to Storage Company all of Oklahoma's western system (including all gas in storage at that time), transmission and appurtenant properties, rights, facilities and gas purchase contracts, but will retain all of its city and town distribution facilities and other equipment and facilities used for the sale of natural gas to individual retail customers located along the gathering and transmission lines of

Storage Company, and the resale of natural gas to one wholesale for resale customer.

Should the activities contemplated by the Agreement subject either Oklahoma or Storage Company to the jurisdiction of this Commission, Article IX provides that the Agreement will not become effective.

In order to operate Sayre Storage Field at the required injection, withdrawal and storage levels, Natural proposes to construct the following facilities:

- (1) Approximately 6.30 miles of 24-inch pipeline;
- (2) A total of approximately 7.75 miles of various diameter field gathering pipelines;
- (3) One 24-inch side tap pipeline connection;
- (4) One field compressor station with 40,000 BHP installed;
- (5) Measurement facilities, including wellhead and flow meters;
- (6) Reworking of 26 gas wells and drilling of one additional well, and;
- (7) Other appurtenant facilities.

The total estimated cost of the acquisition, development, and construction of Sayre Storage Field, including the cost of the facilities described above (including engineering and general and administrative expense, cushion gas, one year's lease rental, interest during construction and allowance for contingencies) is stated to be \$4,808,000.

The applicant further states that following the commencement of operation it may also be necessary to rework the 11 existing wells to insure that they are gas tight and to drill one additional observation well at an estimated cost of \$250,000.

Applicant also intends to utilize Sayre Storage Field in conjunction with its existing interstate gas transmission facilities, and the sale of gas therefrom to its existing customers. Applicant proposes no changes in the terms and conditions of the service furnished to existing customers or of the FPC gas tariffs now on file pursuant to which such service is rendered.

Natural represents that the field storage to be provided by the proposed lease and operation of Sayre Storage Field will: (1) Afford Natural the peak day flexibility in supply it requires on its Amarillo Line to meet winter pipeline input requirements; (2) permit the purchase of gas from present suppliers within contract volume limitations; (3) assure Natural of the ability to take and utilize its full allowable production from its own leaseholds throughout the entire year.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C., 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) on or before October 6, 1964.

This order shall constitute the notice of the filing of the applications which are on file with the Commission and open to public inspection.

The Commission finds. The application filed by Natural in Docket No. CP64-150 raises common issues of law and fact

that are interrelated with the issues raised by the petition for a declaratory order and the application for an exemption from the Natural Gas Act pursuant to section 1(c) thereof, jointly filed by Oklahoma and Storage Company in Docket No. CP64-273, and consequently it is in the public interest to consolidate, for hearing, the two aforementioned dockets.

The Commission orders:

(A) Natural's application, filed on December 31, 1963, is hereby consolidated with the petition for a declaratory order and the application for an exemption from the Natural Gas Act pursuant to section 1(c) thereof, jointly filed on May 11, 1964, by Oklahoma and Storage Company.

(B) Pursuant to the authority contained in, and subject to the authority conferred upon the Federal Power Commission by the Natural Gas Act, including particularly sections 7, 15, and 16, and the Commission's rules of practice and procedure under that Act, a public hearing is hereby scheduled to commence October 20, 1964, at 10:00 a.m., in a Hearing Room of the Federal Power Commission, 441 G Street NW., Washington, D.C., 20426, concerning the matters involved in and the issues presented by the applications and petition filed in Docket Nos. CP64-150 and CP64-273.

By the Commission.

[SEAL] JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 64-9596; Filed, Sept. 22, 1964; 8:45 a.m.]

[Docket No. CP64-270 etc.]

TRANSCONTINENTAL GAS PIPE LINE CORP. ET AL.

Order Consolidating Proceedings

SEPTEMBER 16, 1964.

Transcontinental Gas Pipe Line Corporation, Docket No. CP64-270; Georgia-Tennessee Gas Corporation, Docket No. CP64-272; Southern Natural Gas Company, Docket No. CP64-259 and CP64-314; East Tennessee Natural Gas Company, Docket No. CP65-66.

On September 10, 1964, East Tennessee Natural Gas Company (East Tennessee) filed an application in Docket No. CP65-66 seeking authorization to construct and operate approximately 41 miles of 24-inch pipeline loop and appurtenant facilities in the State of Tennessee so as to increase its main line daily design capacity by approximately 22,141 Mcf. The location of the proposed facilities will be from a point on East Tennessee's 22-inch North Line near Oak Ridge, Tennessee, to a point near Jefferson City, Tennessee, on its 16-inch Topside to Bristol line. Total estimated cost of the facilities is \$4,160,000.

East Tennessee proposes to utilize this additional capacity so as to render additional service to (1) most of its existing resale "flat rate" customers, (2) two existing direct industrial customers, namely, Aluminum Company of America and Bowaters Southern Paper Company, and (3) Chattanooga Gas Company,

(Chattanooga) for resale to Farmers Chemical Association, Inc.

East Tennessee proposes additional service to Chattanooga, with the increased requirements of Farmers Chemical, on the basis of 65 percent firm service and 35 percent interruptible service. Chattanooga would purchase its entire requirements from East Tennessee under the latter's Rate Schedule CR-1 and AOS-1 of its recently filed Fourth Revised Volume No. 1, FPC Gas Tariff. Upon permanent certification of its application and commencement of service thereunder, East Tennessee would voluntarily reduce its rates by 2 cents per Mcf in the commodity charge under its existing two-part rate schedules and 1 cent per Mcf in its existing firm "flat rate" schedules.

By our order of August 31, 1964, we consolidated all of the above-designated competitive applications, exclusive of the East Tennessee application. Since East Tennessee also seeks, as part of its proposal, authorization to serve markets common to those proposed in the applications heretofore consolidated, it is appropriate that the instant East Tennessee application be consolidated herewith, as requested by Applicant.

On September 14, 1964, Southern Natural Gas Company filed a petition to reject the East Tennessee application on grounds that this application is dependent upon additional gas supply from Tennessee Gas Transmission Company, and that, contrary to § 157.13(c) of the Commission's regulations, no supporting application by Tennessee has been filed. Time for reply to the Southern petition has not yet expired, and we are therefore in no position to pass upon its merits at this time. However, in view of the fact that the hearing schedule in the consolidated proceeding calls for the filing of direct cases of the applicants by September 29, 1964, we do not believe it would be in the public interest to defer action upon East Tennessee's consolidation request, pending resolution of the Southern petition. East Tennessee's further position in the case will depend upon our eventual determination of the matters raised in the Southern petition, but, in any event, if it wishes to participate in the comparative hearing it should be required to file its direct case by the date specified for its competitors.

This order shall constitute notice of the filing of the East Tennessee application which is on file and open to public inspection.

The Commission orders:

(A) East Tennessee's motion for consolidation of its application in Docket No. CP65-66 is hereby granted.

(B) All of the procedures set forth in our Order of August 31, 1964, in the instant proceeding are applicable hereto, except as hereinafter altered:

(a) The date of September 21, 1964, set forth in ordering paragraph (D) of said Order is hereby extended to September 28, 1964.

(b) The date of September 28, 1964, set forth in ordering paragraph (E) of said Order is extended to September 29, 1964, and the date of September 21, 1964, is extended to September 28, 1964.

By the Commission.

[SEAL] JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 64-9597; Filed, Sept. 22, 1964;
8:45 a.m.]

HOUSING AND HOME FINANCE AGENCY

Office of the Administrator
DIRECTOR, COMMUNITY
DISPOSITION STAFF

Redelegation of Authority With Respect to Greentown Projects and Subsistence Homesteads

The Director, Community Disposition Staff, is hereby authorized to execute the functions, powers, and duties vested in the Public Housing Commissioner with respect to greentown projects and subsistence homesteads under the Act of June 29, 1936, 49 Stat. 2035; the Act of May 19, 1949, 63 Stat. 68; section 4(b) of Reorganization Plan No. 3 of 1947, 61 Stat. 955 (5 U.S.C. 133y-133y-16 note); and any other law or executive order relating to or affecting the said functions, powers, and duties.

(Public Housing Commissioner's delegation of authority to Housing and Home Finance Administrator effective August 29, 1964, 29 F.R. 12596, September 4, 1964)

Effective as of the 23d day of September 1964.

[SEAL] ROBERT C. WEAVER,
Housing and Home
Finance Administrator.

[F.R. Doc. 64-9605; Filed, Sept. 22, 1964;
8:46 a.m.]

SECURITIES AND EXCHANGE COMMISSION

[File Nos. 7-2380 etc.]

COMMONWEALTH OIL REFINING
CO., INC., ET AL.

Notice of Applications for Unlisted Trading Privileges and of Opportunity for Hearing

SEPTEMBER 17, 1964.

In the matter of applications of the Philadelphia - Baltimore - Washington Stock Exchange for unlisted trading privileges in certain securities.

The above named national securities exchange has filed applications with the Securities and Exchange Commission pursuant to section 12(f)(1)(B) of the Securities Exchange Act of 1934 and Rule 12f-1 thereunder, for unlisted trading privileges in the common stocks of the following companies, which securities are listed and registered on one or more other national securities exchanges:

Commonwealth Oil Refining
Co., Inc.----- File 7-2380
Whirlpool Corp----- File 7-2381
Texas Industries, Inc.----- File 7-2385

Upon receipt of a request, on or before October 5, 1964, from any interested person, the Commission will determine whether the application with respect to any of the companies named shall be set down for hearing. Any such request should state briefly the title of the security in which he is interested, the nature of the interest of the person making the request, and the position he proposes to take at the hearing, if ordered. In addition, any interested person may submit his views or any additional facts bearing on any of the said applications by means of a letter addressed to the Secretary, Securities and Exchange Commission, Washington 25, D.C., not later than the date specified. If no one requests a hearing with respect to any particular application, such application will be determined by order of the Commission on the basis of the facts stated therein and other information contained in the official files of the Commission pertaining thereto.

For the Commission (pursuant to delegated authority).

[SEAL] ORVAL L. DUBOIS,
Secretary.

[F.R. Doc. 64-9593; Filed, Sept. 22, 1964;
8:45 a.m.]

[File No. 70-4232]

LAKE SHORE PIPE LINE CO. AND CONSOLIDATED NATURAL GAS CO.

Notice of Proposed Open Account Advances to Subsidiary Company

SEPTEMBER 17, 1964.

Notice is hereby given that Consolidated Natural Gas Company ("Consolidated"), 30 Rockefeller Plaza, New York 20, New York, a registered holding company, and its wholly-owned subsidiary company, Lake Shore Pipe Line Co. ("Lake Shore"), have filed a joint declaration with this Commission pursuant to the Public Utility Holding Company Act of 1935 ("Act"), designating section 12(b) of the Act and Rule 45 promulgated thereunder as applicable to the proposed transactions. All interested persons are referred to the joint declaration, on file at the office of the Commission, for a statement of the transactions therein proposed which are summarized below.

Consolidated proposes to make open account advances to Lake Shore of up to \$1,000,000 during the remainder of 1964 to finance Lake Shore's increased plant construction program for 1964 which is estimated at \$1,175,000. Consolidated contemplates that these advances will be made from its internal cash sources and that no increase will be necessary in Consolidated's \$20,000,000 of short-term bank borrowings for construction, heretofore authorized by the Commission (Holding Company Act Release No. 15087 (June 11, 1964)).

The open account advances will be made by Consolidated from time to time in 1964 as needed by Lake Shore. The advances will be payable on a date not more than twelve months from the date of the first advance to Lake Shore and also on or before the maturity of Con-

solidated's short-term construction bank borrowings of \$20,000,000 previously authorized for 1964. The advances will bear the same rate of interest that Consolidated will be required to pay on such borrowings. The short-term advances by Consolidated are to be repaid by Lake Shore through permanent financing at a later date, subject to Commission approval of said financing.

Expenses incident to the proposed transactions are estimated not to exceed \$1,250, including \$1,000 payable to Con-Gas Service Corporation for services on a cost basis. The joint declaration states that no State or Federal commission, other than this Commission, has jurisdiction over the proposed transactions.

Notice is further given that any interested person may, not later than October 13, 1964, request in writing that a hearing be held on such matter, stating the nature of his interest, the reasons for such request, and the issues of fact or law raised by said joint declaration which he desires to controvert; or he may request that he be notified if the Commission should order a hearing thereon. Any such request should be addressed: Secretary, Securities and Exchange Commission, Washington, D.C., 20549. A copy of such request should 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 the declarants at the above-stated address, and proof of service (by affidavit or, in case of an attorney at law, by certificate) should be filed contemporaneously with the request. At any time after said date, the joint declaration, as filed or as it may be amended, may be permitted to become effective as provided in Rule 23 of the general rules and regulations promulgated under the Act, or the Commission may grant exemption from such rules as provided in Rules 20(a) and 100 thereof or take such other action as it may deem appropriate.

For the Commission (pursuant to delegated authority).

[SEAL] ORVAL L. DUBOIS,
Secretary.

[F.R. Doc. 64-9594; Filed, Sept. 22, 1964;
8:45 a.m.]

INTERSTATE COMMERCE COMMISSION

FOURTH SECTION APPLICATION FOR RELIEF

SEPTEMBER 18, 1964.

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

LONG-AND-SHORT HAUL

FSA No. 39272: T.O.F.C. rates from and to points in WTL territory. Filed by Western Trunk Line Committee, agent (No. A-2374), for interested rail carriers. Rates on property moving on class and commodity rates, loaded in

trailers and transported on railroad flat cars, between points in western trunk-line territory, on the one hand, and points in Alabama, Georgia, Louisiana, Mississippi and Tennessee, on the other.

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

Tariff: Supplement 13 to Western Trunk Line Committee, agent, tariff I.C.C. A-4522.

By the Commission.

[SEAL] HAROLD D. McCoy,
Secretary.

[P.R. Doc. 64-9621; Filed, Sept. 22, 1964;
8:48 a.m.]

[Notice 321]

MOTOR CARRIER ALTERNATE ROUTE DEVIATION NOTICES

SEPTEMBER 18, 1964.

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(e)) 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 PROPERTY

No. MC 10761 (Deviation No. 33)
TRANSAMERICAN FREIGHT LINES,
INC., 1700 North Waterman Avenue,
Detroit, Mich., 48209, filed September 3,
1964. Carrier proposes to operate as a
common carrier, by motor vehicle, of *general commodities*, with certain exceptions, over a deviation route as follows: From junction U.S. Highway 40 near Bridgeport, Ohio, and Wheeling, W. Va., over West Virginia Highway 2 to the junction West Virginia Highway 2 and U.S. Highway 22 near Weirton, W. Va., and return over the same route, for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities over pertinent service routes as follows: from Dayton, Ohio, over Ohio Highway 4 to Springfield, Ohio, thence over U.S. Highway 40 to Bridgeport, thence over Ohio Highway 7 to East Liverpool, Ohio, thence over Ohio Highway 39 to the Ohio-Pennsylvania State line, thence over Pennsylvania Highway 68 to Rochester, Pa., and thence over Pennsylvania Highway 88 to Pittsburgh, Pa.; from Cincinnati over U.S. Highway 22 to Steubenville, Ohio, thence over Ohio Highway 7 to East Liverpool, Ohio, thence

over Ohio Highway 39 to the Ohio-Pennsylvania State line, thence over Pennsylvania Highway 68 to Rochester, thence over Pennsylvania Highway 88 to Pittsburgh, and from Washington, Pa., over U.S. Highway 40 to Wheeling, thence over U.S. Highway 250 to Moundsville, W. Va., and return over the same routes.

No. MC 22278 (Deviation No. 1),
TAKIN BROS. FREIGHT LINES, INC.,
2125 Commercial Street, Waterloo, Iowa,
50705, filed August 31, 1964. Carrier
proposes to operate as a *common carrier*,
by motor vehicle, of *general commodities*,
with certain exceptions, over a deviation
route as follows: From Chicago, Ill.,
over Interstate Highways 55 and 66 to
junction Interstate Highway 80, and
thence over Interstate Highway 80 to
Omaha, Nebr., and return over the same
route, for operating convenience only.
The notice indicates that the carrier is
presently authorized to transport the
same commodities over a pertinent service
route as follows: From Chicago over
U.S. Highway 34 to junction Illinois
Highway 92 thence over Illinois Highway
92 to junction Illinois Highway 82 thence
over Illinois Highway 82 to Geneseo, Ill.,
thence over U.S. Highway 6 to Omaha,
and return over the same route.

No. MC 42487 (Deviation No.
31), CONSOLIDATED FREIGHTWAYS
CORPORATION OF DELAWARE, 175
Linfield Drive, Menlo Park, Calif., filed
August 31, 1964. Carrier proposes to
operate as a *common carrier*, by motor
vehicle, of *general commodities*, with
certain exceptions, over a deviation route
as follows: Between Cincinnati, Ohio,
and Toledo, Ohio, over Interstate High-
way 75, for operating convenience only.
The notice indicates that the carrier is
presently authorized to transport the
same commodities over a pertinent service
route as follows: From Cincinnati
over U.S. Highway 42 (formerly portion
U.S. Highway 25), to Sharonville, Ohio,
thence over unnumbered highway (for-
merly portion U.S. Highway 25) via
Gano, Monroe, Franklin, and Miamis-
burg, Ohio, to junction U.S. Highway 25
(northeast of West Carrollton, Ohio),
thence over U.S. Highway 25 via Dayton,
Ohio, to junction unnumbered highway
(formerly portion U.S. Highway 25),
thence over unnumbered highway via
Troy, Piqua, Sidney, Anna, and Botkins,
Ohio to Wapakoneta, Ohio, thence over
Ohio Highway 67 (formerly portion U.S.
Highway 25) to junction U.S. Highway
25, thence over U.S. Highway 25 to junction
unnumbered highway (formerly
portion U.S. Highway 25) (east of Cri-
dersville, Ohio), thence over unnumbered
highway via Lima, Ohio, to junction U.S.
Highway 25, thence over U.S. Highway
25 to Findlay, Ohio, thence over unnum-
bered highway (formerly portion U.S.
Highway 25) via North Findlay and Van
Buren, Ohio, to junction U.S. Highway
25 (west of Birdstown, Ohio) and thence
over U.S. Highway 25 to Toledo, and
return over the same route.

No. MC 52587 (Sub-No. 2) (Deviation
No. 1), O. K. MOTOR SERVICE, INC.,
2513 West Armitage Avenue, Chicago
47, Ill., filed September 2, 1964. Car-
rier's representative: George S. Mullins,
4704 West Irving Park Road, Chicago

41, Ill. Carrier proposes to operate as
a *common carrier*, by motor vehicle, of
general commodities, with certain excep-
tions, over a deviation route as fol-
lows: From Chicago, Ill., over Inter-
state Highway 294 to junction Inter-
state Highway 94, thence over Interstate
Highway 94 to Milwaukee, Wis., and re-
turn over the same route, for operating
convenience only. The notice indicates
that the carrier is presently authorized
to transport the same commodities
over pertinent service routes as follows:
From Chicago over Illinois Highway 21
to junction U.S. Highway 45, thence over
U.S. Highway 45 to junction Wisconsin
Highway 36, thence over Wisconsin
Highway 36 to junction U.S. Highway 41,
thence over U.S. Highway 41 to Mil-
waukee, and thence over Wisconsin
Highway 59 to Waukesha, Wis. from
Chicago over U.S. Highway 41 to junc-
tion Wisconsin Highway 50, and thence
over Wisconsin Highway 50 to junc-
tion Wisconsin Highway 42, thence over
Wisconsin Highway 42 to Milwaukee,
and thence over U.S. Highway 141 to
Fox Point, Wis., and from Chicago over
U.S. Highway 41 to Milwaukee, thence
over U.S. Highway 141 to Fox Point,
and return over the same routes.

No. MC 53965 (Deviation No. 1),
GRAVES TRUCK LINE, INC., 739 North
10th Street, Post Office Box 838, Salina,
Kans., Carrier's representative: James E.
Lockwood, 1525 Genesee Street, Kansas
City, Mo., filed August 31, 1964. Car-
rier proposes to operate as a *common car-
rier*, by motor vehicle, or *general com-
modities*, with certain exceptions, over a
deviation route as follows: Between
Wichita, Kans., and Oklahoma City,
Okla., over Interstate Highway 35, for
operating convenience only. The notice
indicates that the carrier is presently
authorized to transport the same com-
modities over a pertinent service route
as follows: from Wichita over U.S.
Highway 81 to junction U.S. High-
way 177, thence over U.S. Highway
177 to junction U.S. Highway 77, and
thence over U.S. Highway 77 to Okla-
homa City, and return over the same
route.

No. MC 53965 (Deviation No. 2),
GRAVES TRUCK LINE, INC., 739 North
10th Street, Post Office Box 838, Salina,
Kans., Carrier's representative: James E.
Lockwood, 1525 Genesee Street, Kansas
City, Mo., filed August 31, 1964. Car-
rier proposes to operate as a *common
carrier*, by motor vehicle, of *general com-
modities*, with certain exceptions, over a
deviation route as follows: From Omaha,
Nebr. over Interstate Highway 280 to
junction Interstate Highway 80, thence
over Interstate Highway 80 to junction
Interstate Highway 180, hence over In-
terstate Highway 180 to Lincoln, Nebr.,
and return over the same route, for oper-
ating convenience only. The notice in-
dicates that the carrier is presently au-
thorized to transport the same commodi-
ties over a pertinent service route as
follows: From Omaha over U.S. Highway
6 to Lincoln, and return over the same
route.

No. MC 71096 (Deviation No. 12), NOR-
WALK TRUCK LINES, INC., 180 Milan
Avenue, Norwalk, Ohio, filed August 30,

1964. Carrier proposes to operate as a *common carrier*, by motor vehicle of *general commodities*, with certain exceptions, over a deviation route as follows: From South Bend, Ind., over U.S. Highway 31 to junction U.S. Highway 6, thence over U.S. Highway 6 to Bremen, Ind., and return over the same route, for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities over a pertinent service route as follows: from South Bend over U.S. Highway 33 to Mishawaka, Ind., thence over Indiana Highway 331 to Bremen, and return over the same route.

No. MC 71096 (Deviation No. 13), NORWALK TRUCK LINES, INC., 180 Milan Avenue, Norwalk, Ohio, filed August 30, 1964. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over a deviation route as follows: From Fort Wayne, Ind., over U.S. Highway 30 to junction U.S. Highway 31, thence over U.S. Highway 31 to South Bend, Ind., and return over the same route, for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities over pertinent service routes as follows: from junction U.S. Highways 33 and 6 (near Ligonier, Ind.) over U.S. Highway 33 to Fort Wayne and from Cleveland, Ohio, over U.S. Highway 6 to Bremen, Ind., thence over Indiana Highway 331 to Mishawaka, Ind., thence over U.S. Highway 33 to South Bend, Ind., and thence over U.S. Highway 20 to Chicago, Ill., and return over the same routes.

No. MC 108937 (Deviation No. 3) MURPHY MOTOR FREIGHT LINES, INC., 965 Eustis Street, St. Paul, Minn., 55114, filed September 2, 1964. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over deviation routes as follows: (A) From Hudson, Wis., over Interstate Highway 94 to junction Interstate Highway 90 near Tomah, Wis., thence over Interstate Highways 90 and 94 to junction Interstate Highways 90 and 94 near Madison, Wis., thence over Interstate Highway 90 to junction U.S. Highway 14, thence over U.S. Highway 14 to junction Illinois Highway 47, thence over Illinois Highway 47 to junction U.S. Highway 20, thence over U.S. Highway 20 to Chicago, Ill.; and (B) From Hudson to junction Interstate Highway 90 and U.S. Highway 14 as specified above, thence over U.S. Highway 14 to junction Illinois Highway 53, thence over Illinois Highway 53 to junction U.S. Highway 20, thence over U.S. Highway 20 to Chicago, and return over the same routes, for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities over a pertinent service route as follows: From Chicago over Alternate U.S. Highway 30 to junction Illinois Highway 64, thence over Illinois Highway 64 to Savanna, Ill., to the Illinois Iowa State line, thence over Iowa Highway 64 to Cedar Rapids, Iowa, thence over Iowa Highway 150 via Independ-

ence, Iowa to Calmar, Iowa, and thence over U.S. Highway 52 via St. Paul, Minn., to Minneapolis, Minn. (also from Cedar Rapids over Iowa Highway 13 to Manchester, Iowa, thence over U.S. Highway 20 to Independence, Iowa, and thence over the above-specified route to Minneapolis; also from Savanna over Illinois Highway 80 to junction U.S. Highway 20, thence over U.S. Highway 20 to Dubuque, Iowa, thence over U.S. Highway 52 to Calmar, Iowa, and thence over the above-specified route to Minneapolis), and return over the same route.

No. MC 108987 (Deviation No. 4), POOLE TRANSFER, INC., 807 East Fourth St., Muscatine, Iowa, filed August 28, 1964. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over a deviation route as follows: from Moline, Ill., over city streets to Interstate Highway 280, thence over Interstate Highway 280 to junction Interstate Highway 80, thence over Interstate Highway 80 to junction Interstate Highway 55, thence over Interstate Highway 55 to junction U.S. Highway 66, and thence over U.S. Highway 66 to Chicago, and return over the same route, for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities over a pertinent service route as follows: from Moline over Illinois Highway 92 to junction U.S. Highway 34, thence over U.S. Highway 34 via Oswego, Ill., to Chicago, and return over the same route.

No. MC 113528 (Deviation No. 4) MERCURY FREIGHT LINES, INC., Post Office Box 1624, Mobile, Ala., filed September 8, 1964. Carrier's attorney: Drew L. Carraway, Suite 618, Perpetual Building, 1111 E Street NW., Washington, D.C., 20004. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with exceptions, over a deviation route as follows: from Beaumont, Tex., over Interstate Highway 10 to Houston, Tex., and return over the same route, for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities over pertinent service routes as follows: from Birmingham, Ala., over U.S. Highway 11 to junction Mississippi Highway 26, near Poplarville, Miss., thence over Mississippi Highway 26 to the Mississippi-Louisiana State line, thence over Louisiana Highway 10 to Bogalusa, La., thence over Louisiana Highway 21 to Covington, La., thence over U.S. Highway 190 to Kinder, La., thence over U.S. Highway 165 to junction U.S. Highway 90, and thence over U.S. Highway 90 to Houston, and from Selma, Ala., over U.S. Highway 80 to junction U.S. Highway 11, and return over the same route.

No. MC 113658 (Sub-No. 2) (Deviation No. 1), SCOTT TRUCK LINE, 2950 Blake St., Post Office Box 6596, Denver, Colo., filed August 28, 1964. Carrier's attorney: John H. Lewis, The 1650 Grant Street Building, Denver 3, Colo. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over a

deviation route as follows: From Denver over Interstate Highway 80S to its junction with Interstate Highway 80 at or near Big Springs, Nebr., thence over Interstate Highway 80 to its junction with Interstate Highway 55 at or near Joliet, Ill., thence over Interstate Highway 55 to Chicago, Ill., and return over the same route, for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities over a pertinent service route as follows: from Denver over U.S. Highway 6 to Sterling, Colo., thence over U.S. Highway 138 to junction U.S. Highway 30, thence over U.S. Highway 30 to Aurora, Ill., thence over Illinois Highway 65 to junction U.S. Highway 34, and thence over U.S. Highway 34 to Chicago, and return over the same route.

No. MC 113678 (Deviation No. 1), CURTIS, INC., Post Office Box 16004, Stockyards Station, Denver, Colo., filed September 8, 1964. Carrier's attorney: Charles J. Kimball, Post Office Box 2028, Lincoln, Nebr., 68501. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *specified commodities*, over a deviation route as follows: From Denver, Colo., over Interstate Highway 80S to junction Interstate Highway 80 at or near Big Springs, Nebr., thence over Interstate Highway 80 to junction Interstate Highway 55 at or near Joliet, Ill., thence over Interstate Highway 55 to Chicago, Ill., traversing connecting highways between completed portions of said Interstate Highways, and return over the same route, for operating convenience only. The notice indicates that the carrier is presently authorized to transport *canned goods, fresh meats, and packinghouse products, equipment and supplies, when moving to or from the warehouses, plants or other facilities of meat packinghouses*, over pertinent service routes as follows: From Chicago over Alternate U.S. Highway 30 via Dixon, Ill., to junction U.S. Highway 30, thence over U.S. Highway 30 to junction U.S. Highway 138, thence over U.S. Highway 138 to Sterling, Colo., and thence over U.S. Highway 6 to Denver, and from Denver over U.S. Highway 6, to Princeton, Ill., and thence over U.S. Highway 34 to Chicago, and return over the same routes.

MOTOR CARRIERS OF PASSENGERS

No. MC 1515 (Deviation No. 191), GREYHOUND LINES, INC. (Southern Greyhound Lines Division), 219 East Short Street, Lexington, Ky., filed September 2, 1964. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *passengers and their baggage, and express, mail, and newspapers* in the same vehicle with passengers, over a deviation route as follows: From junction Georgia Highway 11 and U.S. Highway 41 (formerly Georgia Highway 247), over U.S. Highway 41 (formerly Georgia Highways 247 and 49), to junction Georgia Highway 11, and return over the same route, for operating convenience only. The notice indicates that the carrier is presently authorized to transport passengers and the above specified property over a pertinent service route as follows:

from Chattanooga, Tenn., over U.S. Highway 41 via Macon, Ga., to Lake City, Fla., and return over the same route.

No. MC 1515 (Deviation No. 192), GREYHOUND LINES, INC. (Southern Greyhound Lines Division), 219 East Short Street, Lexington, Ky., filed September 2, 1964. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *passengers and their baggage*, and *express, mail, and newspapers* in the same vehicle with passengers, over a deviation route as follows: From junction Interstate Highway 75 and U.S. Highway 41 near the Georgia-Tennessee State line over Interstate Highway 75 to junction Georgia Highway 53, thence over Georgia Highway 53 to junction U.S. Highway 41, three miles south of Calhoun, Ga., and over the following access routes: From junction Interstate Highway 75 and Georgia Highway 2 over Georgia Highway 2 to Ringgold, Ga., thence over Georgia Highway 151 to junction Interstate Highway 75; from junction Interstate Highway 75 and U.S. Highway 41 over U.S. Highway 41 to Dalton, Ga.; and, from junction Interstate Highway 75 and U.S. Highway 41 over U.S. Highway 41 to Calhoun, thence over Georgia Highway 156 to junction Interstate Highway 75 and return over the same routes, for operating convenience only. The notice indicates that the carrier is presently authorized to transport passengers and the above specified property over a pertinent service route as follows: From Chattanooga, Tenn., over U.S. Highway 41 to Macon, Ga., and return over the same route, for operating convenience only.

No. MC 2890 (Deviation No. 42) (Cancelling Deviation No. 39), AMERICAN BUSLINES, INC., 1805 Leavenworth Street, Omaha, Nebr., filed August 31, 1964. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *passengers and their baggage*, and *express, mail, and newspapers* in the same vehicle with passengers, over a deviation route as follows: From Davenport, Iowa, over Interstate Highway 80 to Des Moines, Iowa, and over the following access routes: From junction Interstate Highway 80 and U.S. Highway 65 over U.S. Highway 65 to Des Moines, and, from junction Interstate Highway 80 and U.S. Highway 69 over U.S. Highway 69 to Des Moines, and return over the same routes, for operating convenience only. The notice indicates that the carrier is presently authorized to transport passengers and the above specified property over a pertinent service route as follows: From Davenport over U.S. Highway 61 via Muscatine, Iowa, to junction Iowa Highway 92, thence over Iowa Highway 92 to Knoxville, Iowa, thence over Iowa Highway 60 via Hartford, Iowa, to Des Moines, and return over the same route.

By the Commission.

[SEAL]

HAROLD D. McCoy,
Secretary.

[P.R. Doc. 64-9622; Filed, Sept. 22, 1964; 8:48 a.m.]

[Notice 20]

**APPLICATIONS FOR MOTOR CARRIER
"GRANDFATHER" CERTIFICATE OF
REGISTRATION**

SEPTEMBER 18, 1964.

The following applications are filed under section 206(a)(7) of the Interstate Commerce Act, as amended October 15, 1962. These applications are governed by Special Rule 1.244, of the Commission's rules of practice published in the FEDERAL REGISTER, issue of December 8, 1962, page 12188, which provides, among other things, that protests to the granting of an application may be filed with the Commission within 30 days after the date of notice of filing of the application is published in the FEDERAL REGISTER. Failure seasonably to file a protest will be construed as a waiver of opposition and participation in the proceeding. Protests shall set forth specifically the grounds upon which they are made and contain a concise statement of the interest of the protestant in the proceeding. Protests containing general allegations may be rejected. A protest filed under these special rules shall be served upon applicant's representative (or applicant, if no practitioner representing him is named). The original and six copies of the protests shall be filed with the Commission.

The Special Rules do not provide for publication of the operating authority, but the applications are available at the Commission's office in Washington, D.C., and the field offices.

Applications not included in this publication will be published at a later date.

CALIFORNIA

No. MC 98327 (Sub-No. 2) (REPUBLICATION), filed January 28, 1963, published in FEDERAL REGISTER issue of June 12, 1963, and republished this issue. Applicant: INTERLINES MOTOR EXPRESS,* 324 Union Street, Oakland, Calif., and BLANKENSHIP MOTORS,* 111 San Leandro Boulevard, San Leandro, Calif., joint applicants. *Now INTERLINES-BLANKENSHIP MOTOR EXPRESS, per order entered March 17, 1964.) Applicant's attorney: Bertram S. Silver, 126 Post Street, Suite 600, San Francisco 8, Calif.

NOTE: Pursuant to proceedings in No. MC-F 8385, the claimed "grandfather" rights of Blankenship Motors, evidenced by BOR-99 application in No. MC 115783 (Sub-No. 3), were merged into those of Interlines Motor Express, evidenced by BOR-99 application in No. MC 98327 (Sub-No. 2) and the name of the surviving corporation was changed to Interlines-Blankenship Motor Express. By petition executed March 3, 1964, request was made that the carriers be joined as applicants in these proceedings. The purpose of this republication is to show (1) proceeding in No. MC-F 8385, and (2) joint applicants.

No. MC 99946 (Sub-No. 1) (REPUBLICATION), filed February 7, 1963, published in FEDERAL REGISTER issue of June 12, 1963, and republished this issue. Applicants: MELVIN CRAIL, FRED BECKER, AND THOMAS STEVENS, doing business as GEORGETOWN EX-

PRESS, Post Office Box 286, Georgetown, Calif., and MELVIN CRAIL AND FRED BECKER, doing business as GEORGETOWN EXPRESS, Post Office Box 286, Georgetown, Calif., joint applicants. Applicants' attorney: Willard S. Johnson, Post Office Box 1147, Walnut Creek, Calif.

NOTE: The purpose of this republication is to show Melvin Crail and Fred Becker, doing business as Georgetown Express, as joint applicants.

No. MC 115783 (Sub-No. 3) (REPUBLICATION), filed February 4, 1963, published in FEDERAL REGISTER issue of June 12, 1963, and republished this issue. Applicants: BLANKENSHIP MOTORS*, 111 San Leandro Boulevard, San Leandro, Calif., and INTERLINES MOTOR EXPRESS*, 324 Union Street, Oakland, Calif., joint applicants. * (Now INTERLINES-BLANKENSHIP MOTOR EXPRESS, per order entered March 17, 1964.) Applicants' attorney: G. Alfred Roensch, 100 Bush Street, San Francisco 4, Calif.

NOTE: Pursuant to proceedings in No. MC-F 8385, the claimed "grandfather" rights of Blankenship Motors, evidenced by BOR-99 application in No. MC 115783 (Sub-No. 3), were merged into those of Interlines Motor Express, evidenced by BOR-99 application in No. MC 98327 (Sub-No. 2) and the name of the surviving corporation was changed to Interlines-Blankenship Motor Express. By petition executed March 3, 1964, request was made that the carriers be joined as applicants in these proceedings. The purpose of this republication is to show (1) proceedings in No. MC-F 8385, and (2) joint applicants.

LOUISIANA

No. MC 120952 (Sub-No. 1), filed February 11, 1963. Applicants: L. B. LEWIS, Post Office Box 544, Morgan City, La. (former lessee Louisiana Certificate No. 5182, renumbered No. 5182-B); LEWIS TRUCK LINE, INC., Post Office Box 544, Morgan City, La. (successor lessee to L. B. Lewis, Louisiana Certificate No. 5182-B, renumbered No. 5182-C); REX TRUCK LINE, INC., Post Office Box 544, Morgan City, La. (purchaser, Louisiana Certificate No. 5182, renumbered No. 5182-D). Authority sought to continue to operate as a common carrier, under the "grandfather" provisions of Section 206(a)(7) of the Interstate Commerce Act, pursuant to Certificate No. 5182-B (formerly Certificate No. 5182), dated May 4, 1960, issued by the Louisiana Public Service Commission, leased by L. B. Lewis that date from Frederick J. Wyble, and registered under No. MC 120952. The referred Certificate was subsequently leased by the successor corporation, Lewis Truck Line, Inc., from the same lessor on August 15, 1962, at which time it was renumbered No. 5182-C. On January 24, 1964, this Certificate was purchased from Frederick J. Wyble by Rex Truck Line, Inc., and renumbered No. 5182-D.

By the Commission.

[SEAL]

HAROLD D. McCoy,
Secretary.

[P.R. Doc. 64-9623; Filed, Sept. 22, 1964; 8:48 a.m.]

[Notice 681]

MOTOR CARRIER, BROKER, WATER CARRIER AND FREIGHT FORWARDER APPLICATIONS

SEPTEMBER 18, 1964.

Section A. The following publications are governed by the new Special Rule 1.247 of the Commission's rules of practice published in the FEDERAL REGISTER, issue of December 3, 1963, which became effective January 1, 1964.

Section B. 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 prehearing conferences will be called at 9:30 a.m., U.S. standard time (or 9:30 a.m., local d.s.t., if that time is observed), unless otherwise specified.

APPLICATIONS ASSIGNED FOR ORAL HEARING

SECTION A

No. MC 107403 (Sub-No. 577), filed September 14, 1964. Applicant: MATLACK, INC., 10 West Baltimore Avenue, Lansdowne, Pa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Liquid chemicals* (except toluene diisocyanate), in bulk, in tank vehicles, from Ashtabula, Ohio, to points in Connecticut, Georgia, Massachusetts, New Jersey, New York, North Carolina, Pennsylvania, Rhode Island, South Carolina, and West Virginia.

HEARING: November 5, 1964, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Samuel Horwich.

SECTION B

No. MC 125937 (Sub-No. 1) (REPUBLICATION), filed February 4, 1964, published FEDERAL REGISTER, issue of May 13, 1964, and republished this issue. Applicant: RAY BROWN, doing business as RAY BROWN AND SONS, Post Office Box 463, Rushville, Nebr. Applicant's attorney: L. E. Mitchell, Rushville, Nebr. By application filed February 4, 1964, applicant seeks authority to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: Coal, from Ashville, Nebr., to the Pine Ridge Indian Reservation in Pine Ridge, S. Dak. A Supplemental Order, by Operating Rights Board No. 1, dated September 2, 1964, served September 10, 1964, finds that the present and future public convenience and necessity require operation by applicant, in interstate or foreign commerce, as a *common carrier* by motor vehicle, over irregular routes, of coal, from Rushville, Nebr., to points in the Pine Ridge Indian Reservation, S. Dak., and that a certificate be issued to applicant authorizing such operations, subject to prior publication of a notice in the FEDERAL REGISTER as hereinbefore described. Any person or persons desiring

to participate in this proceeding, may, within 30 days from the date of this publication in the FEDERAL REGISTER, file an appropriate pleading.

MOTOR CARRIERS OF PROPERTY

PREHEARING CONFERENCE

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 applications that follow, will be held at 9:30 a.m. U.S. standard time (or 9:30 a.m. d.s.t., if that time is observed), at the place and time specified after each application.

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 statement;

(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 Data,

(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.

These applications and the authority sought MC 10881 (Sub-No. 4) thru MC 101474 (Sub-No. 10) are as follows:

No. MC 10881 (Sub-No. 4), filed September 8, 1964. Applicant: CANYON TRUCKING CO., a corporation, Post Office Box 3106, Midland, Tex. Applicant's attorney: Ewell H. Muse, Jr., Suite 415, Perry Brooks Building, Austin, Tex., 78701. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Machinery, equipment, materials, supplies, and pipe*, incidental to, used in, or in connection with the construction, operation, repair, servicing, maintenance, and dismantling of pipelines other than pipelines used for the transmission of natural gas and petroleum, including the stringing and picking up thereof between points in Arizona, New Mexico, Texas, Oklahoma, Arkansas, Kansas, Colorado, Utah, Wyoming, Louisiana, Nebraska, Nevada, Montana, and Missouri.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Dallas, Tex.

PREHEARING CONFERENCE: September 30, 1964, at the Baker Hotel, Dallas, Tex., before Examiner James C. Cheseldine.

No. MC 13250 (Sub-No. 76) (AMENDMENT), filed February 25, 1963, published August 26, 1964, amended September 4, 1964, and republished as amended this issue. Applicant: J. H. ROSE TRUCK LINE, INC., 5002 Jensen Drive, Post Office Box 16187, Houston 22, Tex. Applicant's attorney: Thomas E. James, 401 Perry-Brooks Building, Austin 1, Tex. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Articles, self-propelled, or not requiring special equipment, each weighing 15,000 pounds or more with incidental machinery, tools, parts and supplies moving in conjunction therewith*, in driveway, truckaway, haulaway and towaway service, (1) between points in Texas, on the one hand, and, on the other, points in California, (2) between points in Texas and California, on the one hand, and, on the other, points in Arizona, Arkansas, Colorado, Kansas, Louisiana, New Mexico, Oklahoma, and Utah, (3) between points in Arizona and Nevada, (4) between points in Arizona and Nevada, on the one hand, and, on the other, points in Utah, Colorado, Montana, and Wyoming, (5) between points in California, on the one hand, and, on the other, points in Wyoming, Colorado, North Dakota, and South Dakota, (6) between points in Idaho, (7) between points in Idaho, on the one hand, and, on the other, points in Wyoming, Colorado, Montana, Arizona, and Utah, (8) between points in California north of the northern boundaries of Mono, Tuolumne, Stanislaus, Santa Clara, and Santa Cruz Counties, on the one hand, and, on the other, points in Arizona north and west of the Colorado River, (9) between points in California, on the one hand, and, on the other, points in Wyoming and Colorado, (10) between points in Texas, Oklahoma, New Mexico, and Kansas, (11) between points in Alaska, on the one hand, and, on the other, points in the Continental United States south of the Southern United States-Canada boundary line, and west of the Mississippi River, except points in Washington, Oregon, North Dakota, South Dakota, Nebraska, Minnesota, Iowa, and Missouri, and (12) between points in Arkansas, Illinois, Indiana, Kansas, Kentucky, Louisiana, Missouri, New Mexico, Oklahoma, Tennessee, and Texas. The purpose of this republication is to add the territories set forth under Items (11) and (12).

NOTE: Applicant states that it has transported the same type of commodity here sought under its existing authority for many years, but because of a recent judicial decision, it files this application.

PREHEARING CONFERENCE: Remains assigned September 28, 1964, at the Pickwick Motor Inn, McGee & 10th Street, Kansas City, Mo., with Examiner James C. Cheseldine presiding.

No. MC 21623 (Sub-No. 82), filed September 10, 1964. Applicant: W. J. DILLNER TRANSFER COMPANY, a corpora-

tion, 2748 West Liberty Avenue, Pittsburgh, Pa. 15216. Applicant's attorney: E. Adamson (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Wheeled vehicles or machines weighing 15,000 pounds or more each not requiring special equipment, with or without incidental machinery, tools, parts or supplies moving in conjunction therewith*, in haulaway or tow-away service, (1) between points in Pennsylvania on and west of U.S. Highway 15, on the one hand, and, on the other, points in Ohio, West Virginia, Delaware, New Jersey, lower peninsula of Michigan, and New York; and (2) between points in Ohio, on the one hand, and, on the other, points in West Virginia.

PREHEARING CONFERENCE: September 28, 1964, at the Pickwick Motor Inn, McGee & 10th St., Kansas City, Mo., before Examiner James C. Cheseldine.

No. MC 51018 (Sub-No. 5), filed September 16, 1964. Applicant: **THE BESL TRANSFER COMPANY**, a corporation, 5550 Este Avenue, Cincinnati, Ohio 45232. Applicant's attorney: John L. Meuthing, 3309 Carew Tower, Cincinnati, Ohio 45202. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Articles, self-propelled, or not requiring special equipment, each weighing 15,000 pounds or more with or without incidental machinery, tools, parts, or supplies moving in conjunction therewith*, in driveaway, haulaway, or towaway service, (1) between points in Hamilton County, Ohio, on the one hand, and, on the other, points in Ohio, points in Dearborn County, Ind., and points in that part of Kentucky within ten (10) miles of the southern limits of Cincinnati, Ohio, and (2) between Cincinnati, Ohio, and points in Ohio, Indiana, and that part of Kentucky within twenty-five (25) miles of Cincinnati, Ohio, on the one hand, and, on the other, points in Illinois, Indiana, Kentucky, Michigan, New York, Missouri, Pennsylvania, and West Virginia.

Note: Applicant states it believes it is presently authorized to transport the "articles" within the territory set forth above, but because of a recent judicial decision, it files this application.

PREHEARING CONFERENCE: September 28, 1964, at the Pickwick Motor Inn, McGee & 10th Street, Kansas City, Mo., before Examiner James C. Cheseldine.

No. MC 101474 (Sub-No. 10), filed September 8, 1964. Applicant: **RED TOP TRUCKING, INCORPORATED**, 7020 Cline Avenue, Hammond, Ind., 46323. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Articles, self-propelled, or not requiring special equipment, each weighing 15,000 pounds or more with incidental machinery, tools, parts or supplies moving in conjunction therewith*, in driveaway, haulaway, or towaway service, (1) between points in Illinois, and Indiana, and (2) between points in Illinois, and Indiana, on the one hand, and, on the other, points in the lower peninsula of Michigan.

PREHEARING CONFERENCE: September 28, 1964, at the Pickwick Motor

Inn, McGee & 10th Street, Kansas City, Mo., before Examiner James C. Cheseldine.

NOTICE OF FILING OF PETITIONS

No. MC 70083 (PETITION TO RE-OPEN AND TO MODIFY CERTIFICATE), filed September 9, 1964. Petitioner: **DRAKE MOTOR LINES, INC.**, Wilmington, Del. Petitioner's attorneys: Zelby & Burstein, 160 Broadway, New York 38, N.Y. Petitioner holds a Certificate in No. MC 70083 authorizing the transportation (among other things), of "Such commodities as are dealt in by retail department stores, between Philadelphia, Ardmore, Jenkintown, and Upper Darby, Pa., and Camden, N.J., on the one hand, and, on the other, Washington, D.C., points in New Jersey, Delaware, and Maryland, points in that part of Pennsylvania east of a line beginning at the Pennsylvania-New York State line, and extending along U.S. Highway 11 to Lemoyne, Pa., and thence along U.S. Highway 111 to the Pennsylvania-Maryland State line, and points in that part of New York south and east of a line beginning at the New York-Massachusetts State line, and extending along New York Highway 2 to Troy, N.Y., and thence along New York Highway 7 to the New York-Pennsylvania State line, including points on the indicated portions of the highways specified." By the instant petition, petitioner requests the Commission reopen the above-entitled proceeding in order to modify the above commodity description and substitute in lieu thereof the commodity description, "general commodities." Any person or persons desiring to participate in this proceeding, may, within 30 days from the date of this publication in the FEDERAL REGISTER, become a party to this proceeding by filing representations (an original and six copies) supporting or opposing the relief sought by petitioner.

No. MC-124987 (Sub-No. 1), (PETITION TO AMEND PERMIT TO SUBSTITUTE CONTRACTING SHIPPER), dated September 5, 1964. Petitioner: **EARL L. BONSACK**, La Crosse, Wis. Petitioner's attorney: Edward Solie, Executive Building, Suite 100, 4513 Vernon Boulevard, Madison, Wis. Petitioner is authorized by virtue of Permit No. MC 124987 (Sub-No. 1), dated August 31, 1964, to transport, over irregular routes: Malt beverages and incidental advertising materials, premiums, and malt beverage dispensing equipment and supplies, when shipped with malt beverages, from the plant site of the Theo. Hamm Brewing Co. at St. Paul, Minn., to La Crosse, Wis.; and containers or other such incidental facilities used in transporting the commodities specified above, from La Crosse, Wis., to the plant site of the Theo. Hamm Brewing Co. at St. Paul, Minn., limited to a transportation service to be performed, under a continuing contract, or contracts, with Martin Hake Beer Sales of La Crosse, Wis. By the instant petition, petitioner requests that the Commission substitute in his Permit No. MC-124087 (Sub-No. 1), Hamm's La Crosse, Co., Inc., a Wisconsin corporation with principal offices

at La Crosse, Wis., as the contracting shipper in lieu of Martin Hake, an individual, doing business as Martin Hake Beer Sales of La Crosse, Wis., authorizing the transportation of the same commodities and within the same territorial scope as now authorized. Any person or persons desiring to participate in this proceeding, may, within 30 days from the date of this publication in the FEDERAL REGISTER, become a party to this proceeding by filing representations (an original and six copies) supporting or opposing the relief sought by this petition.

APPLICATION OF FREIGHT FORWARDER

No. FF-36 (Sub-No. 3), D.C. **ANDREWS & COMPANY OF ILLINOIS, INC., EXTENSION—BALTIMORE**. Applicant: **D. C. ANDREWS & COMPANY OF ILLINOIS, INC.**, 327 South La Salle Street, Chicago, Ill. Applicant's attorney: Harry F. Gillis, 919 18th Street, Washington, D.C. Application filed June 28, 1963, under Section 410 of Part IV of the Interstate Commerce Act, to operate as a freight forwarder in interstate or foreign commerce, through the use of the facilities of common carriers by rail and motor carrier in the transportation of *general commodities* from points in Illinois, Indiana, Iowa, Kentucky, Michigan, Minnesota, Missouri, Nebraska, Ohio, and Wisconsin to Baltimore, Md., and Philadelphia, Pa., when consigned for export.

HEARING: October 27, 1964, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner James O'D. Moran.

APPLICATIONS UNDER SECTIONS 5 AND 210a(b)

The following applications are governed by the Interstate Commerce Commission's special rules governing notice 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-8780 (**WARREN C. KREITZ AND ROBERT E. KREITZ—PURCHASE (PORTION)—JETWAY, INC.**) published in the June 24, 1964, issue of the FEDERAL REGISTER on page 8030. Amendment filed September 15, 1964 to substitute **KREITZ MOTOR EXPRESS, INC.**, 717 Tulpehocken St., Reading, Berks County, Pa., as vendee, in lieu of **WARREN C. KREITZ AND ROBERT E. KREITZ**, a partnership, doing business as **MORRIS KREITZ AND SONS**, and to join in **WARREN C. KREITZ** and **ROBERT E. KREITZ** as controlling stockholders of **KREITZ MOTOR EXPRESS, INC.**

No. MC-F-8879. Authority sought for purchase by **MIDWEST COAST TRANSPORT, INC.**, Wilson Terminal Building, Post Office Box 747, Sioux Falls, S. Dak., 57101, of a portion of the operating rights of **NATIONWIDE CARRIERS, INC.**, 721 Second Street SE., Minneapolis, Minn., 55414, and for acquisition by **H. LAUREN LEWIS**, 1500 "I" Avenue, Post Office Box 756, Sioux Falls, S. Dak., 57101, of control

of such rights through the purchase. Applicants' attorney: Donald L. Stern, 924 City National Bank Building, Omaha, Nebr., 68102. Operating rights sought to be transferred: *Coffee beans, and shelled and unshelled nuts*, moving in the same vehicle, and at the same time with coffee beans, as a *common carrier*, over irregular routes, from New Orleans, La., to St. Paul, Minn., from New York, N.Y., to St. Paul, Minneapolis, and Duluth, Minn., Grand Rapids, Mich., Chicago, Ill., and Fort Wayne, Ind. **RESTRICTION:** The authority granted herein is subject to the right of the Commission, which is hereby expressly reserved, to impose such terms, conditions or limitations in the future as it may find necessary in order to insure that carrier's operations shall conform to the provisions of section 210 of the Act. Vendee is authorized to operate as a *common carrier* in Arizona, Arkansas, California, Colorado, Connecticut, Delaware, Idaho, Illinois, Indiana, Iowa, Kansas, Kentucky, Maine, Maryland, Massachusetts, Michigan, Minnesota, Missouri, Montana, Nebraska, Nevada, New Hampshire, New Jersey, New Mexico, New York, North Dakota, Ohio, Oregon, Pennsylvania, Rhode Island, South Dakota, Utah, Vermont, Virginia, Washington, West Virginia, Wisconsin, Wyoming, and the District of Columbia. Application has not been filed for temporary authority under section 210a(b).

No. MC-F-8880. Authority sought for control and merger by ROBERTSON TRANSPORTATION CO., INC., 1000 Robertson Road, Madison 4, Wis., of the operating rights and property of TERMINAL WAREHOUSE & STORAGE COMPANY, INC., 1404 West 29th Avenue, Monroe, Wis., and for acquisition by JOHN C. ROBERTSON, also of Madison 4, Wis., of control of such rights and property through the transaction. Applicants' attorney: John T. Porter, 708 First National Bank Building, Madison, Wis., 53703. Operating rights sought to be controlled and merged: *General commodities*, excepting, among others, household goods and commodities in bulk, as a *common carrier*, over regular routes, between Dubuque, Iowa, and Janesville and Beloit, Wis., serving certain intermediate and off-route points with restriction, between junction Wisconsin Highways 11 and 35, and Brodhead, Wis., serving all intermediate points and the off-route points of New Diggings, Wis., and Galena, Ill., between Orfordville, Wis., and Madison, Wis., serving no intermediate points, between Darlington, Wis., and Freeport, Ill., between Monroe, Wis., and Rockford, Ill., between Gratiot, Wis., and Stockton, Ill., between Hollandale, Wis., and Monroe, Wis., serving certain intermediate and off-route points, three alternate routes for operating convenience only; *general commodities*, excepting, among others, household goods and commodities in bulk, over irregular routes, between points within three miles of Monroe, Wis., including Monroe, **RESTRICTION:** The authority granted herein is restricted against the handling of traffic moving locally (1) between Dubuque, Iowa, on the one hand, and, on the other,

Rockford, Freeport, or Stockton, Ill., and (2) between Rockford, Freeport, and Stockton, Ill., and Dubuque, Iowa, on the one hand, and, on the other, Darlington, Argyle, Blanchardville, and Hollandale, Wis. ROBERTSON TRANSPORTATION CO., INC., is authorized to operate as a *common carrier* in Illinois, Wisconsin, Indiana, Iowa, Minnesota, and Missouri. Application has been filed for temporary authority under section 210a(b).

By the Commission.

[SEAL] HAROLD D. MCCOY,
Secretary.

[P.R. Doc. 64-9624; Filed, Sept. 22, 1964;
8:49 a.m.]

NOTICE OF FILING OF MOTOR CARRIER INTRASTATE APPLICATIONS

SEPTEMBER 18, 1964.

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 3533, 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 No. 7592-CCT, filed July 1, 1964. Applicant: IMPERIAL INTER-URBAN, INC., 901 South Florida Avenue, Lakeland, Fla. Applicant's attorney: M. Craig Massey, 223 South Florida Avenue, Post Office Drawer J, Lakeland, Fla. Certificate of public convenience and necessity sought to operate a freight service as follows: Transportation of *general commodities* (except Classes A and B explosives, and commodities in bulk), between points in Polk County, Fla., and Tampa International Airport, Tampa, Fla., restricted to shipments having an immediately prior or subsequent movement by air.

NOTE: Applicant states it proposes to transport freight in interstate and foreign commerce in connection with this application as all freight handled by it will have an immediately prior or subsequent movement by air either in intrastate, interstate, or foreign commerce, as the case may be.

HEARING: October 22, 1964, at 9:30 a.m., in the State Office Bldg., Tampa, Fla.

Requests for procedural information, including the time for filing protests concerning this application should be addressed to the Florida Public Utilities Commission, 700 South Adams Street, Tallahassee, Fla., 32304 and should not

be directed to the Interstate Commerce Commission.

By the Commission.

[SEAL] HAROLD D. MCCOY,
Secretary.

[P.R. Doc. 64-9626; Filed, Sept. 22, 1964;
8:49 a.m.]

[Notice 1047]

MOTOR CARRIER TRANSFER PROCEEDINGS

SEPTEMBER 18, 1964.

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 67060. By order of September 16, 1964, The Transfer Board approved the transfer to Creger Freight Lines, Inc., East Riverton, N.J., of the operating rights in Certificate No. MC 65879, issued May 1, 1941, to Proctor Express, Inc., Philadelphia, Pa., authorizing the transportation, over irregular routes, of general commodities, excluding household goods, commodities in bulk, and other specified commodities, between points in Philadelphia, Pa. A. David Millner, 1060 Broad Street, Newark 2, N.J., attorney for Applicant.

No. MC-FC 67068. By order of September 16, 1964, The Transfer Board approved the transfer to White Star Transfer, Inc., Kingston, N.Y., of Certificate in No. MC 18678, issued May 3, 1955, to Leroy Wells, doing business as White Star Transfer Company, Kingston, N.Y., authorizing the transportation of: Household goods, between Kingston, N.Y., and points in New York within 30 miles of Kingston, on the one hand, and, on the other, points in Massachusetts, Connecticut, Rhode Island, Pennsylvania, New Jersey, and New York, and between Kingston, N.Y., and points in New York within 30 miles thereof, on the one hand, and, on the other points in Delaware, Maryland, Vermont, New Hampshire, and the District of Columbia. Joseph Avis, 233 Wall Street, Kingston, N.Y., attorney for applicants.

No. MC-FC 67116. By order of September 16, 1964, The Transfer Board approved the transfer to O. L. Harvey Truck Service, Inc., Seminole, Okla., of the operating rights in Certificate Nos. MC 88380 and MC 88380 Sub 9, issued September 15, 1948, and August 21, 1959, respectively, to O. L. Harvey, doing business as O. L. Harvey Truck Service, Seminole, Okla., and O. L. Harvey, Veda Harvey, Administratrix, doing business as Harvey Truck Service, Seminole, Okla.,

respectively, authorizing the transportation, over irregular routes, of oil-field equipment and related machinery, equipment and supplies, from, to, and between specified points in Illinois, Indiana, Missouri, Oklahoma, Kansas, Texas, Kentucky, Arkansas, New Mexico, and Tennessee, varying with the commodities specified, as specifically restricted, Rufus H. Lawson, Post Office Box 75124, Oklahoma City 7, Okla., attorney for applicants.

No. MC-FC 67134. By order of September 16, 1964, The Transfer Board approved the transfer to Ernest Mitts and William J. Brown, a partnership, doing business as Harrell's Transfer & Storage Company, Tallahassee, Fla., of the operating rights issued by the Commission August 14, 1942, and October 24, 1946, under Certificates Nos. MC 88771 and MC 88771 Sub 2, to Frank M. Harrell, doing business as Harrell's Transfer & Storage Co., Tallahassee, Fla., authorizing the transportation, over irregular routes, of household goods, between points in Leon, Gadsden, Jackson, Bay, Franklin, Gulf, Jefferson, and Taylor Counties, Fla., on the one hand, and, on the other, points in Alabama, Georgia, Mississippi, South Carolina, and Tennessee; and from the above origin points to points in North Carolina, Louisiana, and Texas. J. Robert McClure, Jr., % Parker, Foster and Madigan, Post Office Box 669, Tallahassee, Fla., attorney for applicants.

[SEAL]

HAROLD D. MCCOY,
Secretary.

[F.R. Doc. 64-9627; Filed, Sept. 22, 1964;
8:49 a.m.]

[No. 34444]

Increased Rates, Within Southwest and Between Colorado and Wyoming and Southwest

Present: Howard Freas, Commissioner, to whom the matter which is the subject of this order has been assigned for further action thereon.

It appearing, that by order dated June 30, 1964, in the above-entitled proceeding, the Commission, Division 2, acting as an appellate division, instituted an investigation into and concerning the lawfulness of the rates, charges, and regulations contained in certain schedules described therein;

It further appearing, that by order dated July 2, 1964, respondents were notified and required to submit certain data described therein, and by order dated August 3, 1964, the above-entitled proceeding was referred to Examiner Jair S. Kaplan for hearing under special procedure on October 29, 1964, at the Baker Hotel, Dallas, Texas, and for the recommendation of an appropriate order thereon, accompanied by the reasons therefor;

It is ordered, That the orders dated July 2 and August 3, 1964, be, and they are hereby, vacated and superseded by the instant order.

It further appearing, That under section 216(g) of the Interstate Commerce Act respondents have the burden of proof

to show that the proposed changed rates, charges, and regulations are just and reasonable;

And it further appearing, That in order that consideration be given to all factors which may bear upon a proper determination of the issues, including the question whether the resulting revenues would be just and reasonable, it is deemed appropriate in the public interest and pursuant to section 216(i) of the act that the information specified below be included in the record to be developed in this proceeding; and good cause appearing therefor:

It is further ordered, That respondents be, and they are hereby, notified and required to submit information and supporting data which shall include, among other things, actual cost and revenue data (including anticipated revenue to show the effect of the proposed increase) and operating ratios specifically related to the traffic and territories involved, overall operating ratios, detailed data to establish the representative nature of the carriers used, and detailed data to disclose carrier-affiliate financial and operating relationships and transactions as generally indicated by the admonitions in General Increase—Middle Atlantic and New England Territories, 319 I.C.C. 168, and in General Increases—Transcontinental, 319 I.C.C. 792, and in addition, all pertinent evidence and supporting data for the individual representative carriers regarding, but not limited to, the following as they relate to their overall operations and to those specifically relating to the traffic and territories involved:

- (1) Ratios of net income before and after income taxes to net worth (assets minus liabilities),
- (2) Ratio of net carrier operating income to total carrier operating revenues,
- (3) Ratios of net income before and after income taxes to total carrier operating revenues,
- (4) Ratio of net carrier operating income to net book value of carrier operating property plus net working capital (current assets minus current liabilities),
- (5) Ratios of net income before and after income taxes to net book value of carrier operating property plus net working capital (current assets minus current liabilities);

It is further ordered, That the detailed data required to be submitted by respondents regarding carrier-affiliate financial and operating relationships and transactions shall include, with respect to any and all individuals, partnerships, and corporations affiliated with respondents, the following information:

1. Name of each affiliate from which respondent, during the year 1963, acquired, leased or purchased lands, buildings, equipment, materials, supplies, parts, tires, tubes, gasoline, oil, or other property or services used by respondent in its operations as a motor common carrier.
2. Kinds of property or service which each affiliate supplied to respondent.
3. Basis of charges for property or services supplied by affiliate to respondent, including the base and rate for rental charges.

4. Total charges by each affiliate to respondent during year 1963 for:

- a. Lease of vehicles.
- b. Lease of terminals.
- c. Lease of other property.
- d. Pickup and delivery of shipments.
- e. Repair and servicing of vehicles.
- f. Management, accounting, financial, legal, purchasing, or traffic solicitation services.
- g. Property sold by affiliate to respondent.

5. If the affiliate derives revenue from the sale or lease of property or from services through transactions with persons other than respondent, indicate the percentage of the revenue of such business to the total revenue of the affiliate in the year 1963.

6. A copy of the income statements of each affiliate for the year 1963 and the latest period of 1964 for which an income statement is available.

7. A statement listing the amounts of wages, salaries, bonuses, and other compensation paid by the affiliate in 1963 to any individual who is also a respondent or an officer, director or substantial stockholder of a respondent; or the wife or close relative of a respondent or officer, director or substantial stockholder of a respondent.

8. The term "affiliate" as used in this order means:

- a. Any individual who is also a respondent; an officer, director, or substantial stockholder of a respondent; or the wife or close relative either of a respondent, or of an officer, director, or substantial stockholder of a respondent.
- b. Any partnership in which one of the partners is a respondent; an officer, director, or substantial stockholder of a respondent; or the wife or close relative either of a respondent or of an officer, director, or substantial stockholder of a respondent.
- c. Any corporation whose stock is wholly or partly owned by a respondent; by an officer, director, or substantial stockholder of a respondent; or by the wife or close relative either of a respondent or of an officer, director, or substantial stockholder of a respondent.
- d. Any corporation which exercises control over the operations or finances of respondent.

It is further ordered, That the traffic studies to be submitted shall be based upon actual operations conducted during identical periods of time for each carrier, and the actual cost studies shall be based upon the operations of the same carriers as used in the traffic studies; and that the periods of time selected for, as well as the motor carriers used in, such cost and traffic studies shall be shown to be representative and their selection statistically sound;

It is further ordered, That all of the required data specified in this order shall be based upon and reflect at least the most recent annual reporting period;

It is further ordered, That the detailed information called for by this order with respect to carrier-affiliates shall be in writing and shall be verified by a person or persons having knowledge thereof, and a verified original and two additional copies, shall be mailed to the Secre-

tary, Interstate Commerce Commission, Washington, D.C., 20423, in sufficient time to reach the Commission on or before October 1, 1964; and in addition, that this information is to be introduced into evidence by respondents but may be in summary form, if so desired, cf. Surcharge on Small Shipments Within Central States, 63 M.C.C. 157;

It is further ordered, That:

(1) The respondents and interveners in support thereof shall serve on the parties of record on or before December 7, 1964, their direct evidence in the form of verified statements (with appendices, if any); and that they also, at the same time, shall mail two copies to this Commission, together with certificates of service in accordance with rules 1.22(a) of the General Rules of Practice; and the original shall be tendered at the hearing;

(2) The protestants and interveners in support thereof shall serve on the parties of record on or before December 28, 1964, their evidence in the form of verified statements (with appendices, if any); and that they shall comply also with the provisions in the preceding paragraph regarding the mailing and service of statements;

(3) This proceeding be, and it is hereby, referred to Examiner Jair S. Kaplan for hearing on January 14, 1965, at 9:30 a.m., U.S. standard time at the Baker Hotel, Dallas, Texas, for the purpose of receipt in evidence of the verified statements, cross-examination thereon if requested, and the introduction of rebuttal evidence, and to permit the examiner to close the record; and for the recommendation of an appropriate order thereon, accompanied by the reasons therefor;

(4) Parties desiring to cross-examine witnesses who have submitted verified statements must give notice, in writing, of such request to affiant and his counsel, if any, on or before January 4, 1965, a copy of such notice to be filed simultaneously with this Commission. Failure of any witness whose attendance is requested to appear at the hearing for cross-examination shall be considered good cause for the rejection of his verified statement (with appendices, if any);

(5) All underlying data used in the preparation of evidence set forth in the verified statements (with appendices, if any) shall be made available in the office of the party serving such verified matter during usual office hours for inspection by any party of record desiring to do so; and that underlying data shall be made available also at the hearing, but only if and to the extent specifically requested

in writing and required by any party for the purpose of cross-examination;

(6) Anyone desiring to become a party of record and to participate in the hearing, and receive and/or serve copies of the evidence to be filed in accordance with the procedure set forth above, must notify the Commission and all of the then known parties of record, in writing, on or before October 15, 1964. Attached hereto is a list of the presently known interested persons.

(7) Evidence presented which fails to conform to the above-outlined procedure will not become a part of the record in this proceeding.

It is further ordered, That a copy of this order be delivered to the Director, Division of Federal Register, for publication in the FEDERAL REGISTER as notice to all interested persons.

And it is further ordered, That, to avoid future unnecessary service upon those respondents who, although participating carriers in the tariff schedules which are the subject of investigation herein, are not actively interested in the outcome of such investigation, subsequent service on respondents herein of notices and orders of the Commission will be limited to those respondents who:

(1) Have been identified by name in the order or orders of investigation herein,

(2) Specifically make written request to the Secretary of the Commission to be included on the service list, or

(3) Have appeared at a hearing.

Dated at Washington, D.C., this 10th day of September, A.D. 1964.

By the Commission, Commissioner
Freas.

[SEAL] HAROLD D. MCCOY,
Secretary.

SERVICE LIST AS OF SEPTEMBER 10, 1964

KNOWN INTERESTED PERSONS

S. P. Baker,
Oklahoma City Chamber of Commerce,
200 Skirvin Tower,
Oklahoma City, Okla., 73102.
John T. Bateman, Mgr.,
Transportation Dept.,
Shreveport Chamber of Commerce,
529 Crockett Street,
Shreveport, La.
John M. Cleary, Attorney,
The National Industrial Traffic League
700 Brawner Building,
888 17th Street NW.,
Washington, D.C., 20006.
James H. Eubanks,
Transportation Dept.,
Amarillo Chamber of Commerce,
Amarillo Building,

Amarillo, Tex., 79101.
Louis P. Fazio,
Transportation-Distribution Dept.,
National Distillers Products Co.,
99 Park Avenue,
New York, N.Y., 10016.
J. D. Hughett
Southwestern Motor Freight Bureau
4112 San Jacinto Street,
Dallas 4, Tex.
Rollo E. Kidwell,
623 North Washington Avenue,
Post Office Box 26040,
Dallas 26, Tex.
John J. C. Martin, Attorney,
American Home Products Corp.,
685 Third Avenue,
New York 17, N.Y.
E. B. McKinney,
New Orleans Traffic & Transportation Bureau,
611 Gravier Street,
New Orleans 12, La.
Lester J. Dorr, Executive Secretary,
The National Industrial Traffic League
711 14th Street NW.,
Washington, D.C.
Robert B. Reedy,
The Lubbock Chamber of Commerce,
Post Office Box 561,
Lubbock, Tex.
L. O. Ritchie,
Transportation Building,
Washington 6, D.C.
J. L. Shissler, Jr., GTM,
The Pillsbury Company,
Minneapolis, Minn., 55402.
Clarence D. Smith,
685 Third Avenue,
New York, N.Y., 10017.
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CUMULATIVE CODIFICATION GUIDE—SEPTEMBER

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

3 CFR	Page
PROCLAMATION:	
2263 (Superseded by EO 11178)	13133
3298 (Amended by Proc. 3613)	12815
3610	12669
3611	12811
3612	12813
3613	12815
3614	12817
3615	13069
3616	13161
EXECUTIVE ORDERS:	
10851 (See EO 11178)	13133
10879 (amended by EO 11174)	12547
11174	12547
11175	12605
11176	12607
11177	13097
11178	13133
5 CFR	
213	12451, 12609, 12671, 12761, 12819, 12957, 13099, 13135.
531	12671
PROPOSED RULES:	
890	12784
6 CFR	
322	12549
7 CFR	
5	12451
51	12865, 13071
52	12575
210	13163
301	13020, 13025
354	13099
718	12507
722	12761, 12867, 13071
729	13027
775	12507
811	13071
813	13028
817	12452
851	12819
905	12619, 12620
906	12868, 12869
908	12507, 12621, 12870, 13100
910	12621, 12870, 13100, 13135
911	13031
915	12550, 12925
919	12550, 12622
925	12452, 13032
926	12671
944	12762
948	12578, 12672
980	12672
981	12453, 12578
987	12453
1001	12454
1015	12454
1066	12454
1133	12957
1136	12507
1137	13163
1421	12622, 12673, 13135, 13136, 13163
1427	12957
PROPOSED RULES:	
52	12972, 12974, 12976
362	12875

7 CFR—Continued	Page
PROPOSED RULES—Continued	
722	12878
729	12878
919	12734
944	12926
971	13105
984	13037
1013	12979
1037	12926
1040	13077
1041	12926
1047	12875
1049	12875
1061	12779
1064	12779
1103	12467, 12477
1104	12779
1105	12467, 12477
1106	12779
1107	12477
1133	12517
1137	12779
8 CFR	
103	12582
211	12583
212	12583
214	12585
287	12584
292	12584
9 CFR	
17	12578, 13073
18	12578, 13073
27	12578
72	12454
76	13136
PROPOSED RULES:	
92	13037
101	13106
102	13106
112	13106
114	13106
116	13106
117	13106
118	13106
119	13106
120	13106
121	13106
145	12876
146	12876
147	12876
201	12735
10 CFR	
1	12829
2	12829
3	12829
12 CFR	
15	13073
16	12673
20	13073
570	13032
PROPOSED RULES:	
206	12926
335	13042
525	13214
545	12848, 13214
563	13215
13 CFR	
121	12585

14 CFR	Page
4b	12609
71 [New]	12508, 12551, 12585, 12612, 12613, 12674, 12763, 12822, 12823, 12958, 13009, 13137, 13138, 13164.
73 [New]	12586, 12613, 12870, 13164
75 [New]	13137, 13138, 13165
93 [New]	12763
95 [New]	13166
97 [New]	12509, 13010
221	12913
241	12674
507	12613, 12765, 12824, 12913, 12914, 13100
PROPOSED RULES:	
4b	12879
61 [New]	13038
71 [New]	12478, 12479, 12591, 12592, 12652, 12846, 12847, 12879, 12880, 12980, 12981, 13143, 13144, 13207-13210.
73 [New]	12847
75 [New]	13210
137 [New]	12781
159 [New]	13041
241	13036
507	13041
15 CFR	
30	12675
206	13072
PROPOSED RULES:	
7	12736
16 CFR	
13	12551, 12552, 12554, 12623, 12624, 12765-12767, 12824, 12825, 12958-12960, 13138, 13139, 13188, 13189.
408	12626
17 CFR	
239	12676
240	12554, 12626, 12676, 12961
249	12676, 12961
270	12915
PROPOSED RULES:	
274	13120
18 CFR	
1	13101
131	13101
141	12916
250	13101
PROPOSED RULES:	
101	12735, 13119
104	12735, 13119
105	12735, 13119
141	12735, 13119
201	12881, 13119
204	12881, 13119
205	12881, 13119
260	12881, 13119
19 CFR	
3	12555
4	12627
8	12917
16	12961, 13073
24	12627, 12768
20 CFR	
614	13102

21 CFR	Page	29 CFR—Continued	Page	45 CFR	Page
3	12458	PROPOSED RULES—Continued		13	12676
121	12459	689	13118		
	12461, 12515, 12586, 12614, 12699, 12700, 12826, 12871, 13103, 13104	31 CFR		46 CFR	
130	12872	1	13164	24	12464
131	12458	32 CFR		162	12725
146	12461, 12614	270	12962	281	12726
146a	12515	719	13190	PROPOSED RULES:	
191	13009	750	13190	155	12732
PROPOSED RULES:		756	13190	287	13207
51	12517	1455	13193		
22 CFR		32A CFR		47 CFR	
41	12587	OEP (Ch. I):		0	12773
61	13102	DMO 8555-1	12646	1	12516, 12773, 12774
201	12896, 12962	33 CFR		21	13194
24 CFR		40	13073	31	12970
200	12627	203	12463, 12587, 12917	34	12775
203	12628	207	12917	35	12775
207	12630	36 CFR		PROPOSED RULES:	
213	12630	7	12464, 12771	2	12982
220	12631	PROPOSED RULES:		21	13211
221	12633	7	13207	73	12982, 13211, 13213
222	12636	38 CFR		81	12784
231	12636	8	13074	83	12784
232	12636	36	12918	87	12982
233	12636	39 CFR		91	13211
234	12639	15	12826	49 CFR	
603	12642	43	12826	77	12588, 12776
608	12644	98	13140	131	12589
803	12644	168	12588	142	12925
810	12644	41 CFR		210	13074
903	12644	1-19	12918, 13194	500	12508
26 CFR		8-1	12771	PROPOSED RULES:	
1	12701, 12703, 12713, 12768, 12873	8-2	12771	71	12593, 13215
48	12717	8-3	12771	72	12593, 13215
		8-4	12873	73	12593, 13215
49	12717	8-7	12874	74	12593, 13215
147	12719	8-52	12773	75	12593, 13215
301	12646	9-1	13141	76	12593, 13215
PROPOSED RULES:		9-4	12646	77	12593, 13215
1	12557, 12734, 12834, 12841, 13077, 13143, 13197	9-16	12646	78	12593, 13215
2	13199	11-1	12924	126	13119
29 CFR		11-7	12924	132	13215
516	12555	42 CFR		170	12517, 13216
800	12555	54	12647	50 CFR	
PROPOSED RULES:		56	12967	10	12465, 12726
1	12479	57	12649	32	12466, 12555, 12556, 12589, 12729, 12730, 12776, 12777, 12827-12829, 13032-13034, 13075, 13076, 13102, 13142, 13194, 13195
5	12479	43 CFR		33	12651
608	13117	2240	12874	263	12730
609	13117	44 CFR		PROPOSED RULES:	
611	13117	100	13077	32	13042, 13105
672	13118			33	13042


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