

# FEDERAL REGISTER

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**Agencies in this issue—**

Agricultural Stabilization and  
Conservation Service  
Agriculture Department  
Atomic Energy Commission  
Civil Aeronautics Board  
Civil Service Commission  
Commodity Credit Corporation  
Consumer and Marketing Service  
Federal Aviation Agency  
Federal Maritime Commission  
Federal Power Commission  
Federal Reserve System  
Food and Drug Administration  
Indian Affairs Bureau  
Interstate Commerce Commission  
Post Office Department  
Securities and Exchange Commission  
Wage and Hour Division

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# Rules and Regulations

## Title 21—FOOD AND DRUGS

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

#### SUBCHAPTER B—FOOD AND FOOD PRODUCTS PART 25—DRESSINGS FOR FOODS

##### French Dressing; Confirmation of Effective Date of Order Amending Standard To Permit Calcium Carbonate and Sodium Hexametaphosphate as Optional Ingredients

Pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (secs. 401, 701, 52 Stat. 1046, 1055, as amended, 70 Stat. 919; 72 Stat. 948; 21 U.S.C. 341, 371) and in accordance with the authority delegated to the Commissioner of Food and Drugs by the Secretary of Health, Education, and Welfare (21 CFR 2.90), notice is given that no objections were filed to the order published in the FEDERAL REGISTER of April 27, 1965 (30 F.R. 5831), that amended the standard for french dressing (21 CFR 25.2) to permit calcium carbonate and sodium hexametaphosphate to be used in combination with the optional emulsifying ingredients now permitted. Accordingly, the amendment promulgated by that order will become effective June 26, 1965.

(Secs. 401, 701, 52 Stat. 1046, 1055, as amended, 70 Stat. 919; 72 Stat. 948; 21 U.S.C. 341, 371)

Dated: June 14, 1965.

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

[F.R. Doc. 65-6464; Filed, June 18, 1965; 8:47 a.m.]

#### PART 121—FOOD ADDITIVES

##### Subpart D—Food Additives Permitted in Food for Human Consumption

###### BOILER WATER ADDITIVES

The Commissioner of Food and Drugs has evaluated data in a petition (FAP 5A1535) filed by Dearborn Chemical Co., Post Office Box 337, Lake Zurich, Ill., 60047, and other relevant material, and has concluded that the food additive regulation should be amended to provide for safe use of sodium polyacrylate as a boiler water additive. Therefore, pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (sec. 409 (c) (1), 72 Stat. 1786; 21 U.S.C. 348(c) (1)), and under the authority delegated to the Commissioner by the Secretary of Health, Education, and Welfare (21 CFR 2.90), § 121.1088(c) is amended by inserting in alphabetical sequence a new item, as follows:

§ 121.1088 Boiler water additives.

(c) List of substances:

	Limitations
Sodium polyacrylate.....	.....

Any person who will be adversely affected by the foregoing order may at any time within 30 days from the date of its publication in the FEDERAL REGISTER file with the Hearing Clerk, Department of Health, Education, and Welfare, Room 5440, 330 Independence Avenue SW., Washington, D.C., 20201, written objections thereto, preferably in quintuplicate. Objections shall show wherein the person filing will be adversely affected by the order and specify with particularity the provisions of the order deemed objectionable and the grounds for the objections. If a hearing is requested, the objections must state the issues for the hearing. A hearing will be granted if the objections are supported by grounds legally sufficient to justify the relief sought. Objections may be accompanied by a memorandum or brief in support thereof.

*Effective date.* This order shall be effective on the date of its publication in the FEDERAL REGISTER.

(Sec. 409(c)(1), 72 Stat. 1786; 21 U.S.C. 348(c)(1))

Dated: June 14, 1965.

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

[F.R. Doc. 65-6465; Filed, June 18, 1965; 8:47 a.m.]

#### PART 121—FOOD ADDITIVES

##### Subpart F—Food Additives Resulting From Contact With Containers or Equipment and Food Additives Otherwise Affecting Food

###### CELLOPHANE

The Commissioner of Food and Drugs, having evaluated the data in a petition (FAP 4B1378) filed by British Cellophane Limited, Bath Road, Bridgwater, Somerset, England, and other relevant material, has concluded that the food additives regulations should be amended to provide for the use of an additional substance as an optional component of food-packaging cellophane. Therefore, pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (sec. 409 (c) (1), 72 Stat. 1786; 21 U.S.C. 348(c) (1)), and under the authority delegated to the Commissioner by the Secretary of Health, Education, and Welfare (21 CFR 2.90), § 121.2507(c) is amended by inserting alphabetically in the list of substances a new item, as follows:

§ 121.2507 Cellophane.

(c) List of substances:

	Limitations (residue and limits of addition expressed as percent by weight of finished packaging-cellophane)
Distearic acid ester of di(hydroxy-ethyl)diethylenetriamine monoacetate.....	0.06 percent.

Any person who will be adversely affected by the foregoing order may at any time within 30 days from the date of its publication in the FEDERAL REGISTER file with the Hearing Clerk, Department of Health, Education, and Welfare, Room 5440, 330 Independence Avenue SW., Washington, D.C., 20201, written objections thereto, preferably in quintuplicate. Objections shall show wherein the person filing will be adversely affected by the order and specify with particularity the provisions of the order deemed objectionable and the grounds for the objections. If a hearing is requested, the objections must state the issues for the hearing. A hearing will be granted if the objections are supported by grounds legally sufficient to justify the relief sought. Objections may be accompanied by a memorandum or brief in support thereof.

*Effective date.* This order shall be effective on the date of its publication in the FEDERAL REGISTER.

(Sec. 409(c)(1), 72 Stat. 1786; 21 U.S.C. 348(c)(1))

Dated: June 14, 1965.

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

[F.R. Doc. 65-6467; Filed, June 18, 1965; 8:48 a.m.]

#### PART 121—FOOD ADDITIVES

##### Subpart F—Food Additives Resulting From Contact With Containers or Equipment and Food Additives Otherwise Affecting Food

###### ADHESIVES; COMPONENTS OF PAPER AND PAPERBOARD IN CONTACT WITH DRY FOOD

The Commissioner of Food and Drugs, having evaluated the data in petitions (FAP Nos. 5B1682, 5B1683) filed by The Dow Chemical Co., Post Office Box 487, Midland, Mich., 48641, and other relevant material, has concluded that the food additive regulations should be amended to provide for the use of additional monomers in polymers used in food-packaging adhesives and as components of paper and paperboard in contact with dry food. Therefore, pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (sec. 409(c)(1), 72

Stat. 1786; 21 U.S.C. 348(c)(1)), and under the authority delegated to the Commissioner by the Secretary of Health, Education, and Welfare (21 CFR 2.90), the food additive regulations are amended in the following respects:

1. Section 121.2520(c)(5) is amended by inserting alphabetically under the item "Polymers \* \* \*" in the list "Components of Adhesives" the following monomer:

§ 121.2520 Adhesives.

(c) \* \* \*  
(5) \* \* \*

COMPONENTS OF ADHESIVES  
Substances and Limitations

Polymers: Homopolymers and copolymers of the following monomers:

Isobutyl acrylate.

2. Section 121.2571(b)(2) is amended by inserting alphabetically in the list of monomers under the item "Polymers: Homopolymers and copolymers \* \* \*" two new monomers, as follows:

§ 121.2571 Components of paper and paperboard in contact with dry food.

(b) \* \* \*  
(2) \* \* \*

List of substances	Limitations
Polymers: Homopolymers and copolymers of the following monomers: 2-Hydroxyethyl acrylate. Isobutyl acrylate.	Basic polymer.

Any person who will be adversely affected by the foregoing order may at any time within 30 days from the date of its publication in the FEDERAL REGISTER file with the Hearing Clerk, Department of Health, Education, and Welfare, Room 5440, 330 Independence Avenue SW., Washington, D.C., 20201, written objections thereto, preferably in quintuplicate. Objections shall show wherein the person filing will be adversely affected by the order and specify with particularity the provisions of the order deemed objectionable and the grounds for the objections. If a hearing is requested, the objections must state the issues for the hearing. A hearing will be granted if the objections are supported by grounds legally sufficient to justify the relief sought. Objections may be accompanied by a memorandum or brief in support thereof.

**Effective date.** This order shall be effective on the date of its publication in the FEDERAL REGISTER.

(Sec. 409(c)(1), 72 Stat. 1786; 21 U.S.C. 348(c)(1))

Dated: June 14, 1965.

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

[F.R. Doc. 65-6466; Filed, June 18, 1965; 8:47 a.m.]

PART 121—FOOD ADDITIVES

Subpart F—Food Additives Resulting From Contact With Containers or Equipment and Food Additives Otherwise Affecting Food

CLOSURES WITH SEALING GASKETS

The Commissioner of Food and Drugs, having evaluated the data in a petition (PAP 3B1162) filed by Firestone Synthetic Rubber and Latex Co., Division of Firestone Tire and Rubber Co., 381 West Wilbeth Road, Akron, Ohio, 44301, and other relevant material, has concluded that the food additive regulations should be amended to provide for the use of polybutadiene in the manufacture of closure-sealing gaskets for food containers. Therefore, pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (sec. 409(c)(1), 72 Stat. 1786; 21 U.S.C. 348(c)(1)), and under the authority delegated to the Commissioner by the Secretary of Health, Education, and Welfare (21 CFR 2.90), § 121.2550(b)(5) is amended by inserting alphabetically in Table 1 a new item, as follows:

§ 121.2550 Closures with sealing gaskets for food containers.

(b) \* \* \*  
(5) \* \* \*

TABLE 1

List of substances	Limitations (expressed as percent by weight of closure-sealing gasket composition)
Polybutadiene.	

Any person who will be adversely affected by the foregoing order may at any time within 30 days from the date of its publication in the FEDERAL REGISTER file with the Hearing Clerk, Department of Health, Education, and Welfare, Room 5440, 330 Independence Avenue SW., Washington, D.C., 20201, written objections thereto, preferably in quintuplicate. Objections shall show wherein the person filing will be adversely affected by the order and specify with particularity the provisions of the order deemed objectionable and the grounds for the objections. If a hearing is requested, the objections must state the issues for the hearing. A hearing will be granted if the objections are supported by grounds legally sufficient to justify the relief sought. Objections may be accompanied by a memorandum or brief in support thereof.

**Effective date.** This order shall be effective on the date of its publication in the FEDERAL REGISTER.

(Sec. 409(c)(1), 72 Stat. 1786; 21 U.S.C. 348(c)(1))

Dated: June 14, 1965.

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

[F.R. Doc. 65-6468; Filed, June 18, 1965; 8:48 a.m.]

SUBCHAPTER C—DRUGS

PART 141c—CHLORTETRACYCLINE (OR TETRACYCLINE) AND CHLORTETRACYCLINE- (OR TETRACYCLINE-) CONTAINING DRUGS; TESTS AND METHODS OF ASSAY

PART 148n—OXYTETRACYCLINE

Tetracycline Hydrochloride; Oxytetracycline

In the matter of amending the regulations for tetracycline hydrochloride and oxytetracycline (21 CFR 141c.218, 141c.235, 148n.1, 148n.5) to provide for a change in the pyrogen tests for the subject drugs:

The Commissioner of Food and Drugs has evaluated the comments received in response to the notice of proposed rule making in the above-identified matter published in the FEDERAL REGISTER of March 31, 1965 (30 F.R. 4205), and has concluded that the amendments should issue as proposed. Therefore, as provided in the Federal Food, Drug, and Cosmetic Act (sec. 507, 59 Stat. 463, as amended; 21 U.S.C. 357), and under the authority delegated to the Commissioner by the Secretary of Health, Education, and Welfare (21 CFR 2.90), §§ 141c.218, 141c.235, 148n.1, and 148n.5 are amended as hereinafter set forth:

1. Section 141c.218(c) is amended to read as follows:

§ 141c.218 Tetracycline hydrochloride.

(c) **Pyrogens.** Proceed as directed in § 141a.3 of this chapter, using as a test dose 1.0 milliliter per kilogram of a solution containing 5.0 milligrams of tetracycline hydrochloride per milliliter of sterile, pyrogen-free distilled water.

2. Section 141c.235(d) is amended to read as follows:

§ 141c.235 Tetracycline hydrochloride-oleandomycin phosphate for aqueous injection.

(d) **Pyrogens.** Proceed as directed in § 141a.3 of this chapter, using as a test dose 1.0 milliliter per kilogram of a solution containing 5.0 milligrams of tetracycline hydrochloride and 2.5 milligrams of oleandomycin phosphate per milliliter of sterile, pyrogen-free distilled water.

3. Section 148n.1(b)(4) is amended to read as follows:

§ 148n.1 Oxytetracycline.

(b) \* \* \*  
(4) **Pyrogens.** Proceed as directed in § 141a.3 of this chapter, using as a test dose 1.0 milliliter per kilogram of a solution containing 5.0 milligrams of oxytetracycline per milliliter, prepared by dissolving 40 milligrams in 2.0 milliliters of 0.1N hydrochloric acid and diluting with the required amount of sterile, pyrogen-free distilled water.

4. Section 148n.5(b)(4) is amended to read as follows:

§ 148n.5 Oxytetracycline intramuscular solution.

(b) \* \* \*

(4) *Pyrogens*. Proceed as directed in § 141a.3 of this chapter, using as a test dose 1.0 milliliter per kilogram of a solution containing 5.0 milligrams of oxytetracycline per milliliter of sterile, pyrogen-free distilled water.

*Effective date.* This order shall become effective on the date of its publication in the FEDERAL REGISTER.

(Sec. 507, 59 Stat. 463, as amended; 21 U.S.C. 357)

Dated: June 14, 1965.

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

[F.R. Doc. 65-6469; Filed, June 18, 1965; 8:48 a.m.]

## Title 49—TRANSPORTATION

### Chapter I—Interstate Commerce Commission

#### SUBCHAPTER A—GENERAL RULES AND REGULATIONS

[S.O. 951; Amdt. 3]

#### PART 95—CAR SERVICE

##### Union Pacific Railroad Authorized To Operate Over Industrial Trackage of Freeport Center, Inc.; Expiration Date

At a session of the Interstate Commerce Commission, Safety and Service Board No. 1, held in Washington, D.C., on the 15th day of June A.D. 1965.

Upon further consideration of Service Order No. 951 (29 F.R. 1386, 8419, 18427) and good cause appearing therefor:

*It is ordered, That:*

Section 95.951(a) *Union Pacific Railroad authorized to operate over industrial trackage of the Freeport Center, Inc.*, of Service Order No. 951, by, and it is hereby amended by substituting the following paragraph (f) for paragraph (f) thereof:

#### § 95.951 Service Order 951.

(f) Expiration date: This order shall expire at 11:59 p.m., July 5, 1965, unless otherwise modified, changed, suspended, or annulled by order of this Commission.

*Effective date:* This amendment shall become effective at 11:59 p.m., June 30, 1965.

(Secs. 1, 12, 15, 24 Stat. 379, 382, 384, as amended; 49 U.S.C. 1, 12, 15. Interprets or applies secs. 1(10-17), 15(4), 40 Stat. 101, as amended 54 Stat. 911, 49 U.S.C. 1(10-17), 15(4))

*It is further ordered,* That copies of this amendment shall be served upon

the Department of Business Regulation—Public Service Commission, State of Utah, and upon the Association of American Railroads, Car Service Division, as agent of the railroads subscribing to the car service and per diem agreement under the terms of that agreement; and that notice of this order shall be given to the general public by depositing a copy in the office of the Secretary of the Commission at Washington, D.C., and by filing it with the Director, Office of the Federal Register.

By the Commission, Safety and Service Board No. 1.

[SEAL]

BERTHA F. ARMES,  
Acting Secretary.

[F.R. Doc. 65-6456; Filed, June 18, 1965; 8:46 a.m.]

[S.O. 952; Amdt. 3]

#### PART 95—CAR SERVICE

##### Denver and Rio Grande Western Railroad Authorized To Operate Over Industrial Trackage of Freeport Center, Inc.; Expiration Date

At a session of the Interstate Commerce Commission, Safety and Service Board No. 1, held in Washington, D.C., on the 15th day of June A.D. 1965.

Upon further consideration of Service Order No. 952 (29 F.R. 1386, 8419, 18427) and good cause appearing therefor:

*It is ordered, That:*

Section 95.952(a) *Denver and Rio Grande Western Railroad authorized to operate over industrial trackage of the Freeport Center, Inc.*, of Service Order No. 952, be, and it is hereby amended by substituting the following paragraph (f) for paragraph (f) thereof:

#### § 95.952 Service Order 952.

(f) Expiration date: This order shall expire at 11:59 p.m., July 5, 1965, unless otherwise modified, changed, suspended, or annulled by order of this Commission.

*Effective date:* This amendment shall become effective at 11:59 p.m., June 30, 1965.

(Secs. 1, 12, 15, 24 Stat. 379, 383, 384, as amended; 49 U.S.C. 1, 12, 15. Interprets or applies secs. 1(10-17), 15(4), 40 Stat. 101, as amended, 54 Stat. 911, 49 U.S.C. 1(10-17), 15(4))

*It is further ordered,* That copies of this amendment shall be served upon the Department of Business Regulation—Public Service Commission, State of Utah, and upon the Association of American Railroads, Car Service Division, as agent of the railroads subscribing to the car service and per diem agreement under the terms of that agreement; and that notice of this order shall be given to the general public by depositing a copy in the office of the Secretary of the Commission at Washington, D.C., and by

filing it with the Director, Office of the Federal Register.

By the Commission, Safety and Service Board No. 1.

[SEAL]

BERTHA F. ARMES,  
Acting Secretary.

[F.R. Doc. 65-6457; Filed, June 18, 1965; 8:46 a.m.]

## Title 7—AGRICULTURE

### Chapter VIII—Agricultural Stabilization and Conservation Service (Sugar), Department of Agriculture

#### SUBCHAPTER B—SUGAR REQUIREMENTS AND QUOTAS

[Sugar Reg. 814.3, Amdt. 5]

#### PART 814—ALLOTMENT OF SUGAR QUOTA MAINLAND CANE SUGAR AREA

1965

*Basis and purpose.* This amendment is issued under section 205(a) of the Sugar Act of 1948, as amended (61 Stat. 922), hereinafter called the "Act", for the purpose of amending Sugar Regulation 814.3 (30 F.R. 4746), which established allotments for the Mainland Cane Sugar Area for the calendar year 1965.

This amendment is necessary to substitute final data for estimated data on 1964 crop sugar production, 1964 sugar marketings and January 1, 1965, sugar inventories on the basis of data which have become a part of the official records of the Department and to establish allotments of the entire Mainland Cane Sugar Area Quota on the basis of such final data.

*Effective date.* Allotments established in this order for all processors are larger than the allotments established in S.R. 814.3 (30 F.R. 4746). To afford adequate opportunity to plan and to market the additional quantities of sugar in an orderly manner, it is imperative that this amendment becomes effective as soon as possible. Accordingly, it is hereby found that compliance with the 30-day effective date requirement of the Administrative Procedure Act (60 Stat. 237) is impracticable and contrary to the public interest and consequently, this amendment shall be effective upon publication in the FEDERAL REGISTER.

In accordance with paragraph (7) of the findings and conclusions set forth in S.R. 814.3 Amdt. 4 (30 F.R. 4746), and pursuant to paragraph (e) of such regulation, paragraph (6) of such findings and conclusions is amended to read as follows:

(6) The quantity of sugar and the percentages referred to in paragraph (5) above, reflecting final data on 1964 crop processings, 1964 marketings and January 1, 1965, inventories, for determining 1965 allotments are set forth in the following table:





Processors	Allotments, short tons, raw value
M. A. Patout & Son, Ltd.	12,378
Poplar Grove Planting & Refining Co.	7,185
Reserve Sugar Co.	3,084
Savole Industries	11,102
St. James Sugar Cooperative, Inc.	14,309
St. Mary Sugar Cooperative, Inc.	11,235
South Coast Corp.	59,832
Southdown, Inc.	33,926
Sterling Sugars, Inc.	20,361
J. Supple's Sons Planting Co., Inc.	4,394
Valentine Sugars, Inc.	10,349
Vida Sugars, Inc.	4,571
A. Willbert's Sons Lumber & Shingle Co.	7,487
Young's Industries, Inc.	6,476
<b>Louisiana subtotal</b>	<b>453,766</b>
Atlantic Sugar Association	20,310
Florida Sugar Corp.	10,021
Glades Co. Sugar Growers Cooperative, Association	30,946
Okeelanta Sugar Refinery, Inc.	62,056
Osecola Farms Co.	34,971
South Florida Sugar Co., Inc.	8,049
Sugarcane Growers Cooperative of Fla.	77,375
Talman Sugar Corp.	19,576
U.S. Sugar Corp.	177,930
<b>Florida subtotal</b>	<b>441,234</b>
<b>Total, all mainland cane</b>	<b>895,000</b>

(Sec. 408, 61 Stat. 932; 7 U.S.C. 1153. Interprets or applies secs. 205, 209; 61 Stat. 926, as amended, 928; 7 U.S.C. 1115, 1119)

Issued at Washington, D.C., this 15th day of June 1965.

H. D. GODFREY,  
Administrator, Agricultural Stabilization and Conservation Service.

[F.R. Doc. 65-6451; Filed, June 18, 1965; 8:45 a.m.]

**Chapter IX—Consumer and Marketing Service (Marketing Agreements and Orders; Fruits, Vegetables, Tree Nuts), Department of Agriculture**

[Valencia Orange Reg. 125]

**PART 908—VALENCIA ORANGES GROWN IN ARIZONA AND DESIGNATED PART OF CALIFORNIA**

**Limitation of Handling**

**§ 908.425 Valencia Orange Regulation 125.**

(a) Findings. (1) Pursuant to the marketing agreement, as amended, and Order No. 908, as amended (7 CFR Part 908), regulating the handling of Valencia oranges grown in Arizona and designated part of California, effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601-674), and upon the basis of the recommendations and information submitted by the Valencia Orange Administrative Committee, established under the said amended marketing agreement and order, and upon other available information, it is hereby found that the limitation of handling of such Valencia oranges, as hereinafter provided, will tend to effectuate the declared policy of the act.

(2) It is hereby further found that it is impracticable and contrary to the public interest to give preliminary notice, engage in public rule making procedure, and postpone the effective date of this section until 30 days after publication hereof in the FEDERAL REGISTER (5 U.S.C. 1001-1011) because the time intervening between the date when information upon which this section is based became available and the time when this section must become effective in order to effectuate the declared policy of the act is insufficient, and a reasonable time is permitted, under the circumstances, for preparation for such effective time; and good cause exists for making the provisions hereof effective as hereinafter set forth. The committee held an open meeting during the current week, after giving due notice thereof, to consider supply and market conditions for Valencia oranges and the need for regulation; interested persons were afforded an opportunity to submit information and views at this meeting; the recommendation and supporting information for regulation during the period specified herein were promptly submitted to the Department after such meeting was held; the provisions of this section, including its effective time, are identical with the aforesaid recommendation of the committee, and information concerning such provisions and effective time has been disseminated among handlers of such Valencia oranges; it is necessary, in order to effectuate the declared policy of the act, to make this section effective during the period herein specified; and compliance with this section will not require any special preparation on the part of persons subject hereto which cannot be completed on or before the effective date hereof. Such committee meeting was held on June 17, 1965.

(b) Order. (1) The respective quantities of Valencia oranges grown in Arizona and designated part of California which may be handled during the period beginning at 12:01 a.m., P.s.t., June 20, 1965, and ending at 12:01 a.m., P.s.t., June 27, 1965, are hereby fixed as follows:

- (i) District 1: 250,000 cartons;
- (ii) District 2: 350,000 cartons;
- (iii) District 3: Unlimited movement.

(2) As used in this section, "handled," "handler," "District 1," "District 2," and "District 3," and "carton" have the same meaning as when used in said amended marketing agreement and order.

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

Dated: June 18, 1965.

PAUL A. NICHOLSON,  
Acting Director, Fruit and Vegetable Division, Consumer and Marketing Service.

[F.R. Doc. 65-6575; Filed, June 18, 1965; 11:30 a.m.]

[Lemon Reg. 166]

**PART 910—LEMONS GROWN IN CALIFORNIA AND ARIZONA**

**Limitation of Handling**

**§ 910.466 Lemon Regulation 166.**

(a) Findings. (1) Pursuant to the marketing agreement, as amended, and

Order No. 910, as amended (7 CFR Part 910), regulating the handling of lemons grown in California and Arizona, effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601-674), and upon the basis of the recommendations and information submitted by the Lemon Administrative Committee, established under the said amended marketing agreement and order, and upon other available information, it is hereby found that the limitation of handling of such lemons, as hereinafter provided, will tend to effectuate the declared policy of the act.

(2) It is hereby further found that it is impracticable and contrary to the public interest to give preliminary notice, engage in public rule making procedure, and postpone the effective date of this section until 30 days after publication hereof in the FEDERAL REGISTER (5 U.S.C. 1001-1011) because the time intervening between the date when information upon which this section is based became available and the time when this section must become effective in order to effectuate the declared policy of the act is insufficient, and a reasonable time is permitted, under the circumstances, for preparation for such effective time; and good cause exists for making the provisions hereof effective as hereinafter set forth. The committee held an open meeting during the current week, after giving due notice thereof, to consider supply and market conditions for lemons and the need for regulation; interested persons were afforded an opportunity to submit information and views at this meeting; the recommendation and supporting information for regulation during the period specified herein were promptly submitted to the Department after such meeting was held; the provisions of this section, including its effective time, are identical with the aforesaid recommendation of the committee, and information concerning such provisions and effective time has been disseminated among handlers of such lemons; it is necessary, in order to effectuate the declared policy of the act, to make this section effective during the period herein specified; and compliance with this section will not require any special preparation on the part of persons subject hereto which cannot be completed on or before the effective date hereof. Such committee meeting was held on June 15, 1965.

(b) Order. (1) The respective quantities of lemons grown in California and Arizona which may be handled during the period beginning at 12:01 a.m., P.s.t., June 20, 1965, and ending at 12:01 a.m., P.s.t., June 27, 1965, are hereby fixed as follows:

- (i) District 1: Unlimited movement;
- (ii) District 2: 325,500 cartons;
- (iii) District 3: Unlimited movement.

(2) As used in this section, "handled," "District 1," "District 2," "District 3," and "carton" have the same meaning as when used in the said amended marketing agreement and order.

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

Dated: June 17, 1965.

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

[F.R. Doc. 65-6503; Filed, June 18, 1965;  
8:49 a.m.]

[Nectarine Order 6]

## PART 916—NECTARINES GROWN IN CALIFORNIA

### Limitation of Shipments

#### § 916.323 Nectarine Order 6.

(a) *Findings.* (1) Notice was published in the June 2, 1965, issue of the FEDERAL REGISTER (30 F.R. 7284) that consideration was being given to a proposal regarding the establishment of size limitations to be applicable to specified varieties of nectarines pursuant to the provisions of the marketing agreement and Order 916 (7 CFR Part 916), regulating the handling of nectarines grown in California, effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601-674).

After consideration of all relevant matters presented, including the proposals set forth in the aforesaid notice which were submitted by the Nectarine Administrative Committee (established pursuant to the said marketing agreement and order), it is hereby found that the regulation hereinafter set forth is in accordance with the provisions of the said marketing agreement and order and will tend to effectuate the declared policy of the act.

(2) It is hereby further found that it is impracticable and contrary to the public interest to postpone the effective date of this section until 30 days after publication thereof in the FEDERAL REGISTER (5 U.S.C. 1001-1011) and good cause exists for making the provisions thereof effective not later than the date hereinafter specified because the shipments of the specified varieties of such nectarines are expected to begin on or about the effective date hereof, the notice of rule-making concerning this regulation and effective date was published on June 2, 1965 (30 F.R. 7284), and compliance with this regulation will not require of handlers any preparation thereof which cannot be completed by the effective time hereof.

(b) *Order.* (1) During the period beginning at 12:01 a.m., P.s.t., June 27, 1965, and ending at 12:01 a.m., P.s.t., November 1, 1965, no handler shall handle any package or container of Early Le Grand, Grand Prize, Grandeur, Royal Grand, Freedom, Grandeur, Le Grand, Late Le Grand, Golden Grand, Gold King, Red Grand, Marigold, September Grand, or Regal Grand nectarines unless:

(i) Such nectarines, when packed in a No. 26 standard lug box, or in a No. 27 standard lug box, are of a size that will pack, in accordance with the requirements of a standard pack, not more than 88 nectarines in the respective lug box; or

(ii) Such nectarines, when packed in any container other than in a No. 26 standard lug box, or in a No. 27 standard lug box, measure not less than two and one-quarter (2¼) inches in diameter: *Provided*, That not to exceed ten (10) percent, by count, of the nectarines in any such container may fail to meet such diameter requirement.

(2) When used herein, "diameter" and "standard pack" shall have the same meaning as set forth in the United States Standards for Nectarines (§§ 51.3145-51.3159); "No. 26 standard lug box" and "No. 27 standard lug box," respectively, shall have the same meaning as set forth in section 828.4 of the Agricultural Code of California, and all other terms shall have the same meaning as when used in the marketing agreement and order.

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

Dated: June 16, 1965.

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

[F.R. Doc. 65-6452; Filed, June 18, 1965;  
8:45 a.m.]

## Chapter XIV—Commodity Credit Corporation, Department of Agriculture

### SUBCHAPTER B—LOANS, PURCHASES, AND OTHER OPERATIONS

[Amdt. 1]

## PART 1438—NAVAL STORES

### Advances to Producers

1. Section 1438.1604, *Advances to producers*, of regulations published April 20, 1965, in 30 F.R. 5573, is amended to revise the limitation on date of Producer's Offer and to read as follows:

#### § 1438.1604 Advances to producers.

Each producer desiring to obtain advances will execute a Producer's Marketing Agreement with ATFA. Eligible naval stores will be deemed tendered for advance by the producer to ATFA only when such naval stores have been (a) processed (except where unprocessed rosin content in oleoresin is offered for advance), (b) placed in storage in the custody of an approved warehouseman who has entered into and is fully complying with a Warehouse Agreement (ATFA Form 2—1965) with ATFA, or in the custody of ATFA acting under a Storage Agreement with CCC, and (c) offered for advance on a Producer's Offer (ATFA Form 4—1965) (the date of which, unless a first offer and dated not later than July 1, 1965, will be not later than thirty (30) days from the date of delivery of eligible naval stores to a processor, but in no event later than December 31, 1965). Advances will not be made on any naval stores offered by a producer later than December 31, 1965. If there are any liens or encumbrances on the naval stores offered for advance, proper waivers are required on a Lienholders' Waiver and Agreement (ATFA Form 3—1965). All processing charges, including the cost of the eligible metal

drums for rosin, and all storage and other warehouse charges to the date of tender for advance will be borne by the producer.

Effective date: Date of filing with office of Federal Register.

Signed at Washington, D.C., on June 15, 1965.

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

[F.R. Doc. 65-6453; Filed, June 18, 1965;  
8:46 a.m.]

## Title 29—LABOR

### Chapter V—Wage and Hour Division, Department of Labor

#### SUBCHAPTER A—REGULATIONS

## PART 602—LEATHER, LEATHER GOODS, AND RELATED PRODUCTS INDUSTRY IN PUERTO RICO

### Wage Rates

Pursuant to section 5 of the Fair Labor Standards Act of 1938 (29 U.S.C. 205), and by means of Administrative Order No. 590 (30 F.R. 3883), the Secretary of Labor appointed and convened Industry Committee No. 73-A. Administrative Order No. 590 referred to Industry Committee No. 73-A the question of the minimum wage rate or rates to be paid under section 6(c) of the Act to employees in the leather, leather goods, and related products industry in Puerto Rico and gave due notice of the hearing of the Committee, as provided in 29 CFR 511.2.

Subsequent to an investigation and a hearing conducted pursuant to the notice, the Committee filed with the Administrator a report containing its findings of fact and recommendations with respect to the matters referred to it.

Accordingly, as authorized and required by section 8 of the Fair Labor Standards Act of 1938 (29 U.S.C. 208), Reorganization Plan No. 6 of 1950 (3 CFR 1949-53 Comp., p. 1004), and General Order No. 45-A of the Secretary of Labor (15 F.R. 3290), the recommendations of Industry Committee No. 73-A are hereinafter published in these amendments to 29 CFR 602.2.

Effective July 5, 1965, 29 CFR 602.2 (a) (1) (i), (2) (i), (3) (i), (4) (i), (5) (i), and (b) (1) are amended to read as follows:

#### § 602.2 Wage rates.

(a) \* \* \*

(1) *Belt classification.* (i) The minimum wage for this classification is \$1.10 an hour.

(2) *Hide curing classification.* (i) The minimum wage for this classification is \$1.25 an hour.

(3) *Sporting and athletic goods classification.* (i) The minimum wage for this classification is 89.5 cents an hour.

(4) *Leather tanning and finishing classification.* (i) The minimum wage

for this classification is 89.5 cents an hour.

(5) *General classification.* (1) The minimum wage for this classification is 88 cents an hour.

(b) *New coverage classification.* (1) The minimum wage for this classification is 88 cents an hour.

(Sec. 8, 52 Stat. 1064, as amended; 29 U.S.C. 208)

Signed at Washington, D.C., this 15th day of June 1965.

CLARENCE T. LUNDQUIST,  
Administrator.

[P.R. Doc. 65-6471; Filed, June 18, 1965;  
8:48 a.m.]

## PART 603—FABRIC AND LEATHER GLOVE INDUSTRY IN PUERTO RICO

### Wage Rates

Pursuant to section 5 of the Fair Labor Standards Act of 1938 (29 U.S.C. 205), and by means of Administrative Order No. 590 (30 F.R. 3833), the Secretary of Labor appointed and convened Industry Committee No. 73-B, Administrative Order No. 590 referred to Industry Committee No. 73-B the question of the minimum wage rate or rates to be paid under section 6(c) of the Act to employees in the fabric and leather glove industry in Puerto Rico and gave due notice of the hearing of the Committee, as provided in 29 CFR 511.2.

Subsequent to an investigation and a hearing conducted pursuant to the notice, the Committee filed with the Administrator a report containing its findings of fact and recommendations with respect to the matters referred to it.

Accordingly, as authorized and required by section 8 of the Fair Labor Standards Act of 1938 (29 U.S.C. 208), Reorganization Plan No. 6 of 1950 (3 CFR 1949-53 Comp., p. 1004), and General Order No. 45-A of the Secretary of Labor (15 F.R. 3290), the recommendations of Industry Committee No. 73-B are hereinafter published in this revision of 29 CFR 603.2.

Effective July 5, 1965, 29 CFR 603.2 is amended to read as follows:

#### § 603.2 Wage rates.

The fabric and leather glove industry in Puerto Rico is divided into five classifications. Wages at rates not less than those prescribed in this section shall be paid under section 6(c) of the Fair Labor Standards Act of 1938 by every employer to each of his employees in each of the classifications in the fabric and leather glove industry in Puerto Rico who in any workweek is engaged in commerce or in the production of goods for commerce or employed in an enterprise engaged in commerce or in the production of goods for commerce as those terms are defined in section 3 of the Act.

(a) *Previously covered classifications.* The classifications in this paragraph (a)

apply to all activities of employees in the fabric and leather glove industry in Puerto Rico to which section 6 of the Act applies without reference to the Fair Labor Standards Amendments of 1961.

(1) *Hand-sewing on fabric gloves classification.* (1) The minimum wage for this classification is 30 cents an hour.

(i) This classification is defined as the operations of hand-sewing, hand-embroidering, hand-embellishing, ornamental hand-stitching, hand-drawing of threads, and similar hand operations involving decorative effects on fabric gloves (gloves or mittens manufactured from woven or knitted fabric), except mending, repairing, sewing of labels, tacking, and similar operations on fabric gloves that are wholly or chiefly machine-sewn.

(2) *Hand-sewing on leather gloves classification.* (1) The minimum wage for this classification is 52 cents an hour.

(i) This classification is defined as the operations of hand-sewing, hand-embroidering, hand-embellishing, ornamental hand-stitching, hand-drawing of threads, and similar hand operations involving decorative effects on leather gloves (gloves or mittens manufactured from leather or from leather in combination with other material), except mending, repairing, sewing of labels, tacking, and similar operations on leather gloves that are wholly or chiefly machine-sewn.

(3) *Other operations on hand-sewn gloves classification.* (1) The minimum wage for this classification is 85 cents an hour.

(i) This classification is defined as all operations on hand-sewn gloves (gloves or mittens manufactured primarily by a hand-sewing process), except operations included in the hand-sewing on fabric gloves classification and the hand-sewing on leather gloves classification, as defined herein.

(4) *Machine and other operations on machine-sewn gloves classification.* (1) The minimum wage for this classification is \$1.05 an hour.

(i) This classification is defined as the operations of machine-sewing, cutting, laying-off, pressing, sizing, banding, packaging of primarily machine-sewn gloves, and all other operations on machine-sewn gloves (gloves or mittens manufactured primarily by a machine-sewing process) except operations included in the other classifications of the industry.

(b) *New coverage classification.* (1) The minimum wage for this classification is \$1.05 an hour.

(2) This classification is defined as all activities of employees in the fabric and leather glove industry in Puerto Rico to whom section 6 of the Act applies only by reason of the Fair Labor Standards Amendments of 1961.

(Sec. 8, 52 Stat. 1064, as amended; 29 U.S.C. 208)

Signed at Washington, D.C., this 15th day of June 1965.

CLARENCE T. LUNDQUIST,  
Administrator.

[P.R. Doc. 65-6472; Filed, June 18, 1965;  
8:49 a.m.]

## Title 14—AERONAUTICS AND SPACE

### Chapter I—Federal Aviation Agency

[Airspace Docket No. 65-AL-1]

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

#### PART 73—SPECIAL USE AIRSPACE

##### Alteration of Restricted Area and Controlled Airspace

On March 25, 1965, a notice of proposed rule making was published in the FEDERAL REGISTER (30 F.R. 3885) stating that the Federal Aviation Agency was considering amendments to Parts 71 and 73 of the Federal Aviation Regulations that would alter Restricted Area R-2202 at Big Delta, Alaska, designate an additional restricted area at Big Delta, and alter the continental control area.

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

In consideration of the foregoing, Parts 71 and 73 of the Federal Aviation Regulations are amended, effective 0001 e.s.t., July 22, 1965, as hereinafter set forth.

1. In § 73.22 (29 F.R. 17730) the following actions are taken:

a. Restricted Area R-2202 is amended by deleting "R-2202 Big Delta, Alaska" and substituting "R-2202A Big Delta, Alaska" therefor.

b. Restricted Area R-2202B is added as follows:

##### R-2202B BIG DELTA, ALASKA

*Boundaries.* Beginning at latitude 64°04'30" N., longitude 146°49'00" W.; to latitude 64°19'50" N., longitude 147°34'00" W.; to latitude 64°24'40" N., longitude 147°25'35" W.; to latitude 64°10'45" N., longitude 146°45'15" W.; thence along the east bank of the Little Delta River to the point of beginning.

*Designated altitudes.* Surface to 5,000 feet above ground level.

*Time of designation.* 0900 to 1700 hours, local time, daily.

*Controlling agency.* Federal Aviation Agency, Fairbanks ARTC Center.

*Using agency.* Commander, Alaskan Air Command, Elmendorf AFB, Alaska.

2. In § 71.151 (29 F.R. 17550, 19185) "R-2202 Big Delta, Alaska" is deleted and "R-2202A Big Delta, Alaska" is substituted therefor.

(Sec. 307(a) of the Federal Aviation Act of 1958; 49 U.S.C. 1348)

Issued in Washington, D.C., on June 16, 1965.

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

[P.R. Doc. 65-6508; Filed, June 18, 1965;  
8:49 a.m.]

## RULES AND REGULATIONS

[Reg. Docket No. 6671; Amdt. 431]

## PART 97—STANDARD INSTRUMENT APPROACH PROCEDURES

## Miscellaneous Amendments

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

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

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

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

## LFR STANDARD INSTRUMENT APPROACH PROCEDURES

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

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

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Burley VOR.....	BY LFR.....	Direct.....	6000	T-dn*.....	300-1	300-1	NA
				C-dn.....	500-1	500-1	NA
				S-dn-30.....	400-1	400-1	NA
				A-dn.....	800-2	800-2	NA

Procedure turn W side NE crs, 006° Outbd, 186° Inbd, 6000' within 10 miles.

Minimum altitude over facility on final approach crs, 4900'.

Crs and distance, facility to airport, 199°-2.3 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 2.3 miles after passing BY LFR, make a climbing right turn direct to BY LFR. Climb to 6000' on NE crs within 10 miles.

\*500-1 required for takeoff on Runways 10, 28, and 24.

Takeoff all runways: Shuttle climb on the 272° Radial of the Burley VORTAC within 20 miles to minimum altitude required for direction of flight.

Direction of flight: E V4, MCA 5,500'; SE V101, MCA 8,000'.

MSA within 25 miles of facility: 000°-090°-6800'; 090°-180°-11,400'; 180°-270°-8700'; 270°-360°-6100'.

City, Burley; State, Idaho; Airport name, Burley Municipal; Elev., 4150'; Fac. Class., SBMRAZ; Ident., BY; Procedure No. 1, Amdt. 9; Eff. date, 26 June 65; Sup. Amdt. No. 8; Dated, 30 Nov. 63.

## PROCEDURE CANCELLED, EFFECTIVE 24 JUNE 1965.

City, Helena; State, Mont.; Airport name, Helena County-City; Elev., 3873'; Fac. Class., SBMRAZ; Ident., IIN; Procedure No. 1, Amdt. 8; Eff. date, 22 Feb. 64; Sup. Amdt. No. 7; Dated, 18 Mar. 61.

## PROCEDURE CANCELLED, EFFECTIVE 24 JUNE 1965.

City, Needles; State, Calif.; Airport name, Municipal; Elev., 990'; Fac. Class., BMRLZ; Ident., ED; Procedure No. 1, Amdt. 5; Eff. date, 1 Dec. 62; Sup. Amdt. No. 4; Dated, 12 Feb. 55.

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

## ADF STANDARD INSTRUMENT APPROACH PROCEDURES

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

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

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Boston VOR.....	BE LOM.....	Direct.....	2000	T-dn.....	300-1	300-1	200-15
Manchester VOR.....	BE LOM.....	Direct.....	2000	C-dn.....	600-1	600-1	600-15
Framingham Int.....	BE LOM.....	Direct.....	2000	S-dn-11.....	300-1	300-1	300-1
Hollis Int.....	BE LOM.....	Direct.....	2000	A-dn.....	800-2	800-2	800-2
Millbury Int.....	BE LOM.....	Direct.....	2500				
Lawrence VOR.....	BE LOM.....	Direct.....	2000				
Lawrence RBN.....	BE LOM.....	Direct.....	2000				

Radar vectoring is authorized in accordance with approved patterns by BOS APC.

Procedure turn N side of crs, 292° Outbd, 112° Inbd, 1600' within 10 miles.

Minimum altitude over facility on final approach crs, 1500'.

Crs and distance, facility to airport 112°-4.0 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.0 miles after passing BE LOM, make left-climbing turn to 2000' direct to LWM RBN. Hold SW of LWM RBN, 651° Inbd, 1-minute right turns, or when directed by ATIS, climb straight ahead to 500', make right-climbing turn to 1600' direct to BE LOM. Hold W of BE LOM, 112° Inbd, 1-minute left turns.

CAUTION: 570' tower, 3 miles NE of airport. 368' stack, SE side of airport. 398' antenna (0.9 mile SE of airport).

MSA within 25 miles of facility: 000°-090°-2000'; 090°-180°-2500'; 180°-270°-3000'; 270°-360°-3500'.

City, Bedford; State, Mass.; Airport name, Hanscom Field; Elev., 133'; Fac. Class., HW; Ident., (LOM) BE; Procedure No. 1, Amdt. 4; Eff. date, 26 June 65; Sup. Amdt. No. 3; Dated, 5 June 65.

ADF STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition		Course and distance	Minimum altitude (feet)	Condition	Ceiling and visibility minimums		
From—	To—				2-engine or less		More than 2-engine, more than 63 knots
					63 knots or less	More than 63 knots	
CYS VOR	LOM	Direct	7600	T-dn	300-1	300-1	200-1½
Divide Int.	LOM	Direct	7600	C-dn	500-1	500-1	500-1½
Egbert Int.	LOM	Direct	7600	S-dn-26	400-1	400-1	400-1
Carpenter Int.	LOM	Direct	7600	A-dn	800-2	800-2	800-2

Procedure turn S side of crs. 082° Outbd, 262° Inbd, 7600' within 10 miles.  
 Minimum altitude over facility on final approach crs, 7500'.  
 Crs and distance, facility to airport, 262°—5.1 miles.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.1 miles after passing LOM, turn left, climb to 8000' on 167° magnetic bearing from CY LOM within 10 miles or, when directed by ATC, turn right, climb to 8000' on R-349 CYS VOR within 10 miles.  
 Other change: Final deleted from transition Egbert Int to LOM.

City, Cheyenne; State, Wyo.; Airport name, Cheyenne Municipal; Elev., 6156'; Fac. Class., LOM; Ident., CY; Procedure No. 1, Amdt. 2; Eff. date, 26 June 65; Sup. Amdt. No. 1; Dated, 11 Jan. 64

API VOR	LOM	Direct	2500	T-dn	300-1	300-1	200-1½
Surf Int.	LOM	Direct	2500	C-dn	500-1	500-1	500-1½
Big Run Int.	LOM	Direct	2500	S-dn-13R and L*	500-1	500-1	500-1
MX RBN	LOM	Direct	2500	L*			
Griffith Int.	MX RBN	Direct	2500	A-dn	800-2	800-2	800-2

Radar vectoring authorized in accordance with approved patterns.  
 Procedure turn W side of crs. 312° Outbd, 132° Inbd, 2500' within 10 miles.  
 Minimum altitude over facility on final approach crs, 2200'.  
 Crs and distance, facility to airport, 132°—5.0 miles.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.0 miles after passing LOM, make right turn, climb to 2200' and proceed to Peotone VOR Inbd on R-901.  
 \*400' straight-in minimums authorized provided descent below 1100', not made until past ADF bearing 200° from MDW RBN.  
 MSA within 25 miles of facility: 000°-090°—2600'; 090°-180°—2100'; 180°-270°—2400'; 270°-360°—2600'.

City, Chicago; State, Ill.; Airport name, Chicago-Midway; Elev., 619'; Fac. Class., LOM; Ident., MD; Procedure No. 1, Amdt. 22; Eff. date, 26 June 65; Sup. Amdt. No. 21; Dated, 7 Nov. 64

Lakewood Int.	OR LOM (final)	Via OBK R-271 and bearing 138° to OR LOM.	2200	T-dn	300-1	300-1	200-1½
ORD VOR	OR LOM	Direct	2500	C-dn	400-1	500-1	500-1½
OBK VOR	OR LOM	Direct	2500	S-dn-14R	400-1	400-1	400-1
Warren Int.	OR LOM	Direct	2500	A-dn	800-2	800-2	800-2
Niles Int.	ORD VOR	Direct	2500				
Deerfield Int.	OR LOM	Direct	2500				
Elgin Int.	OR LOM	Direct	2500				

Radar vectoring authorized in accordance with approved patterns.  
 Procedure turn W side of crs. 318° Outbd, 138° Inbd, 2500' within 10 miles.  
 Minimum altitude over facility on final approach crs, 2200'.  
 Crs and distance, facility to airport, 138°—5.3 miles.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.3 miles after passing OR LOM, turn right to heading 153° and climb to 1500' then make right-climbing turn to 3500' and proceed to DPA VOR via DPA R-085 or as directed by ATC, turn right to heading of 153° and climb to 1500', then make right-climbing turn to 2500' and proceed to Elgin Int via ORD R-271.  
 Note: Runway 14R, LOM named ROMEO; Runway 14L, LOM named LIMA.  
 CAUTION: Takeoffs on Runway 27, when weather is below 2000'-3, will intercept ORD VOR R-250 and climb to 2000' before proceeding westbound. Takeoffs on Runway 32L, when weather is below 2000'-3, will intercept ORD VOR R-306 and climb to 2000' before proceeding westbound.  
 Other change: Deletes note regarding radar missed approach.  
 MSA within 25 miles of facility: 000°-090°—2100'; 090°-180°—2600'; 180°-270°—2600'; 270°-360°—2200'.

City, Chicago; State, Ill.; Airport name, Chicago-O'Hare International; Elev., 667'; Fac. Class., LOM; Ident., OR; Procedure No. 1, Amdt. 6; Eff. date, 26 June 65; Sup. Amdt. No. 5; Dated, 18 Jan. 64

Lakewood Int.	OH LOM (final)	Via OBK R-271 and 318° bearing from LOM.	2200	T-dn	300-1	300-1	200-1½
Warren Int.	OH LOM	Direct	2500	C-dn	400-1	500-1	500-1½
Niles Int.	OH LOM	Direct	2500	S-dn-14L	400-1	400-1	400-1
Deerfield Int.	OH LOM	Direct	2500	A-dn	800-2	800-2	800-2
OBK VOR	OH LOM	Direct	2500				

Radar vectoring authorized in accordance with approved patterns.  
 Procedure turn W side of NW crs. 318° Outbd, 138° Inbd, 2500' within 10 miles.  
 Minimum altitude over LOM on final approach crs, 2200'.  
 Crs and distance, facility to airport, 138°—5.7 miles.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.7 miles after passing OH LOM turn left to heading 120° and climb to 1500', make left-climbing turn to 3500' and proceed to Evanston Int, via ORD R-075.  
 Note: Runway 14R, LOM named ROMEO; Runway 14L, LOM named LIMA.  
 CAUTION: Takeoffs on Runway 27, when weather is below 2000'-3, will intercept ORD VOR R-250 and climb to 2000' before proceeding westbound. Takeoffs on Runway 32L, when weather is below 2000'-3, will intercept ORD VOR R-306 and climb to 2000' before proceeding westbound.  
 Other change: Deletes note regarding radar missed approach.  
 MSA within 25 miles of facility: 000°-090°—2100'; 090°-180°—2600'; 180°-270°—2600'; 270°-360°—2200'.

City, Chicago; State, Ill.; Airport name, Chicago-O'Hare International; Elev., 667'; Fac. Class., LOM; Ident., OH; Procedure No. 2, Amdt. 6; Eff. date, 26 June 65; Sup. Amdt. No. 5; Dated, 30 Jan. 65

## RULES AND REGULATIONS

## ADF STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition		Ceiling and visibility minimums					
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Papl Int.	LOM	Direct	2200	T-dn	300-1	300-1	300-1½
Warren Int.	ORD VOR	Direct	2500	C-dn	400-1	500-1	500-1½
ORD VOR	LOM	Direct	2200	S-dn-27	400-1	400-1	400-1
OBK VOR	LOM	Direct	2200	A-dn	800-2	800-2	800-2
Lakewood Int.	ORD VOR	Via OBK R-271 and OBD R-306	2500				
Deerfield Int.	LOM	Direct	2200				
Niles Int.	LOM	Direct	2500				

Radar vectoring authorized in accordance with approved radar patterns.  
Procedure turn N side of crs, 088° Outbd, 208° Inbd, 2200' within 10 miles.  
Minimum altitude over facility on final approach crs, 2100'.

Crs and distance, facility to airport, 288°—4.5 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.5 miles after passing IA LOM, climb to 3500' on crs of 268° and proceed direct to DFA VOR or as directed by, make climb to 2500' on crs of 288° and proceed to Elgin Int via ORD R-271 or make right turn, climb to 2500', proceed direct to OBK VOR via OBK R-170.

Note: LOM named Taft.

CAUTION: Takeoffs on Runway 27, when weather is below 2000'-3, will intercept ORD R-250 and climb to 2000' before proceeding westbound. Takeoffs on Runway 32L, when weather is below 2000'-3, will intercept ORD VOR R-306 and climb to 2000' before proceeding westbound.

Other change: Deletes note regarding radar missed approach.

MSA within 25 miles of facility: 000°-090°-1900'; 090°-150°-2000'; 180°-270°-2000'; 270°-360°-2500'.

City, Chicago; State, Ill.; Airport name, Chicago-O'Hare International; Elev., 667'; Fac. Class., LOM; Ident., IA; Procedure No. 3, Amdt. 5; Eff. date, 26 June 65; Sup. Amdt. No. 4; Dated, 1 Feb. 64

CGT VOR	Stack Int.	Via CGT R-356 and bearing 138° from RV LOM	3500	T-dn C-dn S-dn-32L A-dn	300-1 400-1 400-1 800-2	300-1 500-1 400-1 800-2	300-1½ 500-1½ 400-1 800-2
API VOR	Stack Int (final not authorized)	Direct	3500				
Niles Int.	Stack Int.	Via API R-088 and bearing 138° from RV LOM	3500				
Stack Int.	RV LOM (final)	Direct	2900				
ORD VOR	Stack Int (final not authorized)	Direct	3500				
OBK VOR	Stack Int (final not authorized)	Direct	3500				
Lakewood Int.	ORD VOR	Via OBK VOR R-271 and ORD R-306	3500				

Radar transitions to final approach crs authorized. Aircraft may be released for final approach Inbd to RV LOM on final approach crs to cross RV LOM at 2300'.  
Procedure turn E side of crs, 138° Outbd, 318° Inbd, 3500' within 10 miles of Stack Int.  
Minimum altitude over RV LOM on final approach crs, 2300', over Stack Int 3500'.

Crs and distance, RV LOM to airport, 318°—5.6 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.6 miles after passing RV LOM, turn left to 300° heading, climb to 1500', then make left-climbing turn to 3500' and proceed direct to DPA VOR.

Notes: (1) Functioning VOR receiver required unless a radar vector to final approach crs is obtained. (2) Runway 32L LOM named River Grove; Runway 32R RBN named Indian.

CAUTION: Takeoffs on Runway 27 when weather is below 2000'-3 will intercept ORD VOR R-250 and climb to 2000' before proceeding westbound. Takeoffs on Runway 32L when weather is below 2000'-3 will intercept ORD VOR R-306 and climb to 2000' before proceeding westbound.

Other change: Deletes note regarding radar missed approach. Deletes note regarding VASL.

MSA within 25 miles of facility: 000°-090°-1900'; 090°-180°-2000'; 180°-270°-2300'; 270°-360°-2000'.

City, Chicago; State, Ill.; Airport name, Chicago-O'Hare International; Elev., 667'; Fac. Class., LOM; Ident., RV; Procedure No. 4, Amdt. 2; Eff. date, 26 June 65; Sup. Amdt. No. 1; Dated, 30 Jan. 65

CGT VOR	Park Int.	Via CGT R-356 and bearing 138° from IDN RBN	3500	T-dn C-dn S-dn-32R A-dn	300-1 400-1 400-1 800-2	300-1 500-1 400-1 800-2	300-1½ 500-1½ 400-1 800-2
API VOR	Park Int (final not authorized)	Direct	3500				
Niles Int.	Park Int.	Via API R-088 and bearing 138° from IDN RBN	3500				
ORD VOR	Park Int (final not authorized)	Direct	3500				
OBK VOR	Park Int (final not authorized)	Direct	3500				
Park Int.	IDN RBN (final)	Direct	2300				
Lakewood Int.	ORD VOR	Via OBK R-271 and ORD VOR R-306	3500				

Radar transitions on final approach crs authorized. Aircraft may be released for final approach Inbd to IDN RBN on final approach to IDN RBN at 2300'.  
Procedure turn E side of crs, 138° Outbd, 318° Inbd, 3500' within 10 miles of Park Int.

Minimum altitude over IDN RBN on final approach crs, 2300', over Park Int on final approach crs, 3500'.

Crs and distance, IDN RBN to airport 318°—5.7 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.7 miles after passing IDN RBN, turn right to 330° heading, climb to 1500', then make right-climbing turn to 3500' and proceed to Evanston Int via ORD R-075.

Notes: (1) Functioning VOR receiver required unless a radar vector to final approach crs is obtained. (2) LOM 32L named River Grove; RBN 32R named Indian.

CAUTION: Takeoffs on Runway 27 when weather is below 2000'-3 will intercept ORD VOR R-250 and climb to 2000' before proceeding westbound. Takeoffs on Runway 32L when weather is below 2000'-3 will intercept ORD VOR R-306 and climb to 2000' before proceeding westbound.

Other change: Deletes note regarding radar missed approach.

MSA within 25 miles of facility: 000°-090°-1900'; 090°-180°-2000'; 180°-270°-2300'; 270°-360°-2000'.

City, Chicago; State, Ill.; Airport name, Chicago-O'Hare International; Elev., 667'; Fac. Class., MHW; Ident., IDN; Procedure No. 5, Amdt. 2; Eff. date, 26 June 65; Sup. Amdt. No. 1; Dated, 30 Jan. 65

ADF STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
PIH VOR	LOM	Direct	7000	T-dn <sup>1/2</sup>	300-1	300-1	200-1 <sup>1/2</sup>
Falls Int.	LOM	Direct	7000	C-dn <sup>1/2</sup>	500-1	500-1	500-1 <sup>1/2</sup>
				S-dn-21	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Radar vectoring authorized in accordance with approved patterns.  
 Procedure turn N side of crs, 018° Outbd, 198° Inbd, 7000' within 10 miles.  
 Minimum altitude over facility on final approach crs, 5500'.  
 Crs and distance, facility to airport, 207°—3.7 miles.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.7 miles after passing LOM, climb to 6500' on 231° from PI LOM within 15 miles.  
 CAUTION: High terrain, SE through SW of airport.  
 \*Circling not authorized S of airport.  
 †Takeoff all runways: Shuttle climb on the 234° Radial of the PIH VOR within 20 miles to minimum crossing altitude required for direction of flight. All turns N side of 234° Radial.  
 Direction of flight: S V21, V257, MCA 7300'; E 053° Radial, MCA 6700'.  
 MSA within 25 miles of facility: 000°-090°-10,300'; 090°-180°-10,300'; 180°-270°-8500'; 270°-360°-6500'.  
 City, Pocatello; State, Idaho; Airport name, Pocatello Municipal; Elev., 4448'; Fac. Class., LOM; Ident., PI; Procedure No. 1, Amdt. 7; Eff. date, 26 June 65; Sup. Amdt. No. 6; Dated, 27 May 65

RES VOR	LOM	Direct	9200	T-dn <sup>1/2</sup>	300-1	300-1	200-1 <sup>1/2</sup>
				C-dn	700-1	700-1	700-1 <sup>1/2</sup>
				A-dn	800-2	800-2	800-2

Procedure turn N side of crs, 674° Outbd, 254° Inbd, 9200' within 10 miles.  
 Minimum altitude over facility on final approach crs, 8000'.  
 Crs and distance, facility to airport, 254°—3.9 miles.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.9 miles after passing LOM, climb to 10,000' on 254° from LOM within 10 miles.  
 †Takeoff all runways: Shuttle climb on the 243° Radial of the Rock Springs VORTAC within 15 miles to minimum crossing altitude required for direction of flight.  
 Direction of flight: N and E V187, V235, V4, V6, V810, MCA 8000'; S V187, 183° Radial, MCA 8500'; W V4, V4S, V854, V6, 306° Radial, MCA 7500'.  
 MSA within 25 miles of facility: 000°-090°-9100'; 090°-180°-9700'; 180°-270°-9700'; 270°-360°-9700'.  
 City, Rock Springs; State, Wyo.; Airport name, Rock Springs Municipal; Elev., 7652'; Fac. Class., LOM; Ident., RK; Procedure No. 1, Amdt. 2; Eff. date, 26 June 65; Sup. Amdt. No. 1; Dated, 27 May 65

PROCEDURE CANCELLED, EFFECTIVE 24 JUNE 1965, OR UPON DECOMMISSIONING OF FACILITY.

City, Sheridan; State, Wyo.; Airport name, Sheridan County; Elev., 4021'; Fac. Class., BH; Ident., SHR; Procedure No. 1, Amdt. 4; Eff. date, 30 May 64; Sup. Amdt. No. 3; Dated, 11 Apr. 64

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

VOR STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.  
 If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall conform with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Burley LFR	BYI VOR	Direct	6000	T-dn <sup>1/2</sup>	300-1	300-1	NA
Hazelton Int.	BYI VOR (final)	Direct	5300	C-dn	500-1	500-1	NA
				A-dn	800-2	800-2	NA

Procedure turn S side crs, 272° Outbd, 092° Inbd, 6000' within 10 miles.  
 Minimum altitude over facility on final approach crs, 5300'.  
 Crs and distance, facility to airport, 163°—4.3 miles.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.3 miles after passing BYI VOR, turn left, climb to 5000' on R-064 within 20 miles.  
 †400-1 required for takeoff Runways 10, 28, and 24.  
 ‡Takeoff all runways: Shuttle climb on the 272° Radial of the Burley VORTAC within 20 miles to minimum altitude required for direction of flight.  
 Direction of flight: E V4, MCA 5,500'; SE V101, MCA 8,000'.  
 MSA within 25 miles of facility: 000°-090°-6800'; 090°-180°-11,400'; 180°-270°-8700'; 270°-360°-6100'.  
 City, Burley; State, Idaho; Airport name, Burley Municipal; Elev., 4150'; Fac. Class., BVORTAC; Ident., BYI; Procedure No. 1, Amdt. 4; Eff. date, 26 June 65; Sup. Amdt. No. 3; Dated, 30 Nov. 63

CYS LOM	CYS VOR	Direct	7900	T-dn	300-1	300-1	200-1 <sup>1/2</sup>
				C-dn	500-1	500-1	800-1 <sup>1/2</sup>
				A-dn	800-2	800-2	800-2

Procedure turn W side of crs, 016° Outbd, 196° Inbd, 7900' within 10 miles.  
 Minimum altitude over facility on final approach crs, 7200'.  
 Crs and distance, facility to airport, 196°—3.7 miles.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.7 miles after passing CYS VOR, climb to 8000' on R-167 within 10 miles of CYS VOR.  
 NOTE: (1) Final approach from holding pattern at VOR not authorized. (2) Procedure turn required.  
 City, Cheyenne; State, Wyo.; Airport name, Cheyenne Municipal; Elev., 6156'; Fac. Class., BVORTAC; Ident., CYS; Procedure No. 1, Amdt. 5; Eff. date, 26 June 65; Sup. Amdt. No. 4; Dated, 22 Feb. 64

## RULES AND REGULATIONS

## VOR STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
				T-d%.....	1000-2	1000-2	1000-2
				T-n%.....	1000-3	1000-3	1000-3
				C-d.....	1000-2	1000-2	1000-2
				C-n.....	1000-3	1000-3	1000-3
				A-d.....	1000-2	1000-2	1000-2
				A-n.....	1000-3	1000-3	1000-3

Procedure turn N side of crs, 090° Outbd, 270° Inbd, 4500' within 10 miles. Not authorized beyond 10 miles.

Minimum altitude over facility on final approach crs, 3000'.

Crs and distance, facility to airport, 257°—7.3 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 6.0 miles after passing EED VOR, turn right and climb to 6000' on R-322 within 20 miles.

NOTE: Final approach from holding pattern at EED VOR not authorized. Procedure turn required.

Other change: Deletes transition from Needles LFR.

%Takeoffs all runways: Climb heading 045° to intercept and climb via EED VOR R-331 within 20 miles to recross EED VOR at 4000', then via assigned route. Procedure turn W of crs.

MSA within 25 miles of facility: 000°-090°—8100'; 090°-180°—6100'; 180°-270°—4700'; 270°-360°—5600'.

City, Needles; State, Calif.; Airport name, Needles Municipal; Elev., 9990'; Fac. Class., BVORTAC; Ident., EED; Procedure No. 1, Amdt. 4; Eff. date, 24 June 65; Sup. Amdt. No. 3; Dated, 1 Dec. 62

T-dn%.....	300-1	300-1	300-1
C-dn%.....	500-1	500-1	500-1 1/2
S-dn-3.....	500-1	500-1	500-1
A-dn.....	800-2	800-2	800-2

Radar vectoring authorized in accordance with approved patterns.

Procedure turn N side of crs, 234° Outbd, 654° Inbd, 6800' within 10 miles. All turns N side of crs; high terrain S.

Minimum altitude over facility on final approach crs, 5400'.

Crs and distance, facility to airport, 032°—3.1 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.1 miles after passing PIH VOR, climb to 7000' on R-015 within 15 miles.

NOTE: Final approach from holding pattern at PIH VOR not authorized, procedure turn required.

CAUTION: High terrain, located SE through SW of airport.

\*Circling not authorized S of airport.

%Takeoff all runways: Shuttle climb on the 234° Radial of the PIH VOR within 20 miles to minimum crossing altitude required for direction of flight. All turns N side of 234° Radial.

Direction of flight: S V21, V257, MCA 7300'; E 053° Radial, MCA 6700'.

MSA within 25 miles of facility: 000°-090°—10,300'; 090°-180°—10,300'; 180°-270°—8500'; 270°-360°—6500'.

City, Pocatello; State, Idaho; Airport name, Pocatello Municipal; Elev., 4448'; Fac. Class., BVOR; Ident., PIH; Procedure No. 1, Amdt. 6; Eff. date, 26 June 65; Sup. Amdt. No. 5; Dated, 27 May 65

T-dn%.....	300-1	300-1	300-1 1/2
C-dn%.....	700-1	700-1	700-1 1/2
A-dn.....	1200-2	1200-2	1200-2

Procedure turn to N side of crs, 081° Outbd, 261° Inbd, 9200' within 10 miles.

Minimum altitude over Salt Int on final approach crs, 8600'; over VOR, 8000'.

Crs and distance, Salt Int to VOR, 261°—2.1 miles; VOR to airport, 297°—1.9 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 1.9 miles after passing RKS VOR, climb to 10,000' on R-268 within 20 miles.

NOTE: If Salt Int is used, ADF equipment required.

\*If Salt Int not received, minimums of 1200-1 apply.

%Takeoff all runways: Shuttle climb on the 245° Radial of the Rock Springs VORTAC within 15 miles to minimum crossing altitude required for direction of flight.

Direction of flight: N and E V187, V235, V4, V6, V810, MCA 8000'; S V187, 183° Radial, MCA 8500'; W V4, V4S, V834, V6, 305° Radial, MCA 7500'.

MSA within 25 miles of facility: 000°-090°—9100'; 090°-180°—9700'; 180°-270°—9700'; 270°-360°—9700'.

City, Rock Springs; State, Wyo.; Airport name, Rock Springs Municipal; Elev., 6752'; Fac. Class., BVORTAC; Ident., RKS; Procedure No. 1, Amdt. 8; Eff. date, 26 June 65; Sup. Amdt. No. 7; Dated, 27 May 65

T-d.....	300-1	NA	NA
T-n.....	300-2	NA	NA
C-d.....	500-1	NA	NA
C-n.....	500-2	NA	NA
A-dn.....	800-2	NA	NA

Procedure turn S side of crs, 246° Outbd, 066° Inbd, 6200' within 10 miles.

Minimum altitude over facility on final approach crs, 5900'.

Crs and distance, facility to airport, 066°—3.0 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.0 miles after passing SNY VOR, climb to 6300' on SNY R-077 within 15 miles, turn right and return to SNY VOR.

CAUTION: 4787' tower, 2.0 miles S of airport. Aircraft on W, E, and SE takeoffs climb to 8300' prior to turning toward tower.

Restricted area R-4701 located 10 miles NW of airport.

MSA within 25 miles of facility: 045°-315°—6000'; 315°-045°—8400'.

City, Sidney; State, Nebr.; Airport name, Sidney Municipal; Elev., 4300'; Fac. Class., H-BVOR; Ident., SNY; Procedure No. 1, Amdt. 3; Eff. date, 24 June 65; Sup. Amdt. No. 2; Dated, 22 Dec. 64



VOR STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
				T-dn.....	300-1	300-1	300-1½
				C-d**.....	600-1	600-1	600-1½
				C-n**.....	600-2	600-2	600-2
				A-dn.....	800-2	800-2	800-2

Procedure turn E side of crs, 150° Outbd, 330° Inbd, 2000' within 10 miles.  
 Minimum altitude over facility on final approach crs, 2600'.  
 Crs and distance, facility to airport, 330°—4.9 miles.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.9 miles after passing VOR, make right-climbing turn to 2600', return to VOR. Hold SE on R-150, 1-minute right turns, 330° Inbd.  
 \*All Carriers Note: Sliding scale not authorized.  
 \*\*When weather is less than 1400-2 aircraft taking off Runway 12, climb to 3000' on runway heading prior to turning westbound. Runways 9 or 30, climb to 3000' on runway heading prior to turning N or westbound. Runway 22 make left-climbing turn to 3000' prior to turning westbound. Runway 4 turn right, climb to 3000' prior to turning W or northbound due to 2540' TV antenna, 3 miles WSW and 1864' tower, 3.5 miles N of airport. 1400-2 minimums apply for aircraft taking off on Runway 27. Night takeoffs and landings not authorized. Runways 9-27.  
 \*\*Circling not authorized in area W of Wisconsin River.  
 MSA within 25 miles of facility: 000°-090°—2900'; 090°-180°—2500'; 180°-270°—2800'; 270°-360°—3600'.

City, Wausau; State, Wis.; Airport name, Wausau Municipal; Elev., 1201'; Fac. Class., BVOR; Ident., AUW; Procedure No. 1, Amdt. 6; Eff. date, 24 June 65; Sup. Amdt. No. 5; Dated, 20 June 64

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

TERMINAL VOR STANDARD INSTRUMENT APPROACH PROCEDURE

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

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

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Beacon Int.....	VOR.....	Direct.....	2500	T-dn.....	300-1	300-1	300-1½
				C-dn.....	700-1	700-1	700-1½
				S-d-13.....	700-1	700-1	700-1
				A-dn.....	NA	NA	NA
				For aircraft equipped with DME and 3-mile DME Fix received:			
				C-dn.....	400-1	500-1	500-1½
				S-d-13.....	400-1	400-1	400-1

Procedure turn N side of crs, 321° Outbd, 141° Inbd, 2200' within 10 miles.  
 Minimum altitude over facility on final approach crs, 1400'.  
 Crs and distance, breakoff point to runway, 124°—0.9 mile.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.9 mile after passing OBK VOR make left-climbing turn to 2200', return to OBK VOR. Hold E on R-091; crs Inbd, 271°, right turns, 1 minute.  
 Notes: (1) Radar transitions to final approach crs, authorized by Chicago approach control in accordance with approved patterns. Aircraft may be released without procedure turn 5.0 miles from OBK VOR. (2) No weather available. (3) Cancel IFR flight plan with O'Hare approach control when landing assured.  
 Other change: Deletes transition from Acorn Int. Deletes note regarding radar missed approach.  
 MSA within 25 miles of facility: 000°-090°—2100'; 090°-180°—2600'; 180°-270°—2600'; 270°-360°—2300'.

City, Chicago (Wheeling); State, Ill.; Airport name, ChicagoLand; Elev., 666'; Fac. Class., BVORTAC; Ident., OBK; Procedure No. TerVOR-13, Amdt. 2; Eff. date, 26 June 65; Sup. Amdt. No. 1; Dated, 10 Apr. 65

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Beacon Int.....	VOR.....	Direct.....	2500	T-dn.....	300-1	300-1	300-1½
				C-dn.....	600-1	600-1	600-1½
				S-dn-22.....	600-1	600-1	600-1
				A-dn.....	NA	NA	NA
				For aircraft equipped with DME and 3-mile DME Fix received:			
				C-dn.....	400-1	500-1	500-1½
				S-dn-22.....	400-1	400-1	400-1

Procedure turn N side of crs, 045° Outbd, 225° Inbd, 2000' within 10 miles.  
 Minimum altitude over facility on final approach crs, 1300'.  
 Crs and distance, breakoff point to Runway 22, 222°—0.3 mile.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.6 mile after passing OBK VOR, make right-climbing turn to 2000', return to OBK VOR. Hold E. on R-091; crs Inbd, 271°, right turns, 1-minute.  
 Notes: (1) Radar transitions to final approach crs, authorized by Chicago approach control in accordance with approved patterns. Aircraft may be released without procedure turn at least 6 miles from OBK VOR. (2) No weather available. (3) Cancel IFR flight plan with O'Hare approach control when landing assured.  
 Other changes: Deletes transitions from Acorn Int and ORD VOR. Deletes note regarding radar missed approach.  
 MSA within 25 miles of facility: 000°-090°—2100'; 090°-180°—2600'; 180°-270°—2600'; 270°-360°—2300'.

City, Chicago (Wheeling); State, Ill.; Airport name, ChicagoLand; Elev., 666'; Fac. Class., BVORTAC; Ident., OBK; Procedure No. TerVOR-22, Amdt. 2; Eff. date, 26 June 65; Sup. Amdt. No. 1; Dated, 10 Apr. 65

## RULES AND REGULATIONS

## TERMINAL VOR STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
				T-dn.....	300-1	300-1	200-1/2
				C-d.....	400-1	500-1	500-1/2
				C-n.....	400-2	500-2	500-2
				S-dn-13.....	400-1	500-1	500-1
				A-dn.....	800-2	800-2	800-2

Procedure turn W side of crs, 314° Outbd, 134° Inbd, 2600' within 10 miles.

Minimum altitude over facility on final approach crs, 1800'.

Facility on airport.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.6 mile after passing VOR, climb to 2000' on R-123 within 10 miles.

MSA within 25 miles of facility: 000°-090°—2600'; 090°-180°—2700'; 180°-270°—2500'; 270°-360°—2500'.

City, International Falls; State, Minn.; Airport name, Falls International; Elev., 1180'; Fac. Class., BVOR; Ident., INL; Procedure No. TerVOR-13, Amdt. 2; Eff. date, 24 June 65; Sup. Amdt. No. 1; Dated, 24 Apr. 65

				T-dn.....	300-1	300-1	200-1/2
				C-d.....	400-1	500-1	500-1/2
				C-n.....	400-2	500-2	500-2
				S-dn-31.....	400-1	500-1	500-1
				A-dn.....	800-2	800-2	800-2

Procedure turn E side of crs, 123° Outbd, 303° Inbd, 2600' within 10 miles.

Minimum altitude over facility on final approach crs, 1600'.

Facility on airport.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.6 mile after passing VOR, make left-climbing turn to 2600' on R-123 within 10 miles.

MSA within 25 miles of facility: 000°-090°—2600'; 090°-180°—2700'; 180°-270°—2500'; 270°-360°—2500'.

City, International Falls; State, Minn.; Airport name, Falls International; Elev., 1180'; Fac. Class., BVOR; Ident., INL; Procedure No. TerVOR-31, Amdt. 2; Eff. date, 24 June 65; Sup. Amdt. No. 1; Dated, 24 Apr. 65

AUW VOR.....	Rosholt Int.....	Direct.....	2800	T-dn.....	300-1	300-1	NA
Rosholt Int.....	Plover Int (final).....	Direct.....	2200	C-d.....	400-1	500-1	NA
				C-n.....	400-2	500-2	NA
				S-dn-21.....	400-1	500-1	NA
				A-dn*.....	800-2	800-2	NA
				The following minimums apply for aircraft equipped with dual-omni receivers operating simultaneously and Plover Int received:			
				C-d.....	400-1	500-1	NA
				C-n.....	400-2	500-2	NA
				S-dn-21.....	400-1	500-1	NA

Procedure turn W side of crs, 022° Outbd, 302° Inbd, 2800' within 10 miles.

Minimum altitude over facility on final approach crs, 1700'.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.6 mile of STE VOR, make left-climbing turn to 3000' on R-126 STE VOR within 15 miles.

AIR CARRIER NOTE: Alternate minimums authorized 24 hours daily for air carriers with weather reporting service.

\*Alternate minimums authorized only during hours of control zone operation at the airport.

Other change: Deletes caution note.

MSA within 25 miles of facility: 000°-090°—2500'; 090°-180°—2600'; 180°-270°—2600'; 270°-360°—3000'.

City, Stevens Point; State, Wis.; Airport name, Stevens Point Municipal; Elev., 1197'; Fac. Class., BVOR; Ident., STE; Procedure No. TerVOR-21, Amdt. 4; Eff. date, 24 June 65; Sup. Amdt. No. 3; Dated, 29 Aug. 64

				T-dn.....	300-1	300-1	NA
				C-d.....	700-1	700-1	NA
				C-n.....	700-2	700-2	NA
				S-dn-30.....	700-1	700-1	NA
				A-dn*.....	800-2	800-2	NA
				The following minimums apply for aircraft equipped with dual-omni receivers operating simultaneously and Patrick Int received:			
				C-d.....	400-1	500-1	NA
				C-n.....	400-2	500-2	NA
				S-dn-30.....	400-1	500-1	NA

Procedure turn E side of crs, 109° Outbd, 289° Inbd, 2800' within 10 miles of STE VOR.

Minimum altitude over facility on final approach crs, 1800'.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.6 mile of STE VOR, climb to 3000' on R-279 STE VOR within 15 miles.

AIR CARRIER NOTE: Alternate minimums authorized 24 hours daily for air carriers with weather reporting service at the airport.

Other change: Deletes caution note.

\*Alternate minimums authorized only during hours of control zone operation.

MSA within 25 miles of facility: 000°-090°—2500'; 090°-180°—2500'; 180°-270°—2600'; 270°-360°—3000'.

City, Stevens Point; State, Wis.; Airport name, Stevens Point Municipal; Elev., 1197'; Fac. Class., BVOR; Ident., STE; Procedure No. TerVOR-30, Amdt. 4; Eff. date, 24 June 65; Sup. Amdt. No. 3; Dated, 29 Aug. 64

TERMINAL VOR STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Rock Creek Int.	TWF VOR	Direct	8000	T-dn <sup>1/2</sup> ..... C-dn..... S-dn-25..... A-dn*.....	300-1 500-1 500-1 NA	300-1 500-1 500-1 NA	200-1/2 500-1 1/2 500-1 NA

Procedure turn N side of crs, 068° Outbd, 248° Inbd, 5600' within 10 miles.  
 Minimum altitude over facility on final approach crs, 4600'.  
 Facility on airport.  
 Crs and distance, breakoff point to approach end of Runway 25, 253°—0.3 mile.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile of TWF VOR, turn right, climb to 5600' on R-293 within 20 miles.  
 \*Alternate minimums of 800-2 authorized for air carrier with weather reporting service available at the airport.  
 †Takeoff all runways: Shuttle climb on the 060° Radial of TWF VOR within 10 miles to minimum crossing altitude required for direction of flight.  
 ‡Direction of flight: SE, MCA 5,800'.  
 MSA within 25 miles of facility: 060°-150°-9100'; 150°-240°-7900'; 240°-060°-6000'.

City, Twin Falls; State, Idaho; Airport name, Twin Falls Municipal (Justin Field); Elev., 4148'; Fac. Class., BVOR; Ident., TWF; Procedure No. VOR-25, Amdt. 5; Eff. date, 26 June 65; Sup. Amdt. No. 4; Dated, 30 Nov. 63

5. By amending the following very high frequency omnirange-distance measuring equipment (VOR/DME) procedures prescribed in § 97.15 to read:

VOR/DME STANDARD INSTRUMENT APPROACH PROCEDURE

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

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

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
15-mile DME Fix R-081	7-mile DME Fix R-081	Direct	9200	T-dn <sup>1/2</sup> .....	300-1	300-1	200-1/2
7-mile DME Fix R-081	3-mile DME Fix R-081	Direct	8100	C-dn.....	400-1	500-1	500-1 1/2
3-mile DME Fix R-081	RKS VOR (final)	Direct	7300	S-dn-25..... A-dn.....	400-1 800-2	400-1 800-2	400-1 800-2

Procedure turn N side of crs, 081° Outbd, 261° Inbd, 9200' within 10 miles.  
 Crs and distance, facility to airport, 267°—1.9 miles.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished at 1.9-mile DME Fix R-267, climb to 10,000' on R-268 within 20 miles.

Note: When authorized by ATC, DME may be used within 15 miles between radials 010° clockwise to 081° at 9500' to position aircraft for final approach, with the elimination of a procedure turn.

†Takeoff all runways: Shuttle climb on the 243° Radial of the Rock Springs VORTAC within 15 miles to minimum crossing altitude required for direction of flight.  
 ‡Direction of flight: N and E V187, V235, V4, V6, V810, MCA 8000'; S V187, 183° Radial, MCA 8500'; W V4, V48, V854, V6, 305° Radial, MCA 7500'.  
 MSA within 25 miles of facility: 060°-090°-9100'; 090°-180°-9700'; 180°-270°-9700'; 270°-360°-9700'.

City, Rock Springs; State, Wyo.; Airport name, Rock Springs Municipal; Elev., 6782'; Fac. Class., BVORTAC; Ident., RKS; Procedure No. VOR/DME No. 1, Amdt. 5; Eff. date, 26 June 65; Sup. Amdt. No. 4; Dated, 27 May 65

## RULES AND REGULATIONS

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

## ILS STANDARD INSTRUMENT APPROACH PROCEDURE

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

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

From—	Transition		Minimum altitude (feet)	Condition	Ceiling and visibility minimums		
	To—	Course and distance			2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Boston VOR.....	BE LOM.....	Direct.....	2000	T-dn.....	300-1	300-1	200-1/4
Manchester VOR.....	BE LOM.....	Direct.....	2000	C-dn.....	600-1	600-1	600-1/4
Framingham Int.....	BE LOM.....	Direct.....	2000	S-dn-11*.....	300-3/4	300-3/4	300-3/4
Millbury Int.....	BE LOM.....	Direct.....	2500	A-dn.....	600-2	600-2	600-2
Hollis Int.....	BE LOM (final)*.....	Direct.....	2000	Glide slope inoperative:			
Lawrence VOR.....	BE LOM.....	Direct.....	2000	S-dn-11.....	500-1	500-1	500-1
Lawrence RBN.....	BE LOM.....	Direct.....	2000				

Radar vectoring by BOS APC is authorized in accordance with approved patterns.

Procedure turn N side of crs, 292° Outbd, 112° Inbd, 1600' within 10 miles.

Minimum altitude at glide slope Int Inbd, 1600'.

Altitude of glide slope and distance to approach end of runway at OM, 1455', 4.0 miles at MM, 357' 0.6 mile.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished make left-climbing turn to 2000' direct to LWM VOR. Hold SW of LWM VOR, 058° Inbd, 1-minute right turns, or when directed by ATC, climb straight ahead to 500', make right-climbing turn to 1600' direct to BE RBN. Hold W of BE RBN, 112° Inbd, 1-minute left turns.

CAUTION: 570' tower, 3 miles NE of airport, 368' stack, SE side of airport, 395' antenna (0.9 mile SE of airport).

\*After interception of localizer crs Inbd, descent on glide slope to cross the outer marker at 1455' on final approach is authorized.

City, Bedford; State, Mass.; Airport name, Hanscom Field; Elev., 133'; Fac. Class., ILS; Ident., I-BED; Procedure No. ILS-11, Amdt. 6; Eff. date, 26 June 65; Sup. Amdt. No. 3; Dated, 5 June 65

Silver Crown VHF Int.....	LOM.....	Direct.....	8800	T-dn.....	300-1	300-1	200-1/4
CYS VOR.....	LOM.....	Direct.....	7600	C-dn.....	500-1	500-1	500-1/4
Divide Int.....	LOM.....	Direct.....	7600	S-dn-26.....	200-3/4	200-3/4	200-3/4
Egbert VHF Int.....	LOM.....	Direct.....	7600	A-dn.....	600-2	600-2	600-2
Carpenter Int.....	LOM.....	Direct.....	7600				
Hillsdale VHF/DME Int#.....	LOM (final).....	Direct.....	7600				

Procedure turn S side of crs, 082° Outbd, 262° Inbd, 7600' within 10 miles.

Minimum altitude at glide slope Int Inbd, 7500'.

Altitude of glide slope and distance to approach end of runway at OM, 7500'—5.1 miles, at MM, 6312'—0.6 mile.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, turn left, climb to 8000' on the 167° bearing from YS LMM within 10 miles or, when directed by ATC, turn right, climb to 8000' on R-349 CYS VOR within 10 miles.

NOTE: When authorized by ATC, DME may be used from 15 miles to 10 miles at 8000' between CYS radial 349° clockwise to radial 167° to position aircraft over Hillsdale DME Fix for final approach with elimination of the procedure turn.

Other change: Deletes transition from CYS RBN.

#Aircraft westbound on localizer determine Hillsdale Int by intersection of localizer E crs and GLL R-343.

City, Cheyenne; State, Wyo.; Airport name, Cheyenne Municipal; Elev., 6156'; Fac. Class., ILS; Ident., I-CYS; Procedure No. ILS-26, Amdt. 19; Eff. date, 26 June 65; Sup. Amdt. No. 18; Dated, 11 Jan. 64

				T-dn.....	300-1	300-1	200-1/4
				C-dn.....	500-1	500-1	500-1/4
				S-dn-13R*.....	300-3/4	300-3/4	300-3/4
				A-dn.....	600-2	600-2	600-2

Radar vectoring to final approach crs, required in accordance with approved patterns.

Procedure turn not authorized.

Minimum altitude at glide slope interception Inbd, 2500'.

Altitude of glide slope and distance to approach end of runway at LOM, 2255'—5.0 miles; at LMM, 828'—0.6 mile.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, make right turn, climb to 2300' and proceed to EON VOR Inbd on R-601.

NOTE: Glide slope not useable Inbd from MM. Satisfactory for authorized minimums.

CAUTION: False crs may be received from localizer when more than 060° from crs.

Other change: Deletes note regarding radar missed approach.

\*500-1 required with glide slope inoperative, 400-1 straight-in minimums authorized provided descent below 1100', not made until past ADF bearing 200° from MDW RBN.

City, Chicago; State, Ill.; Airport name, Chicago-Midway; Elev., 619'; Fac. Class., ILS; Ident., I-MDW; Procedure No. ILS-13R, Amdt. 22; Eff. date, 26 June 65; Sup. Amdt. No. 21; Dated, 7 Nov. 64

Lakewood Int.....	OII LOM (final).....	Via OBK R-271 and NW crs NW crs OHA ILS.....	2500	T-dn%.....	300-1	300-1	200-1/4
				C-dn.....	400-1	500-1	500-1/4
				S-dn-14L#.....	300-3/4	300-3/4	300-3/4
				A-dn.....	600-2	600-2	600-2
Niles Int.....	ORD VOR.....	Direct.....	2500				
ORD VOR.....	OH LOM.....	Direct.....	2500				
Warren Int.....	LOM.....	Direct.....	2500				
Deerfield Int.....	OH LOM.....	Direct.....	2500				
OBK VOR.....	OH LOM.....	Direct.....	2500				

Radar vectoring authorized in accordance with approved patterns.

Procedure turn W side of NW crs, 313° Outbd, 138° Inbd, 2500' within 10 miles.

Minimum altitude at glide slope interception Inbd, 2500'.

Altitude of glide slope and distance to approach end of runway at LOM, 2481'—5.7 miles; at LMM, 909'—0.6 mile.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, turn left to a heading of 130° and climb to 1500', make left-climbing turn to 3000' and proceed to Evanston Int via ORD R-075.

NOTE: Runway 14R, LOM named ROMEO; Runway 14L, LOM named LIMA; no approach lights.

CAUTION: Takeoffs Runway 27 when weather is below 2000'-3 will intercept ORD VOR R-250 and climb to 3000' before proceeding westbound. Takeoffs Runway 32L when weather is below 2000'-3 will intercept ORD R-306 and climb to 2000' before proceeding westbound. When conducting a parallel approach, Parallel ILS 14R and L procedure must be used.

#400-1 required when glide slope not utilized; 400-3/4 authorized, except for 4-engine turbojet aircraft, with operative high intensity runway lights.

% Runway visual range 2400', also authorized for takeoff on Runways 14L, 14R, and 32L in lieu of 200-3/4 when 200-3/4 is authorized, provided high-intensity runway lights are operational.

City, Chicago; State, Ill.; Airport name, Chicago-O'Hare International; Elev., 667'; Fac. Class., ILS; Ident., I-OHA; Procedure No. ILS-14L, Amdt. 8; Eff. date, 26 June 65; Sup. Amdt. No. 7; Dated, 27 Feb. 65

ILS STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Lakewood Int.	OR LOM (final)	Via OBK R-271 and NW crs ORD ILS.	2200	T-dn# C-dn S-dn-14R*% A-dn	300-1 400-1 200-1/2 600-2	300-1 500-1 300-1/2 600-2	300-1/2 500-1 1/2 300-1/2 600-2
ORD VOR	OR LOM	Direct	2500				
Warren Int.	OR LOM	Direct	2500				
Elgin Int.	OR LOM	Direct	2500				
Niles Int.	ORD VOR	Direct	2500				
Deerfield Int.	OR LOM	Direct	2500				
OBK VOR	OR LOM	Direct	2500				

Radar vectoring authorized in accordance with approved patterns.  
 Procedure turn W side of crs, 318° Outbnd, 138° Inbnd, 2500' within 10 miles.  
 Minimum altitude at glide slope interception Inbnd 2200'.  
 Altitude of glide slope and distance to approach end of runway at LOM, 2132'—5.3 miles; at LMM, 861'—0.5 mile.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, turn right to a heading of 155° and climb to 1500', then make a right-climbing turn to 3500' and proceed to DPA VOR via R-085 or, when directed by ATC, turn right to heading of 155° and climb to 1500', then make right-climbing turn to 3500' and proceed to Elgin Int via ORD R-271.  
**CAUTION:** When conducting a parallel approach, parallel ILS 14R&L procedure must be used.  
**NOTE:** Final approach from holding pattern not applicable. Procedure turn required.  
**NOTE:** Runway 14R, LOM named ROMEO; Runway 14L, LOM named LIMA.  
**CAUTION:** Takeoffs on Runway 27, when weather is below 2000-3, will intercept ORD VOR R-250 and climb to 2000' before proceeding westbound. Takeoffs on Runway 32L, when weather is below 2000-3, will intercept ORD VOR R-306 and climb to 2000' before proceeding westbound.  
 Other change: Deletes note regarding radar missed approach.  
 \*400-1/2 required when glide slope not utilized; 400-1/2 authorized, except for 4-engine turbojet aircraft, with operative ALS.  
 †Runway visual range of 2400' also authorized for landing on Runway 14R; provided, that all components of the ILS, high-intensity runway lights, approach lights, center discharge flashers, and all related airborne equipment are operating satisfactorily. Descent below the authorized landing minimum altitude of 867' shall not be made unless visual contact with the approach lights has been established or the aircraft is clear of clouds.  
 ‡Runway visual range 2400' also authorized for takeoff on Runways 14L, 14R, and 32L in lieu of 200-1/2 when 200-1/2 is authorized, providing high-intensity runway lights are operational.  
 City, Chicago; State, Ill.; Airport name, Chicago-O'Hare International; Elev., 667'; Fac. Class., ILS; Ident., I-ORD; Procedure No. ILS-14R, Amdt. 10; Eff. date, 26 June 65; Sup. Amdt. No. 9; Dated, 30 Jan. 65

Meadows Int.	Lima OM (final when GS not utilized)	Direct	2500	T-dn C-dn S-dn-14R# S-dn-14L*% A-dn	300-1 NA 200-1/2 300-1/2 600-2	300-1 NA 300-1/2 300-1/2 600-2	300-1/2 NA 300-1/2 300-1/2 600-2
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Procedure turn not authorized. Radar vectoring to final approach crs, required.  
 Crs, Romeo LOM to Runway 14R, 138°; Lima LOM to Runway 14L, 138°.  
 Minimum altitude at glide slope interception Inbnd, 14R-2200'; 14L-3200' (2500' when authorized by ATC).  
 Altitude of glide slope and distance to approach end of runway at OM, 14R: 2132'—5.3 miles, 14L: 2481'—5.7 miles; at MM, 14R: 861'—0.5 mile, 14L: 900'—0.5 mile.  
 When advised by the controller or if visual contact not established upon descent to authorized landing minimums or if landing not accomplished, Runway 14R: turn right to heading of 155° and climb to 1500', then make right-climbing turn to 3500' and proceed to DPA VOR via R-085. Runway 14L: turn left to heading of 130° and climb to 1500', make left-climbing turn to 3500' and proceed to Evanston Int via ORD R-075.  
 Other change: Deletes note regarding radar missed approach.  
 \*No approach lights.  
 †S-dn-14R: 400-1/2 required when glide slope not utilized; 400-1/2 authorized, except for 4-engine turbojet aircraft, with operative ALS.  
 ‡S-dn-14L: 400-1 required when glide slope not utilized; 400-3/4 authorized, except for 4-engine turbojet aircraft, with operative high-intensity runway lights.  
**NOTES:** (1) Use of this procedure is mandatory when conducting a parallel ILS approach, and is authorized only when airborne 75 mc (or ADF), and localizer receivers are operating simultaneously. A Radar Fix in lieu of Meadows Intersection will be provided upon pilot's request. (2) When any required airborne receiver in note (1) is malfunctioning or a parallel approach is not desired, immediate notification of approach control is mandatory. (3) When advised that parallel operations are in progress, the pilot will check his authorization and restrictions for Runways 14L and R, and be prepared to accept or reject an approach to either. (4) When advised by ATC, pilot shall monitor both control frequency and localizer voice continuously during the remainder of the approach.  
 City, Chicago; State, Ill.; Airport name, Chicago-O'Hare International; Elev., 667'; Fac. Class., ILS; Ident., I-ORD & I-OHA; Procedure No. Parallel ILS-14R & L, Amdt. 3; Eff. date, 26 June 65; Sup. Amdt. No. 2; Dated, 4 July 64

Papt Int.	LOM	Direct	2200	T-dn%	300-1	300-1	300-1/2
ORD VOR	LOM	Direct	2200	C-dn	400-1	500-1	500-1 1/2
OBK VOR	LOM	Direct	2200	S-dn-27*	300-1/2	300-1/2	300-1/2
Lakewood Int.	ORD VOR	Via OBK R-271 and ORD R-306	2500	A-dn	600-2	600-2	600-2
Niles Int.	LOM	Direct	2500				
Warren Int.	ORD VOR	Direct	2500				
Deerfield Int.	LOM	Direct	2200				

Radar vectoring authorized in accordance with approved patterns.  
 Procedure turn N side E crs, 088° Outbnd, 268° Inbnd, 2200' within 10 miles.  
 Minimum altitude at glide slope interception Inbnd, 2200'.  
 Altitude of glide slope and distance to approach end of runway at LOM, 2130'—4.5 miles; at MM, 860'—0.6 mile.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, climb to 3500' on a crs of 268° and proceed direct to DPA VOR or climb to 2300' on crs of 268° and proceed to Elgin Int via ORD R-271 or make right turn, climb to 2500', proceed to OBK VOR via OBK R-170.  
**NOTE:** Runway 27 LOM named Taft.  
**CAUTION:** Takeoffs on Runway 27, when weather is below 2000-3, will intercept ORD VOR R-250 and climb to 2000' before proceeding westbound. Takeoffs on Runway 32L, when weather is below 2000-3, will intercept ORD VOR R-306 and climb to 2000' before proceeding westbound.  
 Other change: Deletes note regarding radar missed approach.  
 \*Runway visual range 2400', also authorized for takeoff on Runways 14L, 14R, and 32L in lieu of 200-1/2 when 200-1/2 is authorized, providing high-intensity runway lights are operational.  
 †400-1/2 required when glide slope not utilized; 400-1/2 authorized, except for 4-engine turbojet aircraft, with operative ALS.  
 City, Chicago; State, Ill.; Airport name, Chicago-O'Hare International; Elev., 667'; Fac. Class., ILS; Ident., I-IAC; Procedure No. ILS-27, Amdt. 0; Eff. date, 26 June 65; Sup. Amdt. No. 5; Dated, 30 Jan. 65

## RULES AND REGULATIONS

## ILS STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
CGT VOR.....	Stack Int.....	Via CGT R-356 and SE crs RVG ILS.	3500	T-dn%..... C-dn..... S-dn-32L%..... A-dn.....	300-1 400-1 300-1½ 600-2	300-1 500-1 300-1½ 600-2	200-½ 300-1½ 200-½ 600-2
API VOR..... Niles Int.....	Stack Int (final not authorized)..... Stack Int.....	Direct..... Via API R-088 and SE crs RVG ILS.	3500 3500				
ORD VOR..... OBK VOR..... Stack Int..... Lakewood Int.....	Stack Int (final not authorized)..... Stack Int (final not authorized)..... LOM (final)..... ORD VOR.....	Direct..... Direct..... Direct..... Via OBK R-271 and ORD VOR R-306.	3500 3500 2300 3500				

Radar transition to final approach crs authorized. Aircraft may be released for final approach inbound to LOM on final approach crs to cross LOM at 2300'.

Procedure turn E side of crs, 138° Outbnd, 318° Inbnd, 3500' within 10 miles of Stack Int.

Minimum altitude at glide slope interception inbound 2300', over Stack Int 3500'.

Crs and distance, LOM to airport, 318°—5.6 miles.

Altitude of glide slope and distance to approach end of runway at LOM 2282°—5.6 miles; at MM, 851°—0.6 mile.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, turn left to 300° heading climb to 1500', then make left-climbing turn to 3500' and proceed direct to DPA VOR.

NOTES: (1) Functioning VOR receiver required unless a radar vector to final approach crs is obtained. (2) 400-½ required without glide slope; 400-½ authorized, except for 4-engine turbojet aircraft, with operative ALS. (3) Runway 32L LOM named River Grove. Runway 32R RBN named Indian. (4) 1460' tower, 5.6 miles W, 1413' tower, 4.9 miles W.

CAUTION: Takeoffs on Runway 27 when weather is below 2000-3 will intercept ORD VOR R-250 and climb to 2000' before proceeding westbound. Takeoffs on Runway 32L when weather is below 2000-3 will intercept ORD VOR R-306 and climb to 2000' before proceeding westbound.

Other change: Deletes note regarding radar missed approach. Deletes note regarding VASI.

% Runway visual range of 2400' also authorized for landing on 32L provided that all components of the ILS, high-intensity runway lights, approach lights, condenser discharge flashers, and all related airborne equipment are operating satisfactorily. Descent below authorized landing minimum altitude of 867' shall not be made unless visual contact with the approach lights has been established or aircraft is clear of clouds. Runway visual range 2400' also authorized for takeoff on Runways 14L, 14R, and 32L in lieu of 200-½ when 200-½ is authorized, providing high-intensity runway lights are operational.

City, Chicago; State, Ill.; Airport name, Chicago-O'Hare International; Elev., 667'; Fac. Class., ILS; Ident., I-RVG; Procedure No. ILS-32L, Amdt. 3; Eff. date, 26 June 65; Sup. Amdt. No. 2; Dated, 13 Feb. 65

CGT VOR.....	Park Int.....	Via CGT R-356 and SE crs OHA ILS.	3500	T-dn%..... C-dn..... S-dn-32R*..... A-dn.....	300-1 400-1 400-1 800-2	300-1 500-1 400-1 800-2	200-½ 300-1½ 400-1 800-2
API VOR..... Niles Int.....	Park Int (final not authorized)..... Park Int.....	Direct..... Via API R-088 and SE crs OHA ILS.	3500 3500				
ORD VOR..... OBK VOR..... Park Int..... Lakewood Int.....	Park Int (final not authorized)..... Park Int (final not authorized)..... IDN RBN (final)..... ORD VOR.....	Direct..... Direct..... Direct..... Via OBK R-271 and ORD VOR R-306.	3500 3500 2300 3500				

Radar transition to final approach crs authorized. Aircraft may be released for final approach inbound to IDN RBN on final approach crs to cross IDN RBN at 2300'.

Procedure turn E side of crs, 138° Outbnd, 318° Inbnd, 3500' within 10 miles of Park Int.

Minimum altitude over IDN RBN on final approach crs, 2300'; over Park Int 3500'.

Crs and distance, IDN RBN to airport, 318°—5.7 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.7 miles after passing IDN RBN, turn right to 330° heading, climb to 1500' then make right-climbing turn to 3500' and proceed to Evanston Int via ORD VOR R-075.

NOTES: (1) Functioning VOR receiver required unless a radar vector to final approach crs is obtained. (2) No glide slope, middle compass locator or approach lights. (3) LOM 32L named River Grove, RBN 32R named Indian.

CAUTION: Takeoffs on Runway 27 when weather is below 2000-3 will intercept ORD VOR R-250 and climb to 2000' before proceeding westbound. Takeoffs on Runway 32L when weather is below 2000-3 will intercept ORD VOR R-306 and climb to 2000' before proceeding westbound.

Other change: Deletes note regarding radar missed approach.

\*400-½ authorized, except for 4-engine turbojet aircraft, with operative high-intensity runway lights.

% Runway visual range 2400', also authorized for takeoff on Runways 14L, 14R, and 32L in lieu of 200-½ when 200-½ authorized, providing high-intensity runway lights are operational.

City, Chicago; State, Ill.; Airport name, Chicago-O'Hare International; Elev., 667'; Fac. Class., ILS; Ident., I-OHA; Procedure No. ILS-32R (back crs), Amdt. 3; Eff. date, 26 June 65; Sup. Amdt. No. 4; Dated, 30 Jan. 65

ILS STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	3-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Sally Int.....	LOM.....	Direct.....	1800	T-dn%.....	300-1	300-1	300-1½
Wave Int.....	LOM.....	Direct.....	1800	C-dn.....	400-1	500-1	500-1½
Tibby VOR.....	Turtle Int.....	Direct.....	1800	S-dn-108°.....	200-½	200-½	200-½
MSY VOR.....	LOM.....	Direct.....	1800	A-dn.....	600-2	600-2	600-2
French Int.....	LOM.....	Direct.....	1800				
Turtle Int.....	LOM (final).....	Direct.....	1800				

Radar may be used to position aircraft for a final approach 5 miles W of LOM with the elimination of a procedure turn. Radar vectoring authorized in accordance with approved procedures.

Procedure turn S side of crs, 279° Outbnd, 099° Inbnd, 1800' within 10 miles.  
 Minimum altitude at glide slope interception Inbnd, 1800'.  
 Altitude of glide slope and distance to approach end of runway at OM, 1780'—6.6 miles; at MM, 189'—0.6 mile.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, climb to 2000' on E crs, ILS within 20 miles or when directed by ATC, (1) turn left, climb to 1500' on R-064 MSY VOR or (2) turn right, climb to 1500' on R-175 MSY VOR or (3) turn left, climb to 1500' on R-030 MSY VOR, all within 20 miles of MSY VOR.  
 CAUTION: 409' radio tower, 2.3 miles N of airport.  
 \*400-½ required when glide slope not utilized; 400-¼ authorized, except for 4-engine turbojet aircraft, with operative ALS.  
 †Runway visual range 2400' also authorized for takeoff on Runway 10 in lieu of 200-½ when 200-½ is authorized, provided high-intensity runway lights are operational.  
 ‡Runway visual range 2400' also authorized for landing on Runway 10, provided all components of the ILS, high-intensity runway lights, approach lights, condenser discharge flashers, and all related airborne equipment are in satisfactory operating condition. Descent below 203' shall not be made unless visual contact with the approach lights has been established or the aircraft is clear of clouds.

City, New Orleans; State, La.; Airport name, New Orleans International (Molant); Elev., 3'; Fac. Class., ILS; Ident., I-MSY; Procedure No. ILS-10, Amdt. 17; Eff. date, 26 June 65; Sup. Amdt. No. 16; Dated, 10 Apr. 65

PIH VOR.....	LOM.....	Direct.....	7000	T-dn%.....	300-1	300-1	300-1½
Falls Int.....	LOM.....	Direct.....	7000	C-dn***.....	500-1	500-1	500-1½
IDA VOR.....	NE Crs of localizer**.....	188°—29 miles.....	7400	S-dn-21°.....	300-¾	300-¾	300-¾
				A-dn.....	600-2	600-2	600-2

Radar vectoring authorized in accordance with approved patterns.  
 Procedure turn N side of NE crs, 027° Outbnd, 207° Inbnd, 7000' within 10 miles. Not authorized beyond 10 miles.  
 Minimum altitude at glide slope interception Inbnd, 7000'.  
 Altitude of glide slope and distance to approach end of runway at OM, 5610'—3.7 miles; at MM, 4660'—0.6 mile.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, climb to 6500' on R-234 PIH VOR within 15 miles or, when directed by ATC, climb to 6500' on 231° crs from PI LOM within 15 miles.

CAUTION: High terrain, SE through SW of airport.  
 \*400-¼ required when glide slope not utilized. 400-¾ authorized, except for 4-engine turbojet aircraft, with operative SALS.  
 \*\*Maintain 7400' until interception of glide slope, descend on glide slope to cross LOM at 5610'.  
 \*\*\*Circling not authorized S of airport.  
 †Takeoff all runways: Shuttle climb on the 234° Radial of the PIH VOR within 20 miles to minimum crossing altitude required for direction of flight. All turns N side of 234° Radial.  
 Direction of flight: S V21, V257, MCA 7300 E 083° Radial, MCA 6700'.

City, Pocatello; State, Idaho; Airport name, Pocatello Municipal; Elev., 4448'; Fac. Class., ILS; Ident., I-PIH; Procedure No. ILS-21, Amdt. 7; Eff. date, 26 June 65; Sup. Amdt. No. 6; Dated, 27 May 65

Hallville DME Int*.....	LOM (final).....	Direct.....	8600	T-dn%.....	300-1	300-1	300-1½
RKS VOR.....	LOM.....	Direct.....	9200	C-dn#.....	400-1	500-1	500-1½
				S-dn-25#.....	300-¾	300-¾	300-¾
				A-dn.....	600-2	600-2	600-2

Procedure turn N side E crs, 074° Outbnd, 254° Inbnd, 9300' within 10 miles of LOM.  
 Minimum altitude at glide slope interception Inbnd, 8600'.  
 Altitude of glide slope and distance to approach end of runway at OM, 7850'—3.9 miles; at MM, 6950'—0.6 mile.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, climb to 10,000' on W crs of localizer, 254° Outbnd, within 10 miles of LOM or, when directed by ATC, climb to 10,000' on R-208 RKS VOR within 20 miles.

AIR CARRIER NOTES: Siding seal not authorized.  
 CAUTION: Without glide slope, maintain 8600' until over OM Inbnd.  
 NOTE: When authorized by ATC, DME may be used within 20 miles at 9700' to position aircraft over Hallville DME Int for final approach with the elimination of procedure turn.  
 \*Maintain 8600' until interception of glide slope, descend on glide slope to cross LOM at 7850'.  
 #If glide slope not used, 700' minimums apply; straight-in minimums not authorized.  
 †Takeoff all runways: Shuttle climb on the 243° Radial of the Rock Springs VORTAC within 15 miles to minimum crossing altitude required for direction of flight.  
 ‡Direction of flight: N and E V187, V235, V4, V6, V810, MCA 8000'; S V187, 183° Radial, MCA 8500'; W V4, V48, V854, V6, 305° Radial, MCA 7500'.

City, Rock Springs; State, Wyo.; Airport name, Rock Springs Municipal; Elev., 6752'; Fac. Class., ILS; Ident., I-RKS; Procedure No. ILS-25, Amdt. 14; Eff. date, 26 June 65; Sup. Amdt. No. 13; Dated, 27 May 65

These procedures shall become effective on the dates specified therein.

(Secs. 307(c), 313(a), 601, Federal Aviation Act of 1958; 49 U.S.C. 1348 (c), 1354(a), 1421; 72 Stat. 749, 752, 775)

Issued in Washington, D.C., on May 21, 1965.

C. W. WALKER,  
 Acting Director, Flight Standards Service.

[F.R. Doc. 65-5705; Filed, June 18, 1965; 12:02 p.m.]

## Title 5—ADMINISTRATIVE PERSONNEL

### Chapter I—Civil Service Commission

#### PART 511—POSITION CLASSIFICATION UNDER THE CLASSIFICATION ACT SYSTEM

#### PART 531—PAY UNDER THE CLASSIFICATION ACT SYSTEM

##### Retroactive Effective Date and Appeals to the Commission

1. Section 511.703(a) is amended to bring the time limit on classification appeals under that paragraph into line with the prevailing 10-day limit on other appeals to the Commission. Paragraph (a) of § 511.703 is amended as set out below.

##### § 511.703 Retroactive effective date.

(a) *Downgrading or loss of compensation.* The effective date of a classification action resulting from an appeal decision reversing in whole or part either a downgrading or other classification action that resulted in a reduction of compensation shall be made retroactive to the date of adverse action when the initial appeal to either the department or the Commission was submitted not later than 10 calendar days after the effective

date of the action taken as a result of the classification decision. However, when the appeal decision raises the grade of the position above its grade immediately preceding the downgrading, retroactivity will apply only to the extent of restoration to the grade immediately preceding the downgrading. The right to a retroactive effective date provided by this section is preserved on subsequent appeal from a department classification action to the Commission when the appeal is filed not later than 10 calendar days following receipt of written notification of final administrative decision or 10 calendar days after the effective date of the action taken as a result of the classification decision, whichever is later.

(Sec. 2, 61 Stat. 727 and sec. 1101, 63 Stat. 971; 5 U.S.C. 1052, 1072)

2. Section 531.516(c) is amended to bring the time limit on salary retention appeals under that paragraph into line with the prevailing 10-day limit on other appeals to the Commission. Paragraph (c) of § 531.516 is amended as set out below.

##### § 531.516 Appeals to the Commission.

(c) *Time limit*—(1) *General.* Except as provided in subparagraph (2) of this paragraph, an employee may submit an

appeal to the Commission at any time after his receipt of a decision to deny or terminate salary retention but not later than 10 calendar days after his demotion or reassignment has been effected.

(2) *Exceptions.* When an employee appeals a decision to deny or terminate salary retention to the department under established procedures, other than those based on Subpart B of Part 771 of this chapter, the time limit on an appeal to the Commission is not later than 10 calendar days after receipt of the notice of final decision on the appeal to the department. The Commission may extend the time limits in this paragraph when the employee shows that he was not informed of his right of appeal or of the applicable time limit and was not otherwise aware of that right or that time limit, or that he was prevented by circumstances beyond his control from appealing within the time limit.

(Sec. 1101, 63 Stat. 971; 5 U.S.C. 1072; sec. 507 as added by 70 Stat. 291, as amended; 5 U.S.C. 1107)

UNITED STATES CIVIL SERVICE COMMISSION,  
MARY V. WENZEL,  
Executive Assistant to  
the Commissioners.

[SEAL]

[P.R. Doc. 65-6455; Filed, June 18, 1965; 8:46 a.m.]



# Proposed Rule Making

## ATOMIC ENERGY COMMISSION

[ 10 CFR Part 150 ]

### COMPUTATION OF QUANTITIES OF SPECIAL NUCLEAR MATERIAL IN AGREEMENT STATES FOR PURPOSES OF EXEMPTION

#### Notice of Proposed Rule Making

Subsection 274b of the Atomic Energy Act of 1954, as amended, authorizes the Commission to enter into agreements with individual States for the discontinuance of Commission regulatory authority under the Act, with respect to certain atomic energy materials. Among those materials are special nuclear materials in quantities not sufficient to form a critical mass.

The Commission has, thus far, entered into agreements with nine States<sup>1</sup> pursuant to subsection 274b. It has also promulgated a regulation, 10 CFR Part 150, to carry out such agreements.

Section 150.10 of Part 150 exempts persons in agreement States who manufacture, produce, receive, possess, use, or transfer special nuclear material in quantities not sufficient to form a critical mass from the requirements for a license contained in the Act and from the Commission's licensing regulations. Paragraph (a) of § 150.11 sets out the quantities of special nuclear materials which are deemed to be not sufficient to form a critical mass. Paragraph (b) of that section provides, in effect, that in determining whether the exemption applies, the total quantity of special nuclear material which a person is authorized to receive, possess or use anywhere in a particular agreement State at any one time shall be included in the quantity computed under paragraph (a).

The Commission is now considering amending § 150.11(b) to provide that in determining whether the exemption of § 150.10 applies at any particular plant or other authorized location of use, only the material which the person is authorized to receive, possess, or use at that plant or location at any one time need be included in the computation. Even though the total quantity of special nuclear material which a person is authorized to possess or use within an agreement State may be sufficient to form a critical mass, no problems of accidental criticality are presented so long as the quantity of material possessed and used at any separate location at any one time is insufficient to form a critical mass.

Pursuant to the Atomic Energy Act of 1954, as amended, and the Administrative Procedure Act of 1946, notice is hereby given that adoption of the following amendment to 10 CFR Part 150 is contemplated. All interested persons who desire to submit written comments or

suggestions for consideration in connection with the proposed amendment should send them to the Secretary, U.S. Atomic Energy Commission, Washington, D.C., 20545, within 30 days after initial publication of this notice in the FEDERAL REGISTER. Comments received after that period will be considered if it is practicable to do so, but assurance of consideration cannot be given except as to comments filed within the period specified.

Paragraph (b) of § 150.11 is amended to read as follows:

#### § 150.11 Critical mass.

(b) To determine whether the exemption granted in § 150.10 applies to the receipt, possession or use of special nuclear material at any particular plant or other authorized location of use, a person shall include in the quantity computed according to paragraph (a) of this section the total quantity of special nuclear material which he is authorized to receive, possess or use at the plant or other location of use at any one time.

(Secs. 161, 274, 68 Stat. 948, 73 Stat. 688; 42 U.S.C. 2201, 2021)

Dated at Washington, D.C., this 1st day of June 1965.

For the Atomic Energy Commission.

W. B. McCool,  
Secretary.

[F.R. Doc. 65-5876; Filed, June 4, 1965; 8:47 a.m.]

## FEDERAL AVIATION AGENCY

[ 14 CFR Part 121 ]

[Regulatory Docket No. 6713; Notice 65-12]

### EMERGENCY FLOTATION EQUIPMENT

#### Notice of Proposed Rule Making

The Federal Aviation Agency is considering amending Part 121 of the Federal Aviation Regulations to require that each large airplane used in any overwater operation under that part be equipped with either a life preserver or some other flotation means (such as buoyant seat cushions) for each occupant.

Interested persons are invited to participate in the making of the proposed rule by submitting such written data, views, or arguments as they may desire. Communications should identify the regulatory docket or notice number and be submitted in duplicate to the Federal Aviation Agency, Office of the General Counsel, Attention: Rules Docket, 800 Independence Avenue SW., Washington, D.C., 20553. All communications received on or before August 18, 1965, will be considered by the Administrator before taking action upon the proposed

rule. The proposals contained in this notice may be changed in the light of comments received. All comments submitted will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons.

For the past several years the Federal Aviation Agency has considered requiring the carrying of life preservers or some other flotation means for each occupant of a large airplane operated by an air carrier or commercial operator in those overwater operations now covered by Part 121 of the Federal Aviation Regulations. In 1959, the Agency amended Part 4b (§ 4b.647) of the Civil Air Regulations (now FAR Part 25), to require that each large airplane for which application for a type certificate is made after October 1, 1959, must be equipped either with life preservers or an approved individual flotation means for each occupant.

FAR § 121.339(a) provides as follows:

(a) Except where the Administrator, by amending the operations specifications of the certificate holder, requires the carriage of all or any specific items of equipment listed below for any overwater operation, or upon application of the certificate holder, the Administrator allows deviation for a particular extended overwater operation, no person may operate an airplane in extended overwater operations without having on the airplane the following equipment:

(1) A life preserver equipped with an approved survivor locator light, for each occupant of the airplane.

Therefore, under the present rules, a life preserver or some other flotation means for each occupant is required for (1) each large airplane for which application for a type certificate was made after October 1, 1959, (2) extended overwater operations conducted under Part 121, and (3) any Part 121 overwater operation for which the Administrator specifically requires the carrying of such equipment. In view of the large number of operations under Part 121 that are not extended overwater operations but that do require some overwater flight (such as over large lakes and rivers or along the coast line), especially immediately after takeoff or before landing, the Agency believes that at least the minimum ditching survival equipment, such as life preservers, or other flotation means, should be carried on all overwater flights conducted under Part 121.

In "A Study of United States Air Carrier Water Accidents July 1954-June 1964," staff members of the Civil Aeronautics Board recommended "On aircraft being operated on other than extended overwater flights, flotation equipment at least to the extent of buoyant seat cushions, should be required." This recommendation was based in part on the fact that of the 22 United States air carrier accidents over the 10-year period

<sup>1</sup> Referred to hereinafter as "agreement States."

involving land planes terminating their flights in water, at least 7 involved operations for which no flotation equipment was required. On one of these flights the survival of 28 passengers and 5 crewmembers was almost 100 percent attributable to the presence of buoyant seat cushions, even though not required for that flight.

The Agency has made a study to determine how many large airplanes in the present air carrier and commercial operator fleet would be affected by this proposal. The Agency finds that of the 148,336 passenger seats that are presently available in that fleet, 105,936 are either in airplanes equipped for extended overwater flight or have other flotation means available. Thus, this proposal, if adopted, would potentially affect less than one-third of the passenger seats available in the large airplanes now being used by air carriers and commercial operators operating under Part 121.

Furthermore, of the 42,400 seats that could be affected by this proposal, 35,432 are in 2 and 4 reciprocating engine powered aircraft. Since, if adopted, the Agency proposes to make this amendment effective March 1, 1967, the normal conversion to turbine engine powered aircraft will undoubtedly further reduce the number of seats potentially affected since most if not all of the replacement aircraft will already be equipped with some form of individual flotation device. Accordingly, the Agency believes that the economic effect of this proposed rule would be slight and is more than justified by the added level of safety that would be achieved. The Agency has based its economic estimates on the actual cost (including installation) of floatable seat cushions commercially available and that meet the standards of TSO-C72.

In consideration of the foregoing, it is proposed to amend Part 121 of the Fed-

eral Aviation Regulations by adding a new § 121.340 to read as follows:

§ 121.340 Emergency flotation means.

After March 1, 1967, no person may operate a large airplane in any overwater operation unless it is equipped with life preservers in accordance with § 121.339(a)(1) or with an approved flotation means for each occupant. This means must be within easy reach of each seated occupant and must be readily removable from the airplane.

This amendment is proposed under the authority of sections 313(a), 601, and 604 of the Federal Aviation Act of 1958 (49 U.S.C. 1354, 1421, and 1424).

Issued in Washington, D.C., on June 14, 1965.

C. W. WALKER,  
Acting Director,  
Flight Standards Service.

[P.R. Doc. 65-6445; Filed, June 18, 1965; 8:45 a.m.]

# Notices

## DEPARTMENT OF AGRICULTURE

### Commodity Credit Corporation SALES OF CERTAIN COMMODITIES June 1965 CCC Monthly Sales List

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

The prices at which Commodity Credit Corporation commodity holdings are available for sale during June 1965 are as announced by the U.S. Department of Agriculture. The following commodities are available: Butter, cheddar cheese, nonfat dry milk, cotton (upland and extra long staple), wheat, corn, oats, barley, rye, rice, grain sorghum, dry edible beans, peanuts, flax and linseed oil. Pea and dark red kidney beans have been added to the sales list and are also available for approved CCC credit.

Beginning in mid-May, CCC-owned wheat purchased with Export Commodity Certificates could be milled and exported as flour.

Corn, oats, barley or grain sorghum, as determined by CCC, will be sold for unrestricted use for "Dealers' Certificates" issued under the emergency livestock feed program. Grain delivered against such certificates will be sold at the applicable current market price, determined by CCC.

In the following listing of commodities and sales prices or method of sales, "unrestricted use" applies to sales which permit either domestic or export use and "export" applies to sales which require export only. CCC reserves the right to determine the class, grade, quality and available quantity of commodities listed for sale.

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

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

Interest rates per annum under the CCC Export Credit Sales Program (Announcement GSM-3) for June 1965 are 4½ percent for periods up to and including 12 months, and 5 percent for periods from over 12 months up to a maximum of 36 months. Commodities currently offered for sale by CCC, plus tobacco from CCC loan stocks, are available for export sale under the CCC Export Credit Sales Program as provided under specific commodity listings. Commodities from private stocks now eligible for financing under the CCC Export Credit Sales Program include wheat, wheat flour, bulgur, corn, cornmeal, barley, oats, rye, grain sorghum, upland and extra long staple cotton, tobacco, milled and brown rice, cottonseed oil, soybean oil, and dairy products.

The following commodities are available for programming under Title IV, P.L. 480, private trade agreements: Wheat, corn, rice, grain sorghum, upland and extra long staple cotton, tobacco from CCC loan stocks, butter, cheese, and nonfat dry milk. In addition, other surplus agricultural commodities are also eligible for Title IV programming. Information on commodities available under this program, and current information on interest rates and other phases of the program may be obtained from the Office of the General Sales Manager, Foreign Agricultural Service, U.S. Department of Agriculture, Washington, D.C., 20250.

The following commodities are currently available for barter: Barley, cotton (upland and extra long staple), tobacco, wheat, corn, grain sorghum, butter and nonfat dry milk. (In addition, free market stocks of cottonseed and soybean oils are eligible for barter programming.) This list is subject to change from time to time.

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

Applicable announcements containing all terms and conditions of sale will be furnished upon request. For easy reference a number of these announcements are identified by code number in the following list. Interested persons are invited to communicate with the Agricultural Stabilization and Conservation

Service, USDA, Washington, D.C., 20250, with respect to all commodities or—for specified commodities—within the designated ASCS Commodity Office.

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

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

CCC reserves the right to refuse to consider an offer, if CCC does not have adequate information of financial responsibility of the offerer to meet contract obligations of the type contemplated in this announcement. If a prospective offerer is in doubt as to whether CCC has adequate information with respect to his financial responsibility, he should either submit a financial statement to the office named in the invitation prior to making an offer, or communicate with such office to determine whether such a statement is desired in his case. When satisfactory financial responsibility has not been established, CCC reserves the right to consider an offer only upon submission by offerer of a certified or cashier's check, a bid bond, or other security, acceptable to CCC, assuring that if the offer is accepted, the offerer will comply with any provisions of the contract with respect to payment for the commodity and the furnishing of performance bond or other security acceptable to CCC.

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

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

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

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

The Department of Commerce, Bureau of International Commerce, pursuant to regulations under the Export Control Act of 1949, prohibits the exportation or re-exportation by anyone of any commodities under this program to Cuba, the Soviet Bloc or Communist-controlled areas of the Far East includ-

ing Communist China, North Korea, and the Communist-controlled area of Vietnam, except under validated license issued by the U.S. Department of Commerce, Bureau of International Commerce.

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

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

SALES PRICE OR METHOD OF SALE  
WHEAT, BULK

Unrestricted use.

A. *Nonstorable.* Such dispositions of nonstorable wheat as CCC may designate will be made at not less than market price, as determined by CCC.

B. *Availability information.* For information on the disposition of nonstorable wheat, contact the Evanston, Kansas City, Minneapolis, or Portland ASCS grain office shown at the end of this sales list.

All sales of storable wheat for unrestricted use are suspended until further notice.

Export.

Sales will be made pursuant to the following announcements:

A. Announcement GR-345 (Revised August 25, 1964) as amended for export under the wheat export payment-in-kind program.

B. Announcement GR-346 (Revised September 8, 1964) as amended for export as flour.

C. Announcement GR-261 (Revision 2, January 9, 1961, as amended and supplemented) for export as wheat and under Announcement GR-262 (Revision 2, January 9, 1961, as amended) for export as flour for application under arrangements for barter and approved CCC credit sales only at prices determined daily. Hard winter wheat will not be sold through West Coast ports under Announcements GR-261 or GR-262.

D. *Available.* Evanston, Kansas City, Minneapolis, and Portland ASCS grain offices.

CORN, BULK

Unrestricted use.

A. *Redemption of domestic payment-in-kind certificates.* Such CCC dispositions of corn as CCC may designate will be in redemption of certificates or rights represented by pooled certificates under a feed grain program. The price at which corn shall be valued for such dispositions shall be the highest of (a) market price as determined by CCC, (b) a minimum price for such corn as determined by CCC and, (c) the payment-in-kind formula price for such redemptions. Such formula price shall be the applicable 1964 price-support loan rate for the class, grade, and quality of the corn plus the amount shown in C of this unrestricted use section applicable for the storage point involved.

B. *General sales.*

1. *Storable.* Such CCC dispositions of storable corn, as CCC may designate as general sales, will be made during the month

at market price, but not less than the Agricultural Act of 1949 formula minimum price for such sales which is 105 percent<sup>2</sup> of the applicable 1964 price-support rate (published price-support rate plus 15 cents per bushel) for the class, grade, and quality of the corn, plus the amount shown in C of this unrestricted use section, applicable to the storage point involved. Examples of these formula minimum prices are shown in C below. For corn in store at other than the point of production, the freight from point of production to the present point of storage will also be added. CCC will normally make general sales of corn when dispositions of such corn are not being made against domestic payment-in-kind certificates.

2. *Nonstorable.* Such dispositions of nonstorable corn as CCC may designate as general sales will be made at not less than market price, as determined by CCC.

C. *Markups and Agricultural Act of 1949 formula price examples (per bushel).*

Markup in cents in store at—		Examples of in-store <sup>1</sup> formula minimum prices No. 2 yellow corn (14 percent MT, and 2 percent F.M.) (exrall or barge in dollars)	
Production point	Other points	Terminal	General sales price
Cents 12	Cents 13½	Minneapolis, Minn. <sup>1</sup> .....	\$1.46½
		Chicago, Ill. <sup>4</sup> .....	1.65½

D. *Availability information.* For information on CCC corn sales and payments-in-kind from bin sites, contact ASCS State or county offices. For information on the disposition of corn from other locations, contact the Evanston, Kansas City, Minneapolis or Portland ASCS grain offices shown at the end of this sales list.

Export.

Sales for barter and credit are made at the applicable export market price, as determined by CCC; export payment-in-kind rates, if any, are deducted in arriving at barter and credit sales prices. Sales for export commodity certificates are made at the applicable domestic market price. The statutory minimum price referred to in the price adjustment provisions of the following export sales announcements is 105 percent of the applicable price-support rate plus the adjustment referred to in C of the unrestricted use section for corn. Sales will be made pursuant to the following announcements:

A. Announcement GR-368 (Revised March 1, 1965), feed grain export payment-in-kind program, at interior locations.

B. Announcement GR-212 (Revision 2, Jan. 9, 1961), for application to approved CCC barter and credit sales except that limited West Coast terminal stocks are available for export sale. (Barter, credit and other designated sales.)

C. *Available.* Evanston, Kansas City, Minneapolis, and Portland ASCS grain offices.

GRAIN SORGHUM, (BULK)

Unrestricted use.

A. *Redemption of domestic payment-in-kind certificates.* Such CCC dispositions of grain sorghum, as CCC may designate will be in redemption of certificates or rights represented by pooled certificates under a feed grain program. The minimum price at which grain sorghum shall be valued for such dispositions shall be market price, but not less than the payment-in-kind formula price for such redemption. Such formula price shall

be the applicable 1964 price-support loan rate for the class, grade, and quality of the grain sorghum, plus the amount shown in C of this unrestricted use section applicable to the type of carrier involved.

B. *General sales.*

1. *Storable.* Such CCC dispositions of storable grain sorghum, as CCC may designate as general sales, will be made during the month at market price, but not less than the Agricultural Act of 1949 formula minimum price for such sales which is 105 percent<sup>2</sup> of the applicable 1964 price-support rate (published price-support loan rate plus 23 cents per hundredweight) for the class, grade, and quality of the grain sorghum, plus the amount shown in C of this unrestricted use section applicable to the type of carrier involved. If delivery is outside the area of production, applicable freight will be added. Examples of these formula minimum prices are shown in C below. CCC will normally make general sales of grain sorghum when dispositions of such grain sorghum are not being made against domestic payment-in-kind certificates.

2. *Nonstorable.* Such dispositions of nonstorable grain sorghum as CCC may designate as general sales will be made at not less than market price, as determined by CCC.

C. *Markups and Agricultural Act of 1949 formula price examples (per hundredweight).*

Markup in cents received by—		Examples of in-store <sup>1</sup> formula minimum prices for No. 2 or better grain sorghum (exrall or barge in dollars)	
Truck	Rail or barge	Terminal	General sales price
Cents 33½	Cents 22½	Kansas City, Mo.....	\$2.79½

D. *Availability information.* For information on CCC grain sorghum sales and payments-in-kind from bin sites, contact ASCS State or county offices. For information on the disposition of grain sorghum from other locations, contact the Kansas City, Evanston, Portland, or Minneapolis ASCS grain office shown at the end of this sales list.

Export.

Sales are made at the applicable export market price, as determined by CCC; export payment-in-kind rates, if any, are deducted in arriving at barter and credit sales prices. The statutory minimum price referred to in the price adjustment provisions of the following export sales announcements is 105 percent of the applicable price-support rate plus the adjustment referred to in C of the unrestricted use section for grain sorghum. Sales will be made pursuant to the following announcements:

A. Announcement GR-368 (Revised March 1, 1965), feed grain export payment-in-kind program.

B. Announcement GR-212 (Revision 2, January 9, 1961), (for application to arrangements for barter, approved CCC credit and other designated sales).

C. *Available.* Evanston, Kansas City, Minneapolis, and Portland ASCS grain offices.

BARLEY, BULK

Unrestricted use.

A. *Redemption of domestic payment-in-kind certificates.* Such CCC dispositions of barley as CCC may designate, will be in redemption of certificates or rights represented by pooled certificates under a feed grain program. The minimum price at which barley shall be valued for such dispositions shall be market price, as determined by CCC, but not less than the payment-in-kind formula price for such redemptions. Such formula price shall be the applicable 1964 price-support

See footnotes at end of document.

loan rate for the class, grade, and quality of the barley, plus the amount shown in C of this unrestricted use section, applicable to the type of carrier involved.

**B. General sales.**

1. *Storable.* Such CCC dispositions of storable barley, as CCC may designate as general sales, will be made during the month at market price, but not less than the Agricultural Act of 1949 formula minimum price for such sales which is 105 percent<sup>2</sup> of the applicable 1964 price support rate (published below) plus 12 cents per bushel for the class, grade, and quality of the barley, plus the amount shown in C of this unrestricted use section, applicable to the type of carrier involved. Examples of these formula minimum prices are shown in C below. If delivery is outside the area of production, applicable freight will be added. CCC will normally make general sales of barley when dispositions of such barley are not being made against domestic payment-in-kind certificates.

2. *Nonstorable.* At not less than market price as determined by CCC.

**C. Markups and Agricultural Act of 1949 formula price examples (per bushel).**

Markup in cents received by—		Examples of in-store <sup>1</sup> formula minimum prices for No. 2 or better barley (exrail or barge in dollars)	
Truck	Rail or barge	Terminal	General sales price
Cents 18½	Cents 13½	Minneapolis, Minn.....	\$1.34½
		Kansas City, Mo.....	1.36½

D. *Availability information.* For information on CCC barley sales from bin sites, contact ASCS State or county offices. For information on the disposition of barley from other locations, contact the Evanston, Kansas City, Minneapolis, or Portland ASCS grain office shown at the end of this sales list.

**Export.**

Sales are made at the applicable export market price, as determined by CCC; export payment-in-kind rates, if any, are deducted in arriving at barter and credit sales prices. The statutory minimum price referred to in the price adjustment provisions of the following export sales announcements is 105 percent of the applicable price-support rate plus the adjustment referred to in C of the unrestricted use section for barley. Sales will be made pursuant to the following announcements:

A. Announcement GR-368 (Revised March 1, 1965), feed grain export payment-in-kind program.

B. Announcement GR-212 (Revision 2, January 9, 1961), for application to approved CCC barter (except on West Coast) and credit sales.

C. *Available.* Evanston and Kansas City ASCS offices. Stocks in Duluth or Minneapolis will be available through the Minneapolis ASCS grain office.

**OATS, BULK**

*Unrestricted use.*

A. *Storable.* Market price, as determined by CCC, but not less than the Agricultural Act of 1949 formula price which is 105 percent<sup>2</sup> of the applicable 1964 price-support rate for the class, grade, and quality of the oats plus the amount shown below applicable to the storage point involved. For oats in-store at other than the point of production, the freight from point of production to the present point of storage will also be added.

See footnotes at end of document.

**B.**

Per bushel markup in-store at—		Examples of per bushel formula minimum prices basis in-store <sup>1</sup>		
Production point	Other points	Terminal	Grade and class	Price
Cents 13½	Cents 15	Chicago, Ill. <sup>1</sup>	No. 2 XHWO.	\$0.96½
		Minneapolis, Minn. <sup>2</sup>	.....	.86¼

C. *Nonstorable* (as available). At not less than the market price as determined by CCC.

D. *Availability information.* Sales at bin sites are made through the ASCS county offices; at other locations through the Evanston, Kansas City, Minneapolis, or Portland ASCS grain offices.

**Export.**

Sales are made at the applicable export market price, as determined by CCC; export payment-in-kind rates, if any, are deducted in arriving at credit sales prices. The statutory minimum price referred to in the price adjustment provisions of the following export sales announcements is 105 percent of the applicable price-support rate plus the adjustment referred to in B of the unrestricted use section for oats. Sales will be made pursuant to the following announcements except that oats will not be sold for applications to Title I or Title IV, Public Law 480 purchase authorizations or for barter:

A. Announcement GR-368 (Revised March 1, 1965), feed grain export payment-in-kind program.

B. Announcement GR-212 (Revision 2, January 9, 1961), for application to approved CCC credit and other designated sales.

C. *Available.* Evanston, Kansas City, Minneapolis, and Portland ASCS grain office.

**RYE, BULK**

*Unrestricted use.*

A. *Storable.* Market price, as determined by CCC, but not less than the Agricultural Act of 1949 formula price which is 105 percent<sup>2</sup> of the applicable 1964 price-support rate for the class, grade, and quality of the grain plus the respective amount shown below applicable to the type of carrier involved. If delivery is outside the area of production applicable freight will be added to the above.

**B.**

Per bushel markup received by—		Examples of per bushel formula minimum price (exrail or barge)		
Truck	Rail or barge	Terminal	Class and grade	Price
Cents 19½	Cents 13½	Minneapolis, Minn.	No. 2 or better (or No. 3 on TW only).	\$1.49½

C. *Nonstorable* (as available). At not less than market price as determined by CCC.

D. *Availability information.* Sales at bin sites are made through ASCS county offices; at other locations through the Evanston, Kansas City, Minneapolis, or Portland ASCS grain offices.

**Export.**

Sales are made at the applicable export market price, as determined by CCC; export payment-in-kind rates, if any, are deducted in arriving at credit sales prices. The statutory minimum price referred to in the price adjustment provisions of the follow-

ing export sales announcements is 105 percent of the applicable price-support rate plus the adjustment referred to in B of the unrestricted use section for rye. Sales will be made pursuant to the following announcements except that rye will not be sold for applications to Title I, or Title IV, Public Law 480 purchase authorizations or for barter.

A. Announcement GR-368 (Revised March 1, 1965), feed grain export payment-in-kind program.

B. Announcement GR-212 (Revision 2, January 9, 1961), for application to approved CCC credit and other designated sales.

C. *Available.* Evanston, Kansas City, and Portland ASCS offices; also Minneapolis ASCS grain office for rye stored in terminals in Minneapolis.

**RICE, ROUGH**

*Unrestricted use.*

Market price but not less than 1964 loan rate plus 5 percent plus 44 cents per hundredweight, basis in store.

**Export.**

As milled or brown under Announcement GR-369, revision III, rice export program—payment-in-kind, and under GR-379, Revision I, for approved credit sales.

*Availability information.* Prices, quantities, and varieties of rough rice available from Kansas City ASCS Commodity Office.

**DRY EDIBLE BEANS (BAGGED)**

*Unrestricted use.*

Domestic market price but not less than the following minimum price per hundredweight for U.S. No. 1 f.o.b. indicated points of production. Amount of paid-in-freight to be added as applicable. For other grades and locations adjust by applicable 1964 price-support differentials.

Class	Price per hundred-weight	Area of production
Pea.....	7.66	Michigan.
Red Kidney.....	8.35	Michigan.

**COTTON, UPLAND**

*Unrestricted use.*

A. Competitive bid under the terms and conditions of Announcement NO-C-16, as amended (Sale of Upland Cotton for Unrestricted Use). Under this announcement, upland cotton acquired under price-support programs will be sold at the highest price offered but in no event at less than the higher of (a) 105 percent of the current loan rate for such cotton, plus reasonable carrying charges, or (b) the market price for such cotton, as determined by CCC.

B. Competitive offers under the terms and conditions of Announcement NO-C-26 (Disposition of Upland Cotton—for exchange of PIK certificates or rights in the certificate pool for upland cotton), as amended. Upland cotton may be acquired at its domestic market price which shall be the highest price offered but not less than the minimum price determined by CCC.

**Export.**

A. *CCC cash sales for export.* Competitive bid under the terms and conditions of Announcement CN-EX-25 (Cotton Export Program—Sales—1964-66 Marketing Years) and NO-C-29 (Sale of Upland Cotton—Cotton Export Program—1964-66 Marketing Years), as amended.

B. *CCC credit sales and barter.* Competitive bid under the terms and conditions of Announcement CN-EX-23 (Purchase of Upland Cotton for Export under the Export Credit Sales Program), Announcement CN-EX-24 (Acquisition of Upland Cotton for Export under the Barter Program), and Announcement NO-C-28 (Sale of Upland Cotton—CCC Credit and Barter Programs—1964-66 Marketing Years), as amended.

## COTTON, EXTRA LONG STAPLE

## Unrestricted use.

Competitive bid under the terms and conditions of Announcements NO-C-6 (Revised July 22, 1960), as amended, and NO-C-10, as amended. Under these announcements extra long staple cotton (domestically grown) will be sold at the highest price offered but in no event at less than the higher of (a) 115 percent of the current support price for such cotton plus reasonable carrying charges, or (b) the domestic market price as determined by CCC.

## Export.

A. CCC cash sales for export. Competitive bid under the terms and conditions of Announcements CN-EX-20 (Foreign-grown Extra Long Staple Cotton Export Program) and NO-C-23 (Sale of Foreign-grown Extra Long Staple Cotton).

Competitive bid under the terms and conditions of Announcements CN-EX-22 (Extra Long Staple Cotton Export Program) and NO-C-27 (Sale of Extra Long Staple Cotton), as amended.

B. CCC credit sales and barter. Competitive bid under the terms and conditions of Announcement CN-EX-26 (Purchase of Extra Long Staple Cotton for Export under the Export Credit Sales Program), Announcement CN-EX-27 (Acquisition of Extra Long Staple Cotton for Export under the Barter Program), and Announcement NO-C-27 (Sale of Extra Long Staple Cotton), as amended.

Availability information. Sale of cotton will be made by the New Orleans ASCS Commodity Office and catalogs for upland cotton and extra long staple cotton showing quantities, qualities, and location may be obtained for a nominal fee from that office.

## PEANUTS, SHELLED OR UNSHELLED (FARMERS STOCK)

## Unrestricted use.

U.S. Extra Large and U.S. Medium—1962 crop. Competitive bids pursuant to Peanut Announcement 3 Revised, at the higher of the market or minimum prices determined by CCC which reflect not less than 105 percent of the support price plus reasonable carrying charges.

## Domestic crushing or export.

Competitive bids pursuant to CCC Peanut Announcement 1 (Revised), January 4, 1962, Amendments 1 through 4 thereto, Supplement 1, March 3, 1964, and Appendix 1 thereto and terms of weekly lot list(s).

## Export.

U.S. Extra Large and U.S. Medium—Shelled Virginia type. Competitive bids pursuant to same terms and conditions set forth in the preceding paragraph.

When stocks are available lot lists are issued by GFA Peanut Cooperative, Camilla, Ga., Peanut Growers Cooperative Marketing Association, Franklin, Va., Southwestern Peanut Growers' Association, Gorman, Tex.

## FLAXSEED, BULK

## Unrestricted use.

A. Storable. Market price basis in store,<sup>1</sup> but not less than the applicable 1964 support price for the class, grade, and quality of flaxseed plus 14½ cents per bushel, and plus the respective amount shown below, applicable to the type of carrier involved. If delivery is outside the area of production applicable freight will be added to the above.

## B.

Markup per bushel received by—		Examples of minimum prices (ex-trail or barge)		
Truck	Rail or barge	Terminal	Class and grade	Price
Cents 21½	Cents 13½	Minneapolis	No. 1.....	\$3.41

See footnotes at end of document.

C. Nonstorable (as available). At not less than market price as determined by CCC.

D. Available. Through the Minneapolis Grain Merchandising ASCS office.

## Export.

Under Announcement PS-GR-4 dispositions of flaxseed, as designated by CCC, will be in redemption of export PIK certificates at the domestic market price as determined by CCC.

Available. Through the Minneapolis Grain Merchandising ASCS office.

## LINSEED OIL, RAW, BULK

## Export.

Under Announcement PS-GR-4 dispositions of raw linseed oil, as designated by CCC, will be in redemption of export PIK certificates at the domestic market price as determined by CCC.

Available. Through the Minneapolis ASCS Commodity Office.

## DAIRY PRODUCTS

Sales are in carlots only in-store at storage location of products.

## Submission of offers.

Submit offers to the Minneapolis ASCS Commodity Office.

## NONFAT DRY MILK

## Unrestricted use.

Announced prices, under LD-29, as amended: Spray process, U.S. Extra Grade, 16.40 cents per pound.

## Export.

A. Payment-in-kind under SM-7 (Revision 1).

B. Competitive bid, under MP-10, pursuant to invitation to bid to be issued by Minneapolis ASCS Commodity Office.

## BUTTER

## Unrestricted use.

Announced prices, under LD-29, as amended: 63.0 cents per pound—New York, Pennsylvania, New Jersey, New England, and other States bordering the Atlantic Ocean and Gulf of Mexico. 62.25 cents per pound—Washington, Oregon, and California. All other States 62.0 cents per pound.

## Export.

A. Payment-in-kind under SM-7 (Revision 1).

B. Competitive bid under Announcement MP-10, pursuant to invitations to bid to be issued by Minneapolis ASCS Commodity Office.

## CHEDDAR CHEESE (STANDARD MOISTURE BASIS)

## Unrestricted use.

Announced prices under LD-29, as amended: 41.25 cents per pound—New York, Pennsylvania, New England, New Jersey, and other States bordering the Atlantic Ocean and Pacific Ocean and the Gulf of Mexico. All other States 40.25 cents per pound.

## Export.

Competitive bid under Announcement MP-10, pursuant to invitation to bid to be issued by Minneapolis ASCS Commodity Office. Announced prices under MP-10.

Any cheese offered but not sold under the invitation to bid issued pursuant to MP-10 will be offered for sale through the following Monday noon at prices announced by press release from the Minneapolis ASCS Commodity Office each Tuesday.

## FOOTNOTES:

<sup>1</sup>The delivery basis for these examples is "in-store", and market prices will be on the same basis. The formula price delivery basis for bin site sales will be f.o.b.

<sup>2</sup>To compute, multiply applicable support price by 1.05, round product up to nearest whole cent and add amount shown in the appropriate table and any applicable freight.

<sup>3</sup>On sales made on a protein basis, the loan rate shall be increased by the applicable market or loan bulletin protein premium for the protein content of the wheat, whichever

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

<sup>4</sup>Woodford County, Ill., origin.

<sup>5</sup>Redwood County, Minn., origin.

## USDA AGRICULTURAL STABILIZATION AND CONSERVATION SERVICE OFFICES

## GRAIN OFFICES

Evanston ASCS Commodity Office, 2301 Howard Street, Evanston, Ill., 60203. Telephone: Long distance—University 9-0600 (Evanston Exchange). Local—Rogers Park 1-5000 (Chicago, Ill.).

Connecticut, Delaware, Florida, Georgia, Illinois, Indiana, Iowa, Kentucky, Maine, Maryland, Massachusetts, Michigan, New Hampshire, New Jersey, New York, North Carolina, Ohio, Pennsylvania, Rhode Island, South Carolina, Tennessee, Virginia, Vermont, and West Virginia.

Branch Office—Minneapolis ASCS Branch Office, 310 Grain Exchange Building, Minneapolis, Minn., 55415. Telephone: 334-2051.

Minnesota, Montana, North Dakota, South Dakota, and Wisconsin.

Kansas City ASCS Commodity Office, 8936 Ward Parkway (P.O. Box 205), Kansas City, Mo., 64141. Telephone: Emerson 1-0860.

Alabama, Arkansas, Colorado, Kansas, Louisiana, Mississippi, Missouri, Nebraska, New Mexico, Oklahoma, Texas, and Wyoming.

Branch Office—Portland ASCS Branch Office, 1218 Southwest Washington Street, Portland, Ore., 97205. Telephone: 226-3361.

Alaska, Hawaii, Idaho, Nevada, Oregon, Utah, and Washington (Domestic and Export Sales), Arizona and California (Export sales only).

Branch Office—Berkeley ASCS Branch Office, 2020 Milvia Street, Berkeley, Calif., 94704. Telephone: Thornwall 1-5121. Arizona and California (Domestic sales only).

## PROCESSED COMMODITIES OFFICE—(ALL STATES)

Minneapolis ASCS Commodity Office, 6400 France Avenue, South Minneapolis, Minn., 55410. Telephone: 334-3300.

## COTTON OFFICES—(ALL STATES)

New Orleans ASCS Commodity Office, Wirth Building, 120 Marais Street, New Orleans, La., 70112. Telephone: 527-7766.

## GENERAL SALES MANAGER OFFICES

Representative of General Sales Manager, New York Area: Joseph Reidinger, 80 Lafayette Street, New York, N.Y., 10013. Telephone: Rector 2-8000.

Representative of General Sales Manager, West Coast Area: Callan B. Duffy, Appraisers' Building, Room 802, 630 Sansome Street, San Francisco, Calif., 94111. Telephone: 556-6185.

(Sec. 4, 62 Stat. 1070, as amended; 15 U.S.C. 714b. Interpret or apply sec. 407, 63 Stat. 1066; sec. 105, 63 Stat. 1051, as amended by 76 Stat. 612; secs. 303, 306, and 307, 76 Stat. 614-617; 7 U.S.C. 1427; and 1441 (note).)

Signed at Washington, D.C., on June 11, 1965.

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

[F.R. Doc. 65-6380; Filed, June 18, 1965; 8:45 a.m.]

Office of the Secretary  
SOUTH DAKOTA

Designation of Areas for Emergency  
Loans

For the purpose of making emergency loans pursuant to section 321 of the Consolidated Farmers Home Administration Act of 1961 (7 U.S.C. 1961), it has been determined that in the hereinafter-named counties in the State of South Dakota natural disasters have caused a need for agricultural credit not readily available from commercial banks, cooperative lending agencies, or other responsible sources.

## SOUTH DAKOTA

Butte. Lawrence.

Pursuant to the authority set forth above, emergency loans will not be made in the above-named counties after December 31, 1966, except to applicants who previously received emergency or special livestock loan assistance and who can qualify under established policies and procedures.

Done at Washington, D.C., this 16th day of June 1965.

ORVILLE L. FREEMAN,  
Secretary.

[P.R. Doc. 65-6473; Filed, June 18, 1965;  
8:49 a.m.]

## TEXAS

Extension of Designation of Areas for  
Emergency Loans

For the purpose of making emergency loans pursuant to section 321 of the Consolidated Farmers Home Administration Act of 1961 (7 U.S.C. 1961), it has been determined that in the hereinafter-named counties in the State of Texas the disasters for which such counties are presently designated have caused a continuing need in those counties for agricultural credit not readily available from commercial banks, cooperative lending agencies, or other responsible sources.

Texas:	Present designation
Deaf Smith	29 P.R. 13121
Oldham	29 P.R. 13121

Pursuant to the authority set forth above, emergency loans will not be made in the above-named counties after June 30, 1966, except to applicants who previously received emergency or special livestock loan assistance and who can qualify under established policies and procedures.

Done at Washington, D.C., this 16th day of June 1965.

ORVILLE L. FREEMAN,  
Secretary.

[P.R. Doc. 65-6474; Filed, June 18, 1965;  
8:49 a.m.]

POST OFFICE DEPARTMENT

ORGANIZATION AND  
ADMINISTRATION

Bureau of Personnel

The Statement of the Department's  
Organization and Administration as pub-

lished in the FEDERAL REGISTER of May 25, 1965 at pages 6988-7017 is amended by revising section 822.8 to show the new organizational and functional statement for Bureau of Personnel which was effective May 24, 1965. As so amended, section 822.8 reads as follows:

822.8 Assistant Postmaster General,  
Bureau of Personnel.

a. Represents and acts for the Postmaster General and takes final action on all personnel management matters relating to industrial relations, compensation, administration, and employee training at professional and educational institutions.

b. Represents and acts for the Postmaster General in dealings with employee organizations; maintains liaison with the legislative and executive branches and agencies of Government on personnel matters.

c. Directs the formulation of plans, policies, programs, regulations, and procedures required for the development and maintenance of an effective personnel management program throughout the Postal Establishment.

d. Exercises the appointive powers of the Postmaster General with respect to employees in the departmental service, considering the recommendations of the bureaus and offices concerned.

e. Administers the incentive awards program and authorizes awards as provided by law and regulation.

f. Provides following services concerning negotiated contracts over \$2,500 (other than for mail transportation and real estate):

(1) Advises the contracting officer on all postal personnel provisions including safety, training, compensation, and any other matters affecting postal employees.

(2) Provides technical assistance, as required, in the preparation and administration of negotiated contracts.

g. Serves as Employment Policy Officer for the Post Office Department. Has primary responsibility for Equal Employment Opportunity in the Postal Establishment.

.31 Executive Assistant to the Assistant  
Postmaster General.

a. Serves as principal staff aide to the Assistant Postmaster General relieving him of important day-to-day activities, including answers to urgent requests from important Government officials, top departmental officials and sources outside the Federal Government; work on special projects; and interviews with important visitors.

b. Reviews incoming and outgoing correspondence, requests and reports directed to Assistant Postmaster General; prepares the Bureau budget, special reports, administrative staff orders; coordinates with other bureaus, offices and other Federal agencies on all matters pertaining to administrative management of the Bureau's functions.

c. Maintains coordination between the planning and operating functions of the Bureau by keeping each Deputy informed of developments affecting his responsibilities.

d. Acts for the Assistant Postmaster General in directing the activities of the departmental Personnel Office.

.311 Special Assistant to the As-  
sistant Postmaster General.

a. Assists the Executive Assistant on management projects—preparation of the budget, obtaining data for special reports, and other administrative duties essential to management of the Bureau.

b. Works on special projects assigned by the Assistant Postmaster General or the Executive Assistant which are of immediate importance to the Assistant Postmaster General and other top level headquarters officials.

.812 Departmental Personnel Office.

a. Formulates and recommends policies and develops procedures relating to personnel matters affecting departmental (headquarters) employees.

b. Provides staff guidance and technical assistance to headquarters bureaus and offices on all matters of personnel administration affecting headquarters personnel.

c. Administers the provisions of the Classification Act of 1949, the Departmental Wage Board, and section 15 of Public Law 600 (5 U.S.C. 55a); takes final action on personnel actions covered by such provisions.

d. Administers applicable policies, programs, and procedures with respect to headquarters employees relating to recruiting; testing, placement, and separations; training; performance rating; safety and health; suggestions and awards; relations with employee organizations; and employee services.

e. Maintains direct relations with the Civil Service Commission on all headquarters personnel matters except policy matters.

f. Processes formal personnel transactions, maintains central personnel records, issues personnel reports, and conducts official correspondence relative to proposed, current, and former headquarters employees.

g. Represents the Bureau of Personnel in civil defense planning and security control.

.32 Deputy Assistant Postmaster General  
(Industrial Relations).

a. Assists the Assistant Postmaster General and acts for him in his absence or at his request.

b. Directs the establishment and maintenance of an effective labor relations program for the entire Postal Establishment under the provisions of Executive Order 10988.

c. Represents the Assistant Postmaster General on interagency groups concerned with labor-management relations.

d. Conducts negotiations and consultation with recognized employee organizations at the national level.

e. Exercises responsibility for the solution of operating personnel management problems including answers to inquiries and requests from the White House, the Congress, other Federal agencies, employees and employee organizations.

f. Directs the establishment and maintenance of all fringe benefits, programs and employee services within the Postal Establishment.

g. Provides administrative supervision of the Board of Appeals and Review to attain full utilization of staff resources

and proper attention to established management practices.

**.821 Special Assistant (Industrial Relations).**

a. Serves as principal technical advisor to Deputy Assistant Postmaster General (Industrial Relations) on labor relations, personnel management operating problems and employee benefits and services.

b. Serves on national negotiation team; chairs labor-management subcommittee meetings; maintains liaison with national officers of recognized employee organizations.

c. Represents the Deputy Assistant Postmaster General as requested on interagency labor-management committees and study groups; at arbitration or unfair labor practices hearings; and in meetings with other labor-management groups.

**.822 Board of Appeals and Review.**

a. Serves as final appellate level for decisions on adverse action appeals and equal employment opportunity appeals within the Postal Establishment.

b. Reviews and recommends management actions on employee grievances appealed to the Department.

c. Determines the need for investigation on adverse action or equal employment opportunity appeals when additional information is required to reach an equitable decision on the appeal.

d. Represents the Department as requested by the Assistant Postmaster General or Deputy Assistant Postmaster General (Industrial Relations) in hearings and in discussions with the Civil Service Commission, President's Committee on Equal Employment Opportunity, and other Federal agencies on matters pertaining to employee appeals.

**.823 Labor Relations Division.**

a. Develops and issues instructions and guidance on the conduct of labor-management activities throughout the Postal Establishment including recognition, negotiations, review of contracts, labor-management meetings, and contacts with employee organizations.

b. Analyzes and evaluates labor-management staff activities at regional and local levels; reviews local negotiating procedures, agreements and application of national agreement; prepares format for written agreements, election format and procedures, and reports requirements.

c. Controls and edits all personnel issuances assuring proper technical review, interbureau clearance and coordination, as required, with employee organizations. Refers personnel issuances to Personnel Operations Division for technical review, as required.

d. Prepares agenda and minutes of national consultation and negotiation sessions, prepares and edits final draft of National Agreement.

e. Supervises conduct of national and local employee organization representation elections, audits returns and prepares certification for final approval.

f. Provides staff representatives to assist Deputy Assistant Postmaster General (Industrial Relations) and Special

Assistant on negotiation and consultation teams; at subcommittee meetings; and in interbureau discussions of labor-management problems.

g. Processes violations of Code of Fair Labor Practices and Standards of Conduct. Reviews invalidations, refers to Personnel Operations Division, as required, for technical analysis.

**.824 Personnel Operations Division.**

a. Interprets existing policies, regulations, procedures, national labor-management agreements and rules pertaining to personnel management in the Postal Service and drafts issuances to guide Postal officials.

b. Conducts research on the origin and intent of personnel laws, Civil Service rules, Executive Orders, and other regulations applying to the Postal Service, utilizing the services of the Office of the General Counsel as required.

c. Prepares drafts of new personnel management proposals or reviews proposals prepared by planning staff to assure technical adequacy before presentation to employee organizations and publication.

d. Drafts answers to technical operating personnel questions or problems referred from the White House, the Congress, Regional Directors, or postal installation heads.

e. Supplies technical support to Department's negotiation and consultation teams on personnel management procedures and regulations.

f. Adjudicates employee promotion appeals and prepares brief for Assistant Postmaster General decision.

**.825 Employee Benefits and Services Division.**

a. Provides technical guidance to the Postal Establishment in the administration of all employee services and benefits including retirement, life insurance, health benefits, unemployment compensation, injury compensation, leave, cafeterias, vending machines, welfare funds, employee organization convention budgets, code of ethics, suggestions and awards and uniform allowance.

b. Prepares issuances explaining procedures and regulations; responds to inquiries on technical questions, maintains liaison with Civil Service Commission and other appropriate Federal agencies to resolve regulatory and procedural problems pertaining to employee benefits and services.

c. Processes suggestions and awards received at headquarters, recommending appropriate action by the Department.

d. Reviews and recommends action on contracts for cafeterias, vending machines, and other contracts pertaining to employee services, coordinating with General Counsel and other bureaus, as required.

**.83 Deputy Assistant Postmaster General (Plans and Programs).**

a. Assists the Assistant Postmaster General and acts for him at his request.

b. Directs the planning staff in the development, test and installation of new personnel management programs and techniques.

c. Evaluates the effectiveness of present personnel programs and prepares

changes to meet current and anticipated needs.

d. Represents the Assistant Postmaster General on interagency study groups on employment, placement, compensation, training, safety and health.

e. Develops and maintains an equal employment opportunity program under provisions of Executive Order 10925.

**.831 Compensation Division.**

a. Develops and maintains a system for evaluating and classifying all positions in the postal field service. Ranks authorized standard and individual positions, except those in salary levels 18, 19, and 20, and such other positions as the Assistant Postmaster General, Bureau of Personnel, may specify.

b. Conducts surveys and establishes procedures and guidelines for proper maintenance of position standards and adherence to approved position ranking criteria.

c. Develops procedures for hearing appeals and conducting reviews of actions taken under the postal field service classification system.

d. Promulgates instructions and allowance tables, in accord with legal requirements, covering basic compensation, overtime, compensatory time, holiday pay, night differential, longevity pay, periodic step increases, equipment maintenance allowances, heavy duty compensation, and per diem allowances for mobile service personnel.

e. Conducts research on compensation practices and trends in private industry and Government services; submits recommendations for legislation, including fringe pay benefits; and assists in formulating departmental position on other legislative proposals affecting the compensation of postal employees or of the entire Federal service.

**.832 Training and Development Division.**

a. Advises and assists the Assistant Postmaster General on matters affecting or relating to the training of officers and employees in the departmental and field services of the Post Office Department.

b. Identifies needs for, develops and recommends establishment or modification of policy, legal, regulatory and procedural requirements pertinent to training and to the procurement and use of training services, facilities, supplies and equipment in the Postal Establishment.

c. Initiates, conducts, administers contracts for and supervises research into new training concepts, methods, facilities, supplies, and equipment. Initiates actions to apply these for improvement of postal training.

d. Represents the Post Office Department in relationships with private and other public organizations, both domestic and international, concerning training matters of mutual interest.

e. Within the framework of established policy, laws, regulations and procedures, insures that line managers throughout the Postal Establishment may receive the qualified staff guidance and assistance they need to carry out their responsibility for identifying training needs and for planning, providing, evaluating, and following up on training of personnel under their jurisdiction.



f. Evaluates plans for proposed training projects to determine whether they (1) embody effective training principles and practices; (2) comply with policy, legal and regulatory requirements; (3) recommends concurrence or non-concurrence with training plans to the Assistant Postmaster General; and (4) evaluates the manner in which training programs and activities are executed in relation to approved training plans. Makes recommendations for appropriate changes to improve such programs and activities.

g. Provides technical guidance to regional training staffs.

#### 833 Employment and Placement Division.

a. Formulates and recommends policies and develops procedures relating to recruiting, examining, employing, placing, promoting, disciplining, and separating personnel in the Postal Establishment.

b. Determines the need for employee examining and testing in conjunction with affected bureaus and offices and, in collaboration with the Civil Service Commission, develops and directs the application of a program of suitable examinations and tests.

c. Plans and promotes special emphasis programs, including employment of women, equal employment opportunity, employing the physically handicapped and mentally retarded.

#### 834 Safety and Health Division.

a. Develops and maintains an effective safety and health program for the Postal Establishment, in conjunction with other Bureaus and Offices, covering health hazards, fire prevention and protection, transport and traffic safety, first aid and medical services, and safety aspects of property and equipment conservation and utilization.

b. Provides consulting service on safety and health matters to management officials throughout the Postal Establishment.

c. Provides official representation of the Department with other agencies of the Government and with outside organizations on safety and health matters of a national character.

(R.S. 161, as amended; 5 U.S.C. 22, 39 U.S.C. 309, 501)

LOUIS J. DOYLE,  
General Counsel.

[F.R. Doc. 65-6454; Filed, June 18, 1965; 8:46 a.m.]

## DEPARTMENT OF THE INTERIOR

### Bureau of Indian Affairs

[Order 551, Amdt. 105]

#### AREA DIRECTORS

#### Redelegation of Authority Regarding Irrigation Matters; Wapato Satus Irrigation Unit

JUNE 14, 1965.

Order 551 (an order by which the Commissioner of Indian Affairs redelegates authority to Bureau Area Directors, as amended, is further amended

No. 118—5

by the addition of a new paragraph under the heading "Functions Relating to Indian Irrigation Projects" to read as follows:

SEC. 206. *Redesignation of lands capable of being served—Wapato Satus Irrigation Unit.* Redesignation from time to time of the lands that are capable of being served by the irrigation works of the Wapato Satus Unit as contained in section 6 of the Act of September 26, 1961 (75 Stat. 680).

JOHN O. CROW,  
Acting Commissioner.

[F.R. Doc. 65-6450; Filed, June 18, 1965; 8:45 a.m.]

## DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

### Food and Drug Administration

[Docket No. SAS-1]

#### DIFCO LABORATORIES

#### Cancellation of Opportunity for Hearing Regarding Suspension of Antibiotic Batch Certification Services

In accordance with the provisions of section 507 of the Federal Food, Drug, and Cosmetic Act, 21 U.S.C. 357, and the regulations appearing in Title 21, Chapter I, Code of Federal Regulations, § 146.6, there was published in the FEDERAL REGISTER of April 10, 1965 (30 F.R. 4693), a notice of opportunity for hearing addressed to Difco Laboratories, Detroit, Mich. The purpose of the proposed hearing was to consider the issue of whether antibiotic batch certification services to Difco Laboratories should be suspended upon grounds specifically set forth in this notice.

The company initially elected to avail itself of this opportunity for hearing but thereafter changed this election and withdrew its request for this hearing. Difco Laboratories, during the course of conferences and the exchange of written communications, has given the Food and Drug Administration assurance that the company will maintain manufacturing control and record keeping procedures for sensitivity discs which meet Food and Drug Administration requirements, and will permit adequate inspection within the scope of the Food and Drug Administration's Authority.

The Commissioner of Food and Drugs, by virtue of the authority vested in the Secretary by the provisions of the Federal Food, Drug, and Cosmetic Act (secs. 507, 701, 52 Stat. 1055 as amended, 59 Stat. 463 as amended; 21 U.S.C. 357, 371) and delegated to him by the Secretary (21 CFR 2.90), and based on the assurance made by Difco Laboratories and the results of a recent inspection of the facilities of this company, hereby rescinds the proposal to suspend the antibiotic certification services to Difco Laboratories.

Therefore, it is ordered, That the opportunity for hearing issued April 6, 1965, published in the FEDERAL REGISTER of

April 10, 1965 (30 F.R. 4693), is canceled.

Dated: June 14, 1965.

JOHN L. HARVEY,  
Commissioner of Food and Drugs.

[F.R. Doc. 65-6470; Filed, June 18, 1965; 8:48 a.m.]

## CIVIL AERONAUTICS BOARD

[Docket No. 13781; Order E-22322]

### AMERICAN AIRLINES, INC., AND MOHAWK AIRLINES, INC.

#### Mutual Aid Agreement; Order Requesting Briefs and Setting Oral Argument

Adopted by the Civil Aeronautics Board at its office in Washington, D.C., on the 16th day of June 1965.

Pursuant to section 412 of the Federal Aviation Act of 1958, as amended (the Act), American Airlines, Inc. (American), and Mohawk Airlines, Inc. (Mohawk), have requested board approval of a mutual aid agreement between them.

The American-Mohawk Pact resembles the Trunkline Mutual Aid Pact in certain respects.<sup>1</sup> Thus, the various strike situations in which payments become due are the same in both agreements and, in each case, are to be made on the basis of preliminary estimates. Both provide for the arbitration of disputes relative to the right to receive, and the duty to make, payments.<sup>2</sup> Both exist on a year-to-year basis, terminable on December 31 of any year on 60 days' prior notice. And in the event of disapproval by the Board of the Pact, the terms of each agreement provide that any payment(s) already made will become the obligation(s) of the receiving carrier to the paying carrier.

However, there are two significant differences between the American-Mohawk Pact and the Trunkline Mutual Aid Pact. One is the absence in the American-Mohawk Pact of any provision for the guarantee of a minimum level of receipts for the struck carrier measured in terms of estimated operating expenses. Another is that the American-Mohawk Pact involves a subsidized carrier, Mohawk. And deriving from the latter, a third important consideration is that, pursuant to American-Mohawk Pact, the subsidized carrier would be reimbursed by American only for direct expenses incurred from the carriage of unabled American traffic.<sup>3</sup>

In the Mutual Aid Pact Investigation, theoretically there was before us the

<sup>1</sup> Mutual Aid Pact Investigation, Docket 9977, Order E-21044, July 10, 1964.

<sup>2</sup> The instant agreement extends this provision to any dispute reflecting the amount of payment.

<sup>3</sup> We have made clear our view that the real cost of a local service operation is derived by recognizing that the carriage of traffic involves expenses other than direct operating expenses. See Subpart K to 14 CFR Part 302, August 27, 1963.

question of what effect, if any, payments to or by a subsidized carrier pursuant to a mutual aid pact would have on the payment of federal subsidy. However, no subsidized carrier was a member of the pact than under consideration. And no serious consideration had been given to the extension of the pact to include a subsidized carrier, or carriers. Hence, our decision did not deal with the ramifications of a mutual aid pact involving a subsidized carrier.

Given all of these considerations, we have concluded it to be desirable that the Board be afforded the benefit of the views of interested parties as to the public interest considerations bearing on a mutual aid pact involving a subsidized carrier, particularly as to those points of difference between the instant agreement and the Trunkline Mutual Aid Pact. And we shall invite briefs and hear oral argument addressed to these matters.

Accordingly, it is ordered:

1. That the parties hereto, and any interested third parties, shall submit to the Board within 60 days of the date of issuance of this order, briefs addressed to the issue of whether the public convenience and necessity require Board approval of the mutual aid agreement between American Airlines, Inc., and Mohawk Airlines, Inc., in Docket 13781, Agreement CAB 16488;

2. That the Board shall set the matters in Docket 13781, Agreement CAB 16488, for oral argument at a place and time hereafter to be announced;

3. That the following be and they hereby are made parties to this proceeding: American Airlines, Inc.; Mohawk Airlines, Inc.; Air Line Pilots Association, International; Airline Dispatchers Association; Brotherhood of Railway and Steamship Clerks; Flight Engineers International Association; International Association of Machinists; and Transport Workers Union; and

4. That this order shall be published in the FEDERAL REGISTER.

By the Civil Aeronautics Board.

[SEAL] HAROLD R. SANDERSON,  
Secretary.

[P.R. Doc. 65-6461; Filed, June 18, 1965;  
8:47 a.m.]

[Docket No. 16248; Order E-22321]

### TRANS WORLD AIRLINES, INC.

#### Proposed Reduced Rates on Phonograph Records; Order of Investigation and Suspension

Adopted by the Civil Aeronautics Board at its office in Washington, D.C., on the 16th day of June 1965.

By tariff revision posted May 18, 1965, for effectiveness July 2, 1965, Trans World Airlines, Inc. (TWA), proposes to establish rates on phonograph records and record blanks from Dayton, Ohio to Los Angeles and San Francisco, Calif., at minimum weights of 100, 1,000, 2,000, 3,000, 5,000, and 10,000 pounds. The proposed rates represent reductions of 20.9 to 27.0 percent from the standard service general commodity rates in these

markets and yield 12.8 to 16.1 cents per ton-mile.

In support of its filing, TWA states that there are approximately 128,000 pounds of the subject commodity moving monthly from the Dayton area to West Coast points via all modes of transportation, and that approximately 75,000 pounds of such traffic currently moves on deferred air service via other points and the balance via surface transportation.

TWA alleges that a shipper has represented that if the proposed rates become effective the shipper would discontinue its warehouses on the West Coast and ship substantially more tonnage by air. If the new rates are not approved, however, TWA contends the shipper will utilize surface transportation and a substantial tonnage will be lost to air. The Richmond (Indiana) Record Pressings, Inc., has filed a statement in support of the proposed rates in which it states that its present use of deferred air freight (via truck to Indianapolis) has been found to be too slow, and that the proposed rates would result in its increased use of air freight as its West Coast warehousing would be discontinued. TWA states that the proposed rates are above surface rates, the traffic involved is relatively dense, the rate levels are similar to other westbound specific commodity rates in other westbound markets, and are anticipated to result in substantial increased revenues without diluting current revenues of any carrier.

The Flying Tiger Line Inc. (Flying Tiger) and The Slick Corp. (Slick), have filed complaints, seeking suspension and investigation. In summary, the complainants variously allege (1) that TWA's proposal is designed to divert another carrier's traffic by uneconomic pricing tactics; (2) that the rates (a) are lower than TWA's current eastbound rates on this traffic; (b) are at a level lower than Flying Tiger's general commodity blocked-space rates and lower than those proposed by TWA in its blocked-space tariff, CAB No. 135, rejected by the Board; (c) are at a level considerably lower than the Group 897 specific commodity rates, which included phonograph records, recently proposed by TWA, suspended by the Board (Order E-21882) and since withdrawn by TWA (Order E-22221); and (d) constitute another attempt to establish uneconomic rates which the Board also suspended (Order E-22064). The complainants further contend that the proposed rates are as much as 10.7 percent lower than the currently used combined truck-deferred air freight service via Chicago.<sup>3</sup>

In answer to the complaints, TWA further states that the TWA cost figures submitted by Tiger are outdated and not representative of TWA's current experienced fully allocated jet cargo costs, which are such that the yields from the proposed rates will be compensatory and adequately cover the costs of carrying the traffic.

<sup>3</sup> A comparison of combined all-air services (standard and deferred) via St. Louis and Kansas City vs. the proposed rates also indicates the rates proposed herein to be the lower.

Upon consideration of the complaints and other relevant matters, the Board finds that the proposed tariff revisions may be unjust, unreasonable, or unduly discriminatory, or unduly preferential, or unduly prejudicial, or otherwise unlawful, and should be investigated. The Board has suspended and set for investigation tariff revisions proposing reduced specific commodity rates on certain Chicago-California movements of phonograph records.<sup>3</sup> In the foregoing order, the Board declared that the proposals would have effected significant reductions which had not been adequately justified by consideration either of costs or of traffic promotion. The current proposal has similar deficiencies.

TWA has presented no factual support for the proposed rates in terms of costs of providing the service, or the basis on which the rates were constructed. In view of these deficiencies the Board has concluded to suspend the proposed rates pending an investigation wherein the questions of traffic development and economic justification can be adequately explored.

Accordingly, pursuant to the Federal Aviation Act of 1958 and particularly sections 204(a) and 1002 thereof,

It is ordered, That:

1. An investigation be instituted to determine whether the rates and provisions on Commodity Group No. 396 from Dayton, Ohio, to Los Angeles, Calif., and San Francisco, Calif., via the Routing "TW" appearing on 34th, 35th, and 36th Revised Pages 159 of Airline Tariff Publishers, Inc., Agent, CAB No. 12 (Agent J. Aniello series) and rules, regulations, or practices affecting such rates and provisions are, or will be, unjust or unreasonable, unjustly discriminatory, unduly preferential, unduly prejudicial, or otherwise unlawful, and if found to be unlawful to determine and prescribe the lawful rates and provisions and rules, regulations or practices affecting such rates and provisions;

2. Pending hearing and decision by the Board, the rates and provisions on Commodity Group No. 396 from Dayton, Ohio, to Los Angeles, Calif., and San Francisco, Calif., via the Routing "TW" appearing on 34th, 35th, and 36th Revised Pages 159 of Airline Tariff Publishers, Inc., Agent, CAB No. 12 (Agent J. Aniello series) are suspended and their use deferred to and including September 29, 1965, unless otherwise ordered by the Board and that no changes be made therein during the period of suspension except by order or special permission of the Board;

3. The complaints of The Flying Tiger Line Inc., in Docket 16203 and The Slick Corp., in Docket 16200 are dismissed, except to the extent granted herein;

4. The proceeding herein be assigned for hearing before an Examiner of the Board at a time and place hereafter to be designated; and

5. Copies of this order shall be filed with the tariff and served upon The Flying Tiger Line Inc., Trans World Airlines, Inc., and The Slick Corp., which

<sup>3</sup> Order E-22064, dated Apr. 21, 1965.

are hereby made parties to this proceeding.

This order will be published in the FEDERAL REGISTER.

By the Civil Aeronautics Board.

[SEAL] HAROLD R. SANDERSON,  
Secretary.

[P.R. Doc. 65-6462; Filed, June 18, 1965;  
8:47 a.m.]

[Docket No. 16236; Order E-22319]

### INTERNATIONAL AIR TRANSPORT ASSOCIATION

#### Order Relating to Specific Commodity Rates

Adopted by the Civil Aeronautics Board at its office in Washington, D.C., on the 16th day of June 1965.

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 Traffic Conference 1 of the International Air Transport Association (IATA), and adopted pursuant to the provisions of Resolution 590 (Commodity Rates Board).

The agreement, adopted pursuant to unopposed notices to the carriers and promulgated in IATA Memoranda as set forth in the attachment hereto,<sup>1</sup> (1) names rates for new points under an existing commodity description, and (2) names rates under a new commodity description. Further, the agreement revises the commodity description for Item 4782 (IATA Memorandum TCI/Rates 2162) to read "Sewing Machines and parts thereof."

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 the Act, provided that approval thereof is conditioned as hereinafter ordered.

Accordingly, it is ordered:

That Agreement CAB 17666, R-119, R-121, and R-122, be 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 19 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.

[P.R. Doc. 65-6463; Filed, June 18, 1965;  
8:47 a.m.]

<sup>1</sup> Filed as part of original document.

## FEDERAL MARITIME COMMISSION

### EXPRESS FORWARDING & STORAGE CO., INC., ET AL.

#### Notice of Agreements Filed for Approval

Notice is hereby given that the following freight forwarder cooperative working 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 agreements at the Washington office of the Federal Maritime Commission, 1321 H Street NW., Room 301. Comments with reference 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 or request for a hearing should also be forwarded to each of the parties to the agreement (as indicated hereinafter), and the comments should indicate that this has been done.

Unless otherwise indicated, these agreements are nonexclusive, cooperative working arrangements under which the parties may perform freight forwarding services for each other. Forwarding and service fees are to be agreed upon on each transaction. Ocean freight compensation is to be divided as agreed between the parties.

Express Forwarding & Storage Co., Inc., New York, N.Y., and Geo. S. Buah & Co., Inc., Seattle, Wash. FF-2045  
Royal Shipping Co., Long Island, N.Y., and Wall Shipping Co., Inc., Baltimore, Md. FF-2047  
Sea-Lanes Shipping Co., Inc., New York, N.Y., and Cavalier Shipping Co., Inc., Norfolk, Va. FF-2048  
John S. James, Savannah, Ga., and Judson Sheldon International, Los Angeles, Calif. FF-2049  
Paul Sustek Co., Philadelphia, Pa., and Karl Schroff & Associates, Inc., New York, N.Y. FF-2050  
Export Enterprises, Inc., Philadelphia, Pa., and New York, N.Y., and A & M Custom Brokers Co., Boston, Mass. FF-2051  
J. T. Steeb & Co., Inc., Portland, Oreg., and Guy B. Barham Co., Los Angeles, Calif. FF-2052  
The Hipage Co., Inc., Norfolk, Va., and M. A. Graser-Rothe, Cincinnati, Ohio. FF-2053  
Robert M. McCoy, Jacksonville, Fla., and Natural, Nydegger Transport Corp., New York, N.Y. FF-2055  
Argus Shipping Co., Inc., New York, N.Y., and J. S. Lipinski Co., Toledo, Ohio. FF-2056  
J. T. Steeb & Co., Inc., Portland, Oreg., and Oceanic Forwarding Co., San Francisco, Calif. FF-2059  
Peter A. Bernacki, Inc., Philadelphia, Pa., and James Loudon & Co., Inc., Los Angeles, Calif. FF-2061  
P. L. Kraemer & Co., New York, N.Y., and Mid-America Shipping Service, Chicago, Ill. FF-2062  
American Union Transport Forwarding, Inc., New York, N.Y., and General Shipping Co., Inc., Tampa, Fla. FF-2065

Chas. Kurz Co., Philadelphia, Pa., and Eljay Export Service Co., New York, N.Y. FF-2067  
D. Hauser, Inc., New York, N.Y., and John S. Connor, Inc., Baltimore, Md. FF-2068  
William H. Masson, Inc., Baltimore, Md., and Intra-Mar Shipping Corp., New York, N.Y. FF-2069  
William H. Masson, Inc., Baltimore, Md., and Export Service & Trading Co., New York, N.Y. FF-2070  
Samuel Shapiro & Co., Inc., Baltimore, Md., and V. G. Nahgang Co., Detroit, Mich. FF-2071  
Dumont Shipping Co., Inc., New York, N.Y., and Wedemann & Godknecht, Inc., Baltimore, Md. FF-2072  
J. T. Steeb & Co., Inc., Portland, Oreg., and Carmichael Forwarding Service, Los Angeles, Calif. FF-2073  
General Foreign Freight Forwarders, Norfolk, Va., and F. X. Coughlin Co., Detroit, Mich. FF-2077  
Export Service & Trading Co., New York, N.Y., and T. R. Speden, New Orleans, La. FF-2078  
Inge & Co., Inc., New York, N.Y., and Carlo International & Co., Fort Lauderdale, Fla. FF-2080  
Inge & Co., Inc., New York, N.Y., and Pistorino & Co., Boston, Mass. FF-2081  
The Hipage Co., Inc., Norfolk, Va., and Milton C. Merion, Philadelphia, Pa. FF-2082  
Argus Shipping Co., Inc., New York, N.Y., and Terra-Marine Shipping Co., San Francisco, Calif. FF-2085  
Luigi Serra, Inc., New York, N.Y., and John S. Connor, Inc., Baltimore, Md. FF-2086  
Mas International Corp., New York, N.Y., and The Cottman Co., Baltimore, Md. FF-2087  
Coastal Forwarders, Charleston, S.C., and P. John Hanrahan, Inc., New York, N.Y. FF-2089  
Export Service & Trading Co., New York, N.Y., and Godwin Shipping Co., Inc., Mobile, Ala. FF-2090  
W. O. Smith & Co., Inc., Norfolk, Va., and Hilton & Son, New York, N.Y. FF-2091  
Gallagher & Ascher Co., Chicago, Ill., and Intra-Mar Shipping Corp., New York, N.Y. FF-2093  
Wilfred Schade & Co., Inc., Newport News, Va., and G. Karmel Forwarding, Inc., New York, N.Y. FF-2097  
Sea-Lanes Shipping Co., Inc., New York, N.Y., and Paul Sustek Co., Philadelphia, Pa. FF-2098  
General Foreign Freight Forwarders, Norfolk, Va., and Schafer & Krebs, Inc., New York, N.Y. FF-2099  
Francesco Parisi, Inc., New York, N.Y., and Bevon International, Inc., Charleston, S.C. FF-2103  
International Expeditors, Inc., New York, N.Y., and Wm. R. Neal, Inc., Buffalo, N.Y. FF-2105  
Hudson Shipping Co., Inc., New York, N.Y., and Mader & Co., Miami, Fla. FF-2106  
Freedman & Slater, Inc., New York, N.Y., and C. L. Hutchins & Co., Inc., San Diego, Calif. FF-2107  
Allen Forwarding Co., Philadelphia, Pa., and La Salle International Freight Forwarding Corp., New York, N.Y. FF-2108  
Seaboard Forwarding Co., Inc., New York, N.Y., and Frederick Richards, Inc., Charleston, S.C. FF-2109  
Haras & Co., Inc., Jersey City, N.J., and Ellis Forwarding Co., Houston, Tex. FF-2110  
Chas. Kurz Co., Philadelphia, Pa., and Foreign Shipping Service, Inc., New York, N.Y. FF-2111

- Express Forwarding & Storage Co., Inc., New York, N.Y., and International Shipping Services, Inc., Houston, Tex. FF-2113
- Behring Shipping Co., Inc., New York, N.Y., and Carmichael Forwarding Service, Inc., Los Angeles, Calif. FF-2123
- F. V. Valdes & Co., Inc., San Francisco, Calif., and Al G. Wichterlich & Co., New Orleans, La. FF-2124
- Chas. Kurz Co., Philadelphia, Pa., and Correntino Shipping, Inc., New York, N.Y. FF-2128
- J. T. Steeb & Co., Inc., Portland, Oreg., and F. V. Valdes & Co., Inc., San Francisco, Calif. FF-2129
- Henry A. Weiss, Inc., Cincinnati, Ohio, and William R. Rowe, San Francisco, Calif. FF-2130
- International Expeditors, Inc., New York, N.Y., and Freedman & Slater, Inc., Albany, N.Y. FF-2133
- Wedemann & Godknecht, Inc., New York, N.Y., and M. E. Dey & Co., Inc., Milwaukee, Wis. FF-2134
- Inge & Co., Inc., New York, N.Y., and J. S. Lipinski Co., Toledo, Ohio. FF-2135
- John S. James, Savannah, Ga., and Wall Shipping, Washington, D.C. FF-2139
- E. Sidney Stockwell Co., Inc., Boston, Mass., and Eljay Export Service Co., New York, N.Y. FF-2138
- Leyden Shipping Corp., New York, N.Y., and Frederick Richards, Inc., Charleston, S.C. FF-2140
- W. O. Smith & Co., Inc., Norfolk, Va., and G. Karmel Forwarding Inc., New York, N.Y. FF-2142
- General Foreign Freight Forwarders, Norfolk, Va., and F. V. Marotta, Inc., New York, N.Y. FF-2143
- Tone Forwarding Corp., New York, N.Y., and William H. Masson, Inc., Baltimore, Md. FF-2144
- General Foreign Freight Forwarders, Norfolk, Va., and Wall Shipping Co., Inc., Baltimore, Md. FF-2145
- Frank P. Dow Co., Inc., San Francisco, Calif., and Milton C. Merion, Philadelphia, Pa. FF-2146
- The J. P. Fleisig Co., New York, N.Y., and Coastal Forwarders, Charleston, S.C. FF-2148
- The J. P. Fleisig Co., New York, N.Y., and Reedy Forwarding Co., Inc., Miami, Fla. FF-2149
- Chas. Kurz Co., Philadelphia, Pa., and Merit Shipping Co., New York, N.Y. FF-2150
- Seaway Forwarding Co., Cleveland, Ohio, and Milton C. Merion, Philadelphia, Pa. FF-2151
- Norton & Ellis, Norfolk, Va., and Sada Trading Co., New York, N.Y. FF-2152
- F. J. Herbelin Forwarding Co., Inc., Houston, Tex., and Hirschbach & Smith, Inc., New York, N.Y. FF-2153
- Rohner, Gehrig & Co., Inc., New York, N.Y., and W. D. Wall Traffic Service, San Jose, Calif. FF-2154
- Rohner, Gehrig & Co., Inc., New York, N.Y., and Chas. Kurz Co., Philadelphia, Pa. FF-2155
- Person & Weidhorn, Inc., New York, N.Y., and Frederick Richards, Inc., Charleston, S.C. FF-2156
- Chas. Kurz Co., Philadelphia, Pa., and Wilson's American Co., Inc., New York, N.Y. FF-2157
- G. S. Doyle Co., Inc., New York, N.Y., and The Hipage Co., Inc., Norfolk, Va. FF-2158
- G. S. Doyle Co., Inc., New York, N.Y., and Robert M. McCoy, Jacksonville, Fla. FF-2159
- J. D. Smith Inter-Ocean, Inc., New York, N.Y., and R. B. Comar, Inc., Charleston, S.C. FF-2160
- Cavaller Shipping Co., Inc., Norfolk, Va., and Samuel Godwin's Sons, New York, N.Y. FF-2161
- Samuel Shapiro & Co., Inc., Baltimore, Md., and Kersten Shipping Agency, Inc., New York, N.Y. FF-2162
- F. J. Herbelin Forwarding Co., Inc., Houston, Tex., and Berry & McCarthy Shipping Co., Inc., San Francisco, Calif. FF-2163
- Behring-South Ports Shipping, Inc., Houston, Tex., and Paul A. Boulo, Mobile, Ala. FF-2164
- The Cottman Co., Baltimore, Md., and Reney Forwarding Co., Inc., New York, N.Y. FF-2165
- F. V. Marotta, Inc., New York, N.Y., and Coastal Forwarders, Charleston, S.C. FF-2166
- F. V. Marotta, Inc., New York, N.Y., and John S. Connor, Inc., Baltimore, Md. FF-2167
- Wilson's American Forwarding Co., New York, N.Y., and Frank P. Dow Co., Inc., Washington, Oregon, and California. FF-2168
- Amersped, Inc., New York, N.Y., and Samuel Shapiro & Co., Inc., Baltimore, Md. FF-2169
- M. E. Dey & Co., Inc., Milwaukee, Wis., and Barr Shipping Co., Inc., New York, N.Y. FF-2171
- M. E. Dey & Co., Inc., Milwaukee, Wis., and Norman G. Jensen, Inc., Minneapolis, Minn. FF-2172
- Francesco Parisi, Inc., New York, N.Y., and Blaser & Mericle, Inc., Cleveland, Ohio. FF-2173
- William H. Masson, Inc., Baltimore, Md., and Academy Forwarding Corp., New York, N.Y. FF-2174
- Peter A. Bernacki, Inc., Philadelphia, Pa., and Latin American Cargo Expediter, Inc., Miami, Fla. FF-2175
- Ralph Valls, Corpus Christi, Tex., and Behring-South Ports Shipping, Inc., Houston, Tex. FF-2176
- Inge & Co., Inc., New York, N.Y., and Chase, Leavitt & Co., Portland, Maine. FF-2177
- General Foreign Freight Forwarders, Norfolk, Va., and Haras & Co., Inc., New York, N.Y. FF-2178
- J. D. Richardson Co., Detroit, Mich., and Pitt & Scott Corp., New York, N.Y. FF-2179
- J. S. Lipinski Co., Toledo, Ohio, and Hudson Shipping Co., Inc., New York, N.Y. FF-2180
- Dumont Shipping Co., Inc., New York, N.Y., and W. G. Carroll, Savannah, Ga. FF-2181
- Cavaller Shipping Co., Inc., Norfolk, Va., and D. Hauser, Inc., New York, N.Y. FF-2182
- Tomas Shipping Co., Inc., New York, N.Y., and R. G. Hobelmann & Co., Inc., Baltimore, Md. FF-2183
- W. R. Filbin & Co., Inc., Detroit, Mich., and D. C. Andrews & Co., Inc., New York, Illinois, Louisiana, Maryland, and Massachusetts. FF-2184
- F. V. Marotta, Inc., New York, N.Y., and Paul Sustek Co., Philadelphia, Pa. FF-2190
- Gallagher & Ascher Co., Chicago, Ill., and James Loudon & Co., Inc., Los Angeles, Calif. FF-2191
- International Expeditors, Inc., New York, N.Y., and John M. Brining, Mobile, Ala. FF-2192
- Paul Sustek Co., Philadelphia, Pa., and Forwarding Services, Inc., New York, N.Y. FF-2194
- International Expeditors, Inc., New York, N.Y., and Edward R. Bacon Grain Co., Portland, Maine. FF-2195
- Chas. Kurz Co., Philadelphia, Pa., and Safeway Shipping Co., Inc., New York, N.Y. FF-2196
- Safeway Shipping Co., Inc., New York, N.Y., and Frank P. Dow Co., Inc., Seattle, Wash., San Francisco, Calif., Los Angeles, Calif., and Portland, Oreg. FF-2197
- Express Forwarding & Storage Co., Inc., New York, N.Y., and Paul A. Boulo & Co., Mobile, Ala. FF-2198
- H. E. Schurig & Co. of Louisiana, New Orleans, La., and Transport Masters International, Inc., New York, N.Y. FF-2199
- Trade-Lanes Shipping Corp., New York, N.Y., and Virginia Shipping Co., Norfolk, Va. FF-2201
- W. O. Smith & Co., Inc., Norfolk, Va., and Cobal International, Inc., New York, N.Y. FF-2202
- Gallagher & Ascher Co., Chicago, Ill., and L. E. Coppersmith, Inc., Los Angeles, Calif. FF-2203
- Chas. Kurz Co., Philadelphia, Pa., and Transport Masters International, Inc., New York, N.Y. FF-2204
- International Expeditors, Inc., New York, N.Y., and Wilmington Shipping Co., Wilmington, N.C. FF-2205
- W. O. Smith & Co., Inc., New York, N.Y., and branches, and Transport Masters International, Inc., New York, N.Y. FF-2207
- Safeway Shipping Co., Inc., New York, N.Y., and Peter A. Bernacki, Inc., Philadelphia, Pa., and Schiller Park, Ill. FF-2210
- Ralph Valls, Corpus Christi, Tex., and Barts Forwarding Co., Inc., Brownsville, Tex. FF-2212
- Cavaller Shipping Co., Inc., Norfolk, Va., and A. P. Burstrom & Co., Inc., Detroit, Mich. FF-2220
- Virginia Shipping Co., Norfolk, Va., and Milton C. Merion, Philadelphia, Pa. FF-2221
- John H. Faunce, Inc., Philadelphia, Pa., and Wilmington Shipping Co., Wilmington, N.C. FF-2223
- Castelazo and Associates, Los Angeles, Calif., and Geo. S. Bush & Co., Inc., Portland, Oreg. FF-2225
- Castelazo and Associates, Los Angeles, Calif., and Geo. S. Bush & Co., Inc., Seattle, Wash. FF-2226
- Transport Masters International, Inc., New York, N.Y., and Robert L. Keller, Miami, Fla. FF-2227
- Heidi's, Inc., New York, N.Y., and W. R. Zanes & Co., Houston, Tex. FF-2228
- United Forwarders Service, Inc., New York, N.Y., and Dollif & Co., Inc., Boston, Mass. FF-2229
- M. E. Dey & Co., Inc., Milwaukee, Wis., and Nordstrom Freightling Corp., New York, N.Y. FF-2230
- M. E. Dey & Co., Inc., Milwaukee, Wis., and Intersped, Inc., and Gerhard & Hey Co., Inc., New York, N.Y. FF-2231
- Tomas Shipping Co., Inc., New York, N.Y., and Charleston Overseas Forwarders, Inc., Charleston, S.C. FF-2233
- Melsner Shipping Service, New York, N.Y., and Coastal Forwarders, Charleston, S.C. FF-2234
- Buckley & Co., New York, N.Y., and George W. Wise, Jr., Savannah, Ga. FF-2236
- Wilfred Schade & Co., Inc., Newport News, Va., and Carolina Forwarding Corp., Wilmington, N.C. FF-2238
- Argus Shipping Co., Inc., New York, N.Y., and Anderson Shipping Co., Savannah, Ga. FF-2240
- William H. Masson, Inc., Baltimore, Md., and A. J. De May & Co., Inc., New York, N.Y. FF-2241
- Coastal Forwarders, Charleston, S.C., and Hilton & Son, New York, N.Y. FF-2242
- Heidi's, Inc., New York, N.Y., and Pistorino & Co., Boston, Mass. FF-2243

- Tomas Shipping Co., Inc., New York, N.Y., and J. G. B. Williams, Inc., New Orleans, La. FF-2244
- J. S. Lipinski Co., Toledo, Ohio, and General Foreign Freight Forwarders, Norfolk, Va. FF-2245
- Almac Shipping Co., Inc., New York, N.Y., and General Foreign Freight Forwarders, Norfolk, Va. FF-2246
- A. F. Burstrom & Son, Inc., Detroit, Mich., and Express Forwarding & Storage Co., Inc., New York, N.Y. FF-2248
- Trade-Lanes Shipping Corp., New York, N.Y., and Mid-America Shipping Service, Chicago, Ill. FF-2249
- W. O. Smith & Co., Inc., New York, N.Y., and branches, Lunham & Reeve, Inc., New York, N.Y. FF-2250
- W. O. Smith & Co., Inc., New York, N.Y., and Smith & Kelly Co., Savannah, Ga. FF-2251
- J. S. Lipinski Co., Toledo, Ohio, and Barr Shipping Co., Inc., New York, N.Y. FF-2252
- Wedemann & Godknecht, Inc., New York, N.Y., and W. G. Carroll & Co., Inc., Atlanta and Savannah, Ga. FF-2253
- Karr, Ellis & Co., Inc., New York, N.Y., and Edward R. Bacon Grain Co., Portland, Maine. FF-2254
- Triangle Forwarding Corp., New York, N.Y., and Karl Schreff & Associates, Inc., Chicago, Ill. FF-2255

Morris Friedman & Co., Philadelphia, Pa., is party to the following agreements, the terms of which are identical. The other parties are:

- Master Shipping Agency, Inc., New York, N.Y. FF-2114
- Sear Forwarding Co., Inc., New York, N.Y. FF-2115
- Eljay Export Service Co., New York, N.Y. FF-2116
- Crystal Shipping Co., New York, N.Y. FF-2117
- Star Foreign Freight Forwarding, Inc., New York, N.Y. FF-2118
- Meyer Shipping Co., New York, N.Y. FF-2119
- Midland Pacific Shipping Co., New York, N.Y. FF-2120
- Argus Shipping Co., Inc., New York, N.Y. FF-2121
- Robbins Forwarding Co., New York, N.Y. FF-2132

Baker, Irons & Dockstader, Inc., New York, N.Y., is party to the following agreements, the terms of which are identical. The other parties are:

- Herbert B. Moller, Jacksonville, Fla. FF-2043
- Anderson Shipping Co., Savannah, Ga. FF-2044

Agreement FF-2060 between C. S. Greene & Co., Inc., Chicago, Ill., and Haras & Co., Jersey City, N.J., is a cooperative working arrangement whereunder forwarding and service fees are \$3.50 for Passing Shipper's Export declaration only; additional services (such as issuing dock receipts; tracing, etc.) as agreed; \$7.50 forwarding and service fee per ocean bill of lading. Ocean freight brokerage to be divided on the basis of 50 percent to Haras & Co., and 50 percent to C. S. Greene & Co., Inc.

Agreement FF-2131 between Peter A. Bernacki, Inc., New York, N.Y., and Schiller Park, Ill., and Marine Forwarding Co., Inc., New York, N.Y., is a cooperative working arrangement whereunder ocean freight brokerage is to be divided between the parties as agreed. This division of brokerage will be restricted to

those shipments handled on behalf of each other. Where only papers are presented on behalf of each other, no brokerage will be divided. Forwarding and service fees are subject to negotiation.

C. H. Powell Co., Inc., New York, N.Y., is party to the following agreements, the terms which are identical. The other parties are:

- J. E. Lowden & Co., San Francisco, Calif. FF-2054
- Coastal Forwarders, Charleston, S.C. FF-2057
- John H. Paunce, Inc., Philadelphia, Pa. FF-2058
- I. C. Harris & Co., Detroit, Mich. FF-2063
- Fillette, Green & Co., of Tampa, Tampa, Fla. FF-2064
- Palmetto Shipping Co., Charleston, S.C. FF-2126
- H. P. Lambert Co., Inc., of Louisiana, New Orleans, La. FF-2112

Sunshine Forwarders, Inc., Jacksonville, Fla., is party to the following agreements, the terms of which are identical. The other parties are:

- Hilton & Son, New York, N.Y. FF-2046
- Bernadine Shipping Co., Inc., New York, N.Y. FF-2079
- Nordstrom Freight Corp., New York, N.Y. FF-2094
- Fabius & Co., Inc., New York, N.Y. FF-2095
- Alonso Shipping Co., New Orleans, La. FF-2300
- Inter-Maritime Forwarding Co., Inc., New York, N.Y. FF-2239

Forwarding and service fees are to be as follows:

Bermuda and Nassau	\$2.50
All other countries:	
To pass completed export declarations	1.25
To pass completed bills of lading	1.25
To prepare or complete and pass export declarations	2.50
To prepare or complete and pass bills of lading	2.50
Preparation of Consul documents	5.00
Consular documents (at cost)	
Telephone calls, teletypes, or telegrams (at cost)	

Ocean freight brokerage is to be divided equally on a 50/50 basis between both parties.

Seaway Forwarding Co., Cleveland, Ohio, is party to the following agreements, the terms which are identical. The other parties are:

- Robbins Forwarding Co., New York, N.Y. FF-2074
- Argus Shipping Co., Inc., New York, N.Y. FF-2075
- Import & Export Service Co., Grand Rapids, Mich. FF-2076
- Inter-Maritime Forwarding Co., Inc., New York, N.Y. FF-2096

Daniel F. Young, Inc., New York, N.Y., is party to the following agreements, the terms which are identical. The other parties are:

- Karl Schreff & Associates, Inc., Chicago, Ill. FF-2084
- M. E. Dey & Co., Inc., Milwaukee, Wis. FF-2125
- Norman G. Jensen, Inc., Minneapolis, Minn. FF-2100
- The J. D. Richardson Co., Detroit, Mich. FF-2101
- Seaway Forwarding Co., Cleveland, Ohio. FF-2127
- Wm. R. Neal, Inc., Port Huron, Mich. FF-2170

Agreement FF-2066 between Franoren Shipping Corp., New York, N.Y., and

F. B. Vandegriff & Co., Inc., Philadelphia, Pa., is a cooperative working arrangement whereunder ocean freight brokerage is not to be divided between the parties.

Agreement FF-2136 between Trans International Forwarders, Inc., New York, N.Y., and Circle Forwarders, Inc., Detroit, Mich., is a cooperative working arrangement whereunder the sum of \$5.00 will be paid as a handling fee for each shipment. Freight compensation is to be retained by the originating forwarder.

Agreement FF-2137 between Trans International Forwarders, Inc., New York, N.Y., and Black & Geddes, Philadelphia, Pa., is a cooperative working arrangement whereunder the sum of \$2.00 will be paid as a handling fee for each shipment. Freight compensation is to be retained by the originating forwarders.

Agreement FF-2209 between Atlas Forwarding Co., Inc., New York, N.Y., and Stevens Shipping Co., Savannah, Ga., is a cooperative working agreement whereunder compensation received from ocean carriers in the form of freight brokerage shall not be shared by the parties. All compensation of this nature will be received only by the originating forwarder.

Silvey Shipping Co., Inc., New York, N.Y., is party to the following agreements, the terms which are identical. The other parties are:

- Lyons Export & Import, Inc., Chicago, Ill. FF-2213
- Ralph Valls, Corpus Christi, Tex. FF-2214
- Stone & Downer Co., Boston, Mass. FF-2215
- Heide & Co., Inc., Wilmington, N.C. FF-2216
- F. J. Herbelin Forwarding Co., Inc., Houston and Galveston, Tex. FF-2217
- Ellis Forwarding Co., Houston, Tex. FF-2218
- F. H. Shallus Co., Baltimore, Md. FF-2219

Agreement FF-2104 between Frontier Freight Forwarders, Inc., Miami, Fla., and G. Karmel Forwarding, Inc., New York, N.Y., is a cooperative working arrangement whereunder ocean freight brokerage is to be divided between the parties on a 50-percent basis for each of the parties. The division of brokerage will be restricted to those shipments handled on behalf of each other. Forwarding and service fees are subject to negotiation and agreement on each transaction.

Agreement FF-2193 between Carolina Forwarding Corp. (Party A), Wilmington, N.C., and Major Forwarding Co., Inc. (Party B), New York, N.Y., is a cooperative working arrangement whereunder party (b) agrees to pay party (a) \$3.00 for completing and processing export declarations. Ocean freight compensation is to be retained by party (b) who will perform the booking of the space.

Agreement FF-2208 between Terramar Shipping Co., Inc., New York, N.Y., and Coastal Forwarders, Charleston, S.C., is a cooperative working arrangement whereunder ocean freight is to be paid to the freight forwarder who receives the original freight forwarding instructions from the exporter. Forwarding and service fees are subject to negotiation and agreement.

Cosmos Shipping Co., Inc., New York, N.Y., is party to the following agreements, the terms which are identical. Forwarding and service fees are subject to negotiation and agreement on each transaction. Ocean freight brokerage to be retained by Cosmos Shipping Co., Inc. The other parties are:

Chas. Kurz Co., Philadelphia, Pa. FF-2211  
George W. Wise, Jr., Savannah, Ga. FF-2083  
Circle Forwarders, Inc., Detroit, Mich. FF-2237

Agreement FF-2247 between Almac Shipping Co., Inc., New York, N.Y., and Charleston Overseas Forwarders, Inc., Charleston, S.C., is a cooperative working arrangement whereunder forwarding and service fees are \$3.00 per shipment. Special services remain subject to negotiation and agreement on each transaction, depending upon the services performed. Ocean freight brokerage is to be divided between the parties as agreed, which agreement is to be based upon the extent of the contribution if any in obtaining and handling of the freight made by the party seeking participation. This division of brokerage is restricted to those shipments handled by the parties hereto on behalf of each other.

J. T. Steeb & Co., Inc., Portland, Oreg., is party to the following agreements, the terms which are identical. The other parties are:

L. E. Coppersmith, Inc., San Francisco, Calif. FF-2188  
James Loudon & Co., Inc., Los Angeles, Calif., and branches FF-2189

Wedemann & Godknecht, Inc., New York, N.Y., is party to the following agreements, the terms which are identical. The other parties are:

Southern Shipping Co., Savannah, Ga. FF-2185  
Smith & Kelly Co., Savannah, Ga. FF-2186

THOMAS LISI,  
Secretary.

JUNE 16, 1965.

[F.R. Doc. 65-6460; Filed, June 18, 1965; 8:47 a.m.]

## FEDERAL POWER COMMISSION

[Docket No. CP65-171 etc.]

### GREAT LAKES GAS TRANSMISSION CO. ET AL.

#### Order Setting for Hearing, Date of Hearing and Procedures

JUNE 11, 1965.

Regarding Great Lakes Gas Transmission Co., Midwestern Gas Transmission Co., Michigan Wisconsin Pipe Line Co., Docket Nos. CP65-171, CP65-172, CP65-173, CP65-349, CP65-350, CP65-351, CP65-357, CP65-358, CP65-359.

The above-docketed applications of Great Lakes Gas Transmission Co. (Great Lakes), Midwestern Gas Transmission Co. (Midwestern), and Michigan Wisconsin Pipe Line Co. (Michigan Wisconsin) have been tendered for filing and were the subject of Commission notices issued on January 4, 1965, May 11, 1965, and May 20, 1965, respectively. In essence both the Great Lakes applica-

tions on the one hand, and, the combined applications of Midwestern and Michigan Wisconsin on the other, seek authorization under sections 3 and 7 of the Natural Gas Act and under Executive Order 10485, for the construction, operation, maintenance, and connection of facilities at three separate locations on the international border between the United States and Canada for the importation and exportation of natural gas from and to Canada. The applications are more fully described in the notices mentioned above.

The applications tendered by Midwestern and Michigan Wisconsin are mutually exclusive with those tendered by Great Lakes and if acceptable for filing under our rules and regulations, must be consolidated for the purpose of holding comparative hearings. However, the applications tendered for filing by Michigan Wisconsin have been found to be deficient under our regulations.<sup>1</sup> Since the Midwestern filings are interdependent with Michigan Wisconsin's filings we are not, at this time, consolidating those applications with those of Great Lakes. We believe, however, that the existing deficiencies in the potentially competitive applications is not cause for delaying designating a hearing date on the Great Lakes applications. The Great Lakes applications have been on file (and accepted for filing) for a considerable period. The pendency of a motion filed with the Commission seeking to consolidate the Great Lakes applications with that of Northern Natural Gas Co. in Docket No. CP64-255 (Phase II) precluded the setting of a hearing date for the Great Lakes proposal. The aforesaid motion was disposed of by Commission Opinion No. 463, issued on June 2, 1965. While the hearing ordered herein is thus presently applicable to Great Lakes only, we are prescribing procedures applicable to all of the above-captioned applicants so as to avoid procedural delays in the event that the deficiencies in Michigan Wisconsin's applications are timely cured.

The Commission orders:

(A) Motions filed after June 23, 1965, seeking consolidation of applications with the instant proceeding will be denied except in extraordinary circumstances and for good cause shown and where to do so would not disrupt or delay the orderly procedure herein being ordered or have a resultant prejudicial effect on any applicant referred to in the instant order. However, in no event will we consolidate any application with the instant proceeding which is filed after June 23, 1965, and which seeks authority to serve some or all of the markets sought to be served by the instant applications or is otherwise competitive with said applications. In all other respects, § 157.11(a) of the Commission's regulation will be applicable to any such competitive applications filed after June 23, 1965.

(B) Any modification or supplement to any application herein mentioned or subsequently consolidated herewith, filed

<sup>1</sup> Commission letter of June 3, 1965, to Michigan Wisconsin.

after June 30, 1965, will be rejected except where to do so would not disrupt or delay the orderly procedure herein being ordered or have a resultant prejudicial effect on one or more of the other applicants. Nothing contained in this ordering paragraph shall be deemed diminutive of the Presiding Examiner's or the Commission's authority contained in § 1.11(b) of the Commission's rules of practice and procedure.

(C) Additional 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 and 1.10) on or before July 2, 1965.

(D) Applicants and all interveners in support of any of the instant applications will serve their direct presentations, to be relied upon at the hearing, by July 9, 1965, upon the Commission, the Commission's staff, all applicants herein, and upon all petitioners who have filed to intervene as of July 2, 1965, unless the Commission, by the time set for service of such testimony and exhibits, has issued an order denying certain petitioners' intervention.

(E) All applicants who may have filed a competitive application other than those mentioned in the instant order, or who filed a motion for consolidation of any other application with the instant proceeding on or prior to June 23, 1965, are hereby required to serve their direct presentation as provided in ordering paragraph (D) unless, by the time set for the service of testimony and exhibits, the Commission issues an order denying consolidation of any such applications.

(F) Similarly, all parties required to serve their testimony and exhibits under order paragraph (D) will also serve by said date copies of such testimony and exhibits on any party falling within the scope of ordering paragraph (E).

(G) Motions to strike any of the testimony and exhibits served in compliance with the foregoing paragraphs (D), (E), and (F), will be served on all parties mentioned in said paragraphs, the Commission, and the Commission's staff by July 21, 1965.

(H) Pursuant to the authority conferred on the Federal Power Commission by the Natural Gas Act and the Commission's rules of practice and procedure, a hearing will be held on July 27, 1965, at 10 a.m., e.d.s.t., in a Hearing Room of the Federal Power Commission, 441 G Street NW., Washington, D.C., respecting the matters set forth in the instant order or any other order issued in the instant proceeding prior to said date of hearing.

(I) The hearing set for the above date will commence with a formal prehearing conference. Consequently the presence of witnesses to adopt and sponsor testimony and exhibits, previously served, will not be required on said date. The Examiner, on the given date will, among other things usually disposed of during prehearing conferences,

(a) Entertain oral responses to the motions to strike previously filed.

(b) Identify for the record all testimony and exhibits.

(c) Explore the areas, if any, in which issues might be stipulated.

(d) Determine whether parties will agree to a waiver of cross-examination of any offered testimony thus eliminating the necessity of physically presenting a sponsoring witness for said testimony and/or exhibits.

(e) Rule upon all requests for additional information which may have been made, or which may be made on the date of hearing.

(J) On the basis of his evaluation of what will have transpired at the pre-hearing conference the Presiding Examiner will prescribe the procedures for the future course of the instant proceeding, taking appropriate steps to insure its earliest practical completion.

(K) The procedures set forth herein shall not be construed as a waiver of the Commission's right under § 157.13(c) to reject the applications of Michigan Wisconsin in the event that the deficiencies in its application are not cured within the time prescribed by the Commission's letter heretofore referred to.

By the Commission.

[SEAL] JOSEPH H. GUTRIDE,  
Secretary.

[F.R. Doc. 65-6447; Filed, June 18, 1965;  
8:45 a.m.]

[Docket No. E-7229]

#### IDAHO POWER CO.

#### Order Suspending Rate Filing and Providing for Hearing

JUNE 11, 1965.

Idaho Power Co. (Company), on May 14, 1965, tendered for filing pursuant to section 205 of the Federal Power Act, a proposed change in a rate schedule increasing Company's obligation to furnish service to Wells Rural Electric Co. (Wells) at 69 kv at Company's substation situated in Wells, Nev. The proffered change in rate schedule has been designated as Idaho Power Co.'s Supplement No. 1 to Rate Schedule FPC No. 31.

The proposed rate schedule would amend an earlier agreement of March 17, 1960 (Idaho Power Co.'s Rate Schedule No. 31), by increasing the Wells' contract demand at the Company's Wells, Nev., substation from 6,250 to 8,400 kw.

Prior to October 1960, the electric needs of Wells and Elko Lamoille Power Co. (Elko) were covered by those entities' own generating resources. Under agreements executed in March of 1960 by Company separately with Wells and Elko, Company undertook to build a 130-mile 138-kv line from its King substation in Idaho to Wells, Nev., and a 138/69-kv substation at Wells, Nev., solely to serve Elko and Wells.

Pursuant to § 5.5 of Company's Rate Schedule No. 31, Wells paid Company \$550,000 "connection charge" as its share of the cost of constructing the transmission line and substation. Wells obtained that sum under a 35-year loan from the Rural Electrification Administration. By letter of April 11, 1963, the Commission staff asked Company to explain the basis for the \$550,000 payment

by Wells as contrasted with the payment provision contained in Company's agreement with Elko (which by that time had been acquired by a corporation now called Nevada Power Co.). In reply by letter of May 21, 1963, Company informed the Commission staff that:

\*\*\* The load of the Wells company has increased from 594 kw in October 1960, their first month of service under the contract, to 2,380 kw in April 1963, and it is anticipated that their demand will approximate 3,000 kw during the ensuing year. Since under their normal load growth experience their demand in the next 10 years would approximate the 6,250 kw contracted for, and since the original term of the contract is for 15 years, a letter agreement has been submitted to the Wells company wherein the contract amount is increased to 8,400 kw, which was in accordance with the request of the Wells company.

Thereafter, Wells and Company on October 20, 1964, entered into an amendatory agreement (Company's Supplement No. 1 to its FPC Rate Schedule No. 31) increasing the initial capacity provided at the Wells substation for Wells from 2,500 kw to 4,000 kw and increasing the ultimate capacity provided for that customer at that point from 6,250 kw to 8,400 kw.

Subsequent to the filing of Company's Supplement No. 1 to its Rate Schedule 31, by letter of May 21, 1965, the staff by letter referred the agreement to Wells for any comment it wished to make. In reply by letter of May 28, 1965, the Manager of Wells stated:

For your information the amendment came about as follows: At the time the \$550,000.00 connection charge was agreed to it was estimated that it represented approximately one-fourth of the cost of the facilities to be installed and would entitle us to 6,250 kw. After the line was completed, we received a statement from Idaho Power Co. which showed that the \$550,000 more nearly represented one-third of the cost of the facilities. We wrote them stating that due to the line costing less than estimated that it appeared that we should be entitled to a refund of \$140,000.00 or increase in capacity as the \$550,000.00 was approximately one-third of the cost of the facilities.

We then received the amendment from Idaho Power Co. with no mention of possible refund. Due to conditions at the time it appeared that the increased capacity would be to our advantage so the amendment was approved.

We now wish to have your letter reviewed by the Board before further action is taken.

Supplement No. 1 to Company's Rate Schedule FPC No. 31 may have the effect of unduly restricting this Commission in carrying out its regulatory duties under the provisions of the Federal Power Act. Unless suspended by order of the Commission, that supplement will become effective pursuant to the provisions of the Federal Power Act on June 14, 1965. If Company's Supplement No. 1 to Rate Schedule FPC No. 31 were not suspended Wells might lose any remaining recourse under the Federal Power Act for requesting a refund of \$140,000 from Company in lieu of an increased capacity entitlement. Accordingly, we are hereby sus-

<sup>1</sup> Company's Rate Schedule FPC No. 31 extends through Dec. 31, 1975, and thereafter for 5-year periods unless terminated upon 1 year's prior notice.

pending Supplement No. 1 to Company's Rate Schedule FPC No. 31 for 1 day.

The Commission further finds:

In view of the foregoing, it is necessary and appropriate for the purposes of the Federal Power Act that the Commission, pursuant to the authority of that Act, particularly sections 205, 206, 303, and 309 thereof:

(1) To accept Supplement No. 1 to Idaho Power Co.'s Rate Schedule FPC No. 31 for filing to become effective on June 14, 1965;

(2) To enter upon a hearing concerning the lawfulness of Idaho Power Co.'s filed rate schedule as supplemented providing for service to Wells Rural Electric Co. in the manner provided in proposed Supplement No. 1 to Company's Rate Schedule FPC No. 31, and that the operation or effectiveness of such proposed supplemental rate schedule under the Federal Power Act be suspended and the use thereof deferred, all as hereinafter provided.

The Commission orders:

(A) A public hearing be held concerning the lawfulness of Company's Rate Schedule FPC No. 31 as supplemented by Supplement No. 1 thereto, at a time and place to be specified by notice of the Secretary.

(B) Pending such hearing and decision thereon, the operation under the Federal Power Act of the proffered rate schedule supplement referred to in paragraph (A) above, is suspended and the use thereof deferred until June 15, 1965. On that date, the proffered rate schedule supplement shall take effect in the manner prescribed by the Federal Power Act, subject to further order of the Commission.

(C) During the period of suspension Company's Rate Schedule FPC No. 31 on file with the Commission shall remain and continue in effect.

(D) Unless otherwise ordered by the Commission, Company shall not change the terms or provisions of its proffered rate schedule supplement referred to in paragraph (A) above until this proceeding has been disposed of, or until the period of suspension has expired.

(E) Notices of intervention or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C., 20426, in accordance with the Commission's rules of practice and procedure (18 CFR 1.8 or 1.37) on or before July 16, 1965.

By the Commission.

[SEAL] JOSEPH H. GUTRIDE,  
Secretary.

[F.R. Doc. 65-6448; Filed, June 18, 1965;  
8:45 a.m.]

[Docket No. RI65-475]

#### SHELL OIL CO.

#### Order Accepting Decreased Rate Filing

JUNE 11, 1965.

Shell Oil Co. (Shell), on May 13, 1965, submitted an amended rate increase filing under its FPC Gas Rate Schedule No. 126 proposing an increased rate of

21.05 cents instead of 23.05 cents per Mcf (both rates are inclusive of applicable tax reimbursement) for gas sold to Gas Gathering Corp. (Gas Gathering) from the Happytown Field, St. Martin Parish, south Louisiana. Gas Gathering resells the subject gas to Transcontinental Gas Pipe Line Corp. pursuant to its FPC Gas Rate Schedule No. 2. The previous rate increase filing, designated as Supplement No. 6 to Shell's FPC Gas Rate Schedule No. 126, was suspended in Docket No. RI65-475 until July 1, 1965, by the Commission's order issued January 29, 1965. The amended filing reflects a decrease of \$27,010 from the previously filed annual amount.

In view of Shell's prior rate increase, Gas Gathering would be entitled to increase its resale rate to 25.55 cents per Mcf, Shell's 23.05 cents per Mcf rate plus 2.5 cents service charge, and consequently exceeds the Commission's announced

triggering level of 23.55 cents per Mcf in south Louisiana. Shell states that it did not intend its increase to 23.05 cents per Mcf to exceed or be the basis of any other producer's rate to exceed such triggering level, and, to effectuate this intention, submitted this amended notice of change, reducing the aforesaid rate increase from 23.05 to 21.05 cents per Mcf.

Under the circumstances, we believe that Shell's decreased rate should be accepted for filing to become effective, subject to refund, upon the conclusion of the suspension period (July 1, 1965) for the previously filed rate increase in Docket No. RI65-475.

Shell requests waiver of the statutory notice period in order to permit its proposed rate decrease to become effective as of January 1, 1965. Good cause has not been shown for waiving the 30-day notice requirement provided in section 4(d) of the Natural Gas Act to per-

mit an earlier effective date for Shell's rate filing and such request is denied.

The Commission finds: It is necessary and proper in carrying out the provisions of the Natural Gas Act and the regulations thereunder to accept the notice of change listed in Appendix A hereto to become effective, subject to refund, upon the conclusion of the suspension period (July 1, 1965) for the previously filed rate increase in Docket No. RI65-475.

The Commission orders: The notice of change designated in Appendix A hereof is accepted for filing to become effective, subject to refund, upon the conclusion of the suspension period (July 1, 1965) for the previously filed rate increase in Docket No. RI65-475.

By the Commission.

[SEAL]

JOSEPH H. GUTEIDE,  
Secretary.

APPENDIX A

Docket No.	Respondent	Rate schedule No.	Supplement No.	Purchaser and producing area	Amount of annual decrease	Date filing tendered	Effective date	Date suspended until—	Cents per Mcf		Rate in effect subject to refund in docket No.
									Rate in effect	Proposed decreased rate	
RI64-475...	Shell Oil Co., 30 West 50th St., New York 20, N.Y., Attention: Mr. F. C. Sewart.	126	1 to 6	Gas Gathering Corp. (Happytown Field, St. Martin Parish, south La).	\$ (71,576)	5-13-65	* 2-1-65	7-1-65	7 15.75	*** 21.05	RI65-475

<sup>1</sup> Amends filing of Dec. 31, 1964, which is suspended in Docket No. RI65-475, until July 1, 1965.

<sup>2</sup> Reflects a decrease of \$27,010 annually from the previously reported amount of \$98,586.

<sup>3</sup> Upon expiration of statutory notice from Jan. 1, 1965. Previous filing suspended in Docket No. RI65-475 until July 1, 1965, 5 months from Feb. 1, 1965.

<sup>4</sup> Instant filing represents a fractured rate increase. Contractually entitled to file for a 7.3-cent per Mcf increase.

<sup>5</sup> Pressure base is 15,025 p.s.l.a.

<sup>6</sup> Includes applicable tax reimbursement.

<sup>7</sup> Settlement rate approved by Commission order issued Aug. 1, 1962, in Docket Nos. G-9446, et al.

[F.R. Doc. 65-6445; Filed, June 18, 1965; 8:45 a.m.]

## FEDERAL RESERVE SYSTEM COMMERCIAL AND SAVINGS BANK OF ST. CLAIR COUNTY

### Order Approving Consolidation of Banks

In the matter of the application of The Commercial and Savings Bank of St. Clair County for approval of consolidation with Yale State Bank.

There has come before the Board of Governors, pursuant to the Bank Merger Act of 1960 (12 U.S.C. 1828(c)), an application by The Commercial and Savings Bank of St. Clair County, St. Clair, Mich., a State member bank of the Federal Reserve System, for the Board's prior approval of the consolidation of that bank and Yale State Bank, Yale, Mich., under the charter and title of the former. As an incident to the consolidation, the sole office of Yale State Bank would be operated as a branch of The Commercial and Savings Bank of St. Clair County. Notice of the proposed consolidation, in form approved by the Board has been published pursuant to said Act.

Upon consideration of all relevant material in the light of the factors set forth in said Act, including reports furnished by the Comptroller of the Currency, the

Federal Deposit Insurance Corporation, and the Attorney General on the competitive factors involved in the proposed consolidation:

It is hereby ordered, For the reasons set forth in the Board's Statement<sup>1</sup> of this date, that said application be and hereby is approved: *Provided*, That said consolidation shall not be consummated (a) within 7 calendar days after the date of this order or (b) later than 3 months after said date.

Dated at Washington, D.C., this 14th day of June 1965.

By order of the Board of Governors.<sup>2</sup>

[SEAL] MERRITT SHERMAN,  
Secretary.

[F.R. Doc. 65-6444; Filed, June 18, 1965; 8:45 a.m.]

<sup>1</sup> Filed as part of the original document. Copies available upon request to the Board of Governors of the Federal Reserve System, Washington, D.C., 20551, or to the Federal Reserve Bank of Chicago. Dissenting statement of Governor Robertson also filed as part of the original document and available upon request.

<sup>2</sup> Voting for this action: Chairman Martin, and Governors Balderston, Shepardson, Mitchell, Daane, and Maisel. Voting against this action: Governor Robertson.

## SECURITIES AND EXCHANGE COMMISSION

[File No. 1-3421]

### CONTINENTAL VENDING MACHINE CORP.

#### Order Suspending Trading in Securities

JUNE 15, 1965.

The common stock, 10 cents par value, of Continental Vending Machine Corp., being listed and registered on the American Stock Exchange and having unlisted trading privileges on the Philadelphia-Baltimore-Washington Stock Exchange, and the 6 percent convertible subordinated debentures due September 1, 1976, being listed and registered on the American Stock Exchange, pursuant to provisions of the Securities Exchange Act of 1934; and

It appearing to the Securities and Exchange Commission that the summary suspension of trading in such securities on such Exchanges and otherwise than on a national securities exchange is required in the public interest and for the protection of investors:



It is ordered, Pursuant to sections 15 (c) (5) and 19(a) (4) of the Securities Exchange Act of 1934, that trading in such securities on the American Stock Exchange, the Philadelphia-Baltimore-Washington Stock Exchange and otherwise than on a national securities exchange be summarily suspended, this order to be effective for the period June 16, 1965, through June 25, 1965, both dates inclusive.

By the Commission.

[SEAL] ORVAL L. DuBOIS,  
Secretary.

[F.R. Doc. 65-6446; Filed, June 18, 1965;  
8:45 a.m.]

[812-1801]

### LAZARD FRERES & CO.

#### Notice of Filing of Application for Order Exempting Transaction Between Affiliated Persons

JUNE 17, 1965.

Notice is hereby given that Lazard Freres & Co. ("Lazard") 44 Wall Street, New York, N.Y., 10005, a registered broker-dealer under the Securities Exchange Act of 1934, has filed an application pursuant to section 17(b) of the Investment Company Act of 1940 ("Act") for an order of the Commission exempting from the provisions of section 17(a) of the Act a proposed transaction whereby Lazard may participate as one of a group of underwriters in a standby commitment with respect to the unsubscribed portion of an aggregate of about 300,000 shares of common stock of National Steel Corp. ("National") presently owned by The M. A. Hanna Co. ("Hanna"), a registered closed-end investment company, which shares will be offered by Hanna to its shareholders in a rights offering pursuant to a registration statement filed under the Securities Act of 1933. Section 17(a), as here pertinent, makes it unlawful for an affiliated person of a registered investment company, or an affiliated person of such a person, to sell to or buy from such company any security or property unless the Commission upon application grants an exemption from such prohibition, after finding that the terms of the proposed transaction are reasonable and fair and do not involve overreaching and that the proposed transaction is consistent with the policy of the registered investment company and the general purposes of the Act. All interested persons are referred to the application on file with the Commission for a statement of the representations made therein which are summarized below.

Lazard is an affiliated person of an affiliated person of Hanna under section 2(a) (3) of the Act. A partner of Lazard is a director of General Reinsurance Corp. Hanna owns more than 5 percent of the voting stock of General Reinsurance Corp.

The application states that it is understood that Hanna will enter into a standby commitment with a group of investment bankers with respect to the sale

to the general public of unsubscribed shares of National, and that Lazard anticipates that, in the ordinary course of business, it may be invited to participate in the distribution. The application further states that Lazard did not participate in any discussions or negotiations which led to the decision by Hanna to make the offering of National shares, and that the extent of Lazard's participation in the distribution, if any, cannot be determined at this time.

Lazard requests an exemption from section 17(a) to permit it, acting as one of a group of underwriters, to enter into a standby commitment with Hanna with respect to no more than 10 percent of all shares of National to be offered by Hanna to its shareholders and subject to the conditions that Lazard will not act as manager or co-manager of the underwriting group and will not receive or be allowed a rate of gross commission, spread or other compensation greater than the rate allowed any other underwriter participating in the distribution.

Notice is further given that any interested person may, not later than June 28, 1965, at 5:30 p.m. submit to the Commission in writing a request for a hearing on the matter accompanied by a statement as to the nature of his interest, the reason for such request and the issues of fact or law proposed to be controverted, or he may request that he be notified if the Commission shall order a hearing thereon. Any such communication should be addressed: Secretary, Securities and Exchange Commission, Washington, D.C., 20549. A copy of such request shall be served personally or by mail (air mail if the person being served is located more than 500 miles from the point of mailing) upon applicant at the address stated above. Proof of such service (by affidavit or in case of an attorney-at-law by certificate) shall be filed contemporaneously with the request. At any time after said date, as provided by Rule 0-5 of the rules and regulations promulgated under the Act, an order disposing of the application herein may be issued by the Commission upon the basis of the information stated in said application, unless an order for hearing upon said application shall be issued upon request or upon the Commission's own motion.

For the Commission (pursuant to delegated authority).

[SEAL] ORVAL L. DuBOIS,  
Secretary.

[F.R. Doc. 65-6512; Filed, June 18, 1965;  
8:49 a.m.]

## INTERSTATE COMMERCE COMMISSION

### FOURTH SECTION APPLICATIONS FOR RELIEF

JUNE 16, 1965.

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. 39848—*Grain and grain products from Kansas and Oklahoma points.* Filed by Chicago, Rock Island & Pacific Railroad Co. (No. 900), for itself and interested rail carriers. Rates on grain, also soybeans, wheat flour, and bulgur, in carloads, from specified points in Kansas and Oklahoma, to Mobile, Ala., Gulfport and Pascagoula, Miss. (for export).

Grounds for relief—Rate relationship. Tariff—Supplement 22 to Chicago, Rock Island & Pacific Railroad Co., tariff I.C.C. C-13743.

FSA No. 39849—*Proportional rates on corn and corn products to Kankakee, Ill.* Filed by Traffic Executive Association—Eastern Railroads, agent (E.R. No. 2784), for interested rail carriers. Rates on corn and corn products, in carloads, from points in Illinois on the Kankakee Belt Line branch of The New York Central Railroad Co., to Kankakee, Ill., applicable only on traffic destined to points in central, trunkline and New England territories.

Grounds for relief—Barge and motor-truck competition.

Tariffs—Supplement 42 to The New York Central Railroad Co., tariff I.C.C. 2382 and other schedules named in the application.

FSA No. 39850—*Fertilizer and fertilizer materials to points in Utah.* Filed by Southwestern Freight Bureau, agent (No. B-8738), for interested rail carriers. Rates on fertilizer, fertilizer compounds, fertilizer materials, superphosphate, and urea, in carloads, from points in southwestern territory, to points in Utah.

Grounds for relief—Market competition.

Tariff—Supplement 100 to Southwestern Freight Bureau, agent, tariff I.C.C. 4493.

FSA No. 39851—*Unground barytes to Natrum, W. Va.* Filed by Missouri Pacific Railroad Co. (No. 1133), for itself, and on behalf of The Baltimore & Ohio Railroad Co. Rates on barytes (not ground), not further processed than washed, jigged, tumbled, crushed, or decrepitated, in carloads, subject to minimum shipment of 350 tons of 2,000 pounds, in not more than five cars, from Lumlle and Potosi, Mo., to Natrum, W. Va.

Grounds for relief—Market competition.

Tariff—Supplement 3 to Missouri Pacific Railroad Co., tariff I.C.C. 341.

FSA No. 39853—*Iron or steel articles to Bay St. Louis, Miss.* Filed by Illinois Freight Association, agent (No. 288), for interested rail carriers. Rates on iron or steel articles, viz.: Plate or sheet, noibn, galvanized or plain, corrugated or not corrugated in carloads, from Granite City, Ill., to Bay St. Louis, Miss.

Grounds for relief—Reestablish rate relationship.

Tariff—Supplement 37 to Illinois Freight Association, agent, tariff I.C.C. 1033.

## AGGREGATE OF INTERMEDIATES

FSA No. 39852—*Unground barytes to Natrium, W. Va.* Filed by Missouri Pacific Railroad Co. (No. 1134), for interested rail carriers. Rates on barytes (not ground), not further processed than washed, jigged, tumbled, crushed, or decrepitated, in carloads, subject to min-

imum shipment of 350 tons of 2,000 pounds in not more than five cars, from Luntie and Potosi, Mo., to Natrium, W. Va.

Grounds for relief—Maintenance of depressed rates published to meet market competition without use of such rates as factors in constructing combination rates.

Tariff—Supplement 3 to Missouri Pacific Railroad Co., tariff I.C.C. 341.

By the Commission.

[SEAL]

BERTHA F. ARMES,  
Acting Secretary.

[P.R. Doc. 65-6458; Filed, June 18, 1965; 8:47 a.m.]

## CUMULATIVE LIST OF CFR PARTS AFFECTED—JUNE

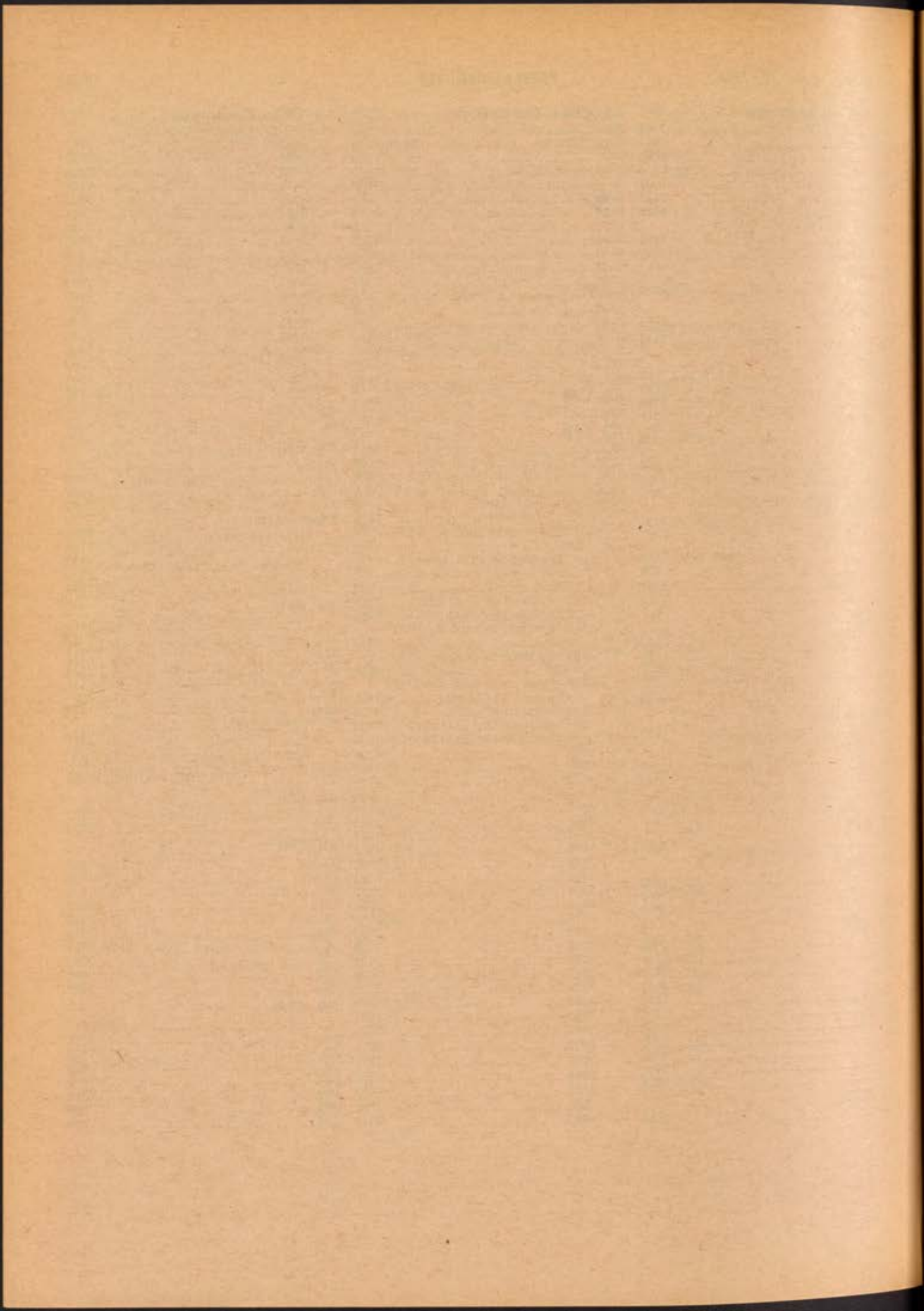
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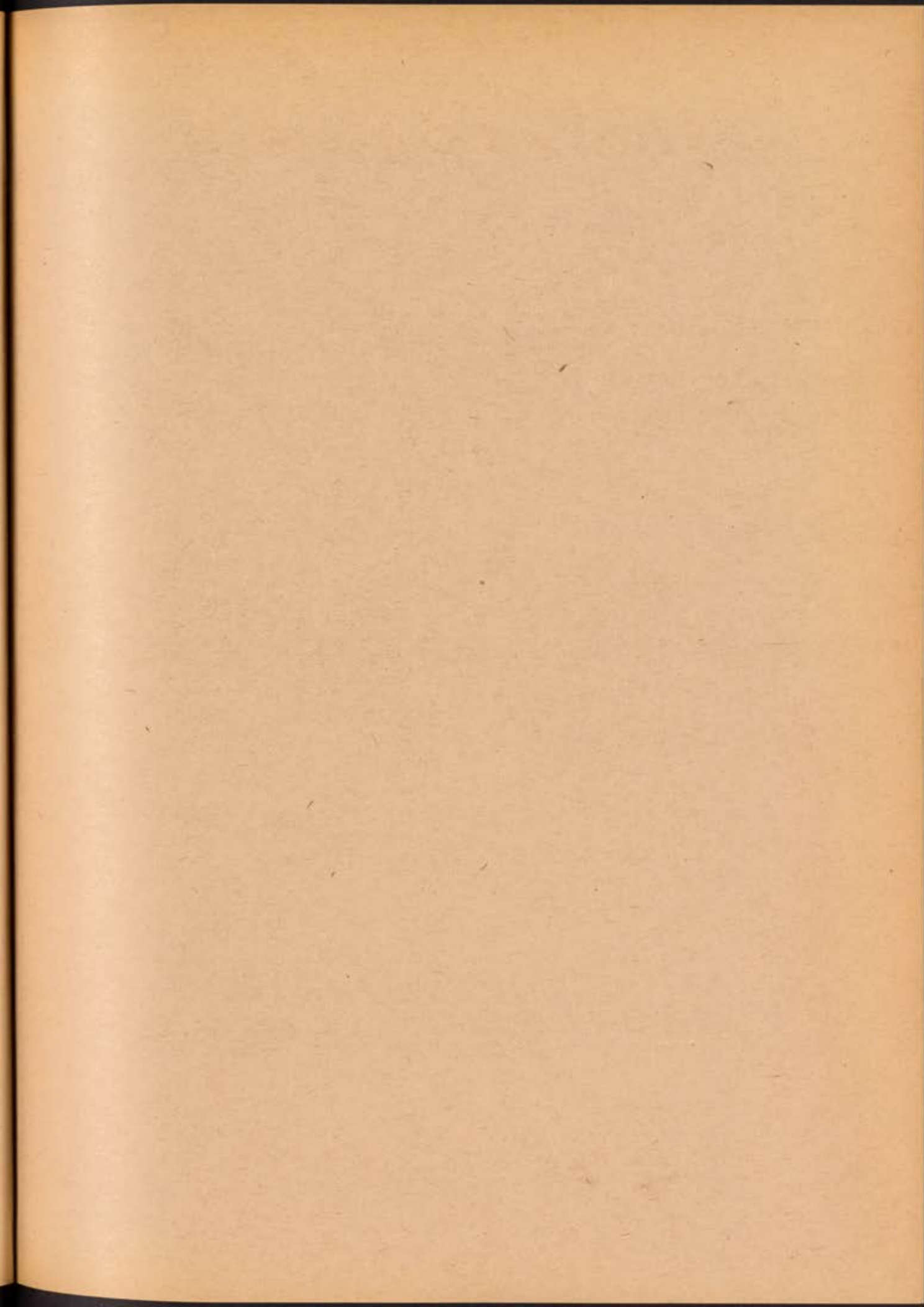
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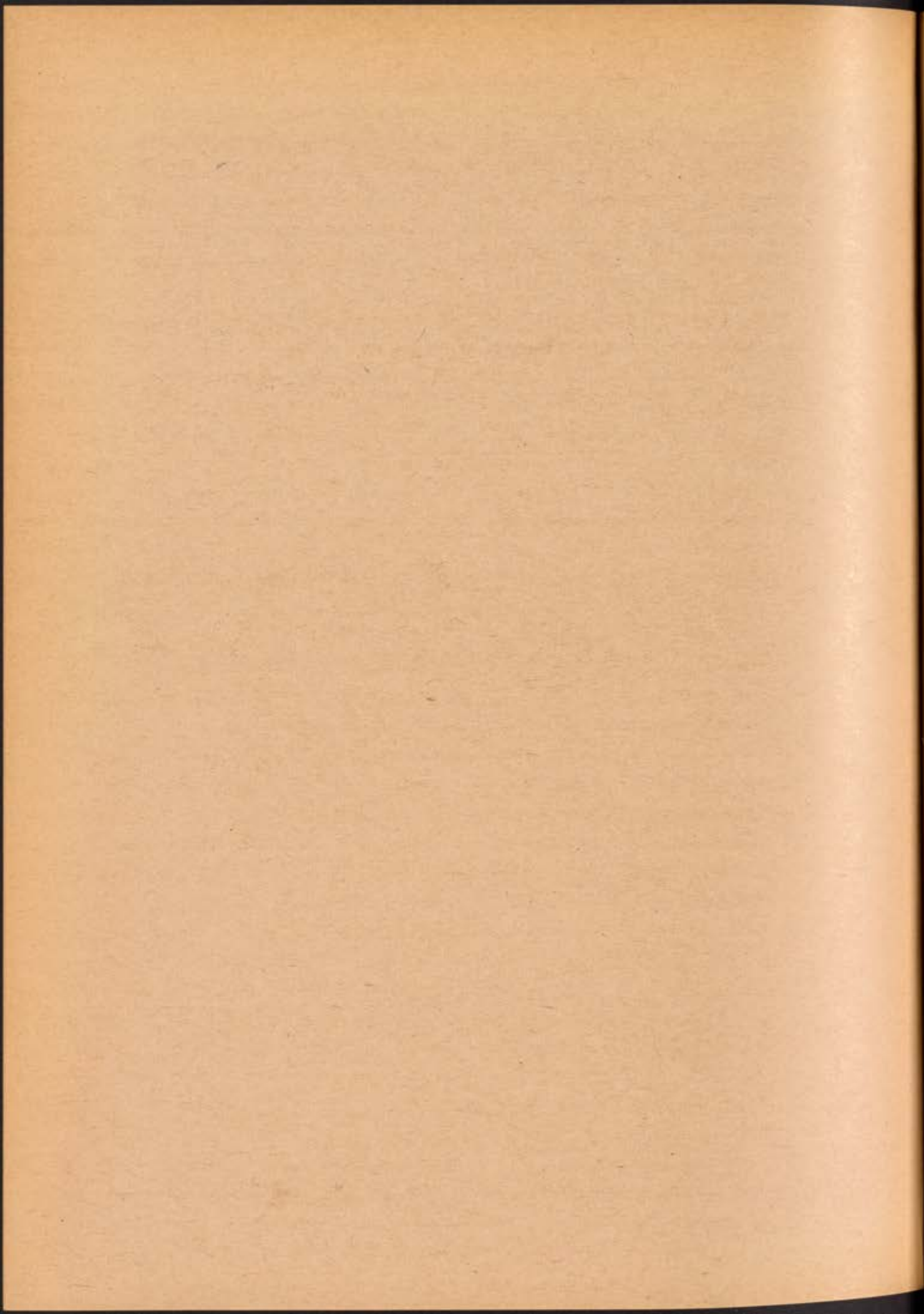
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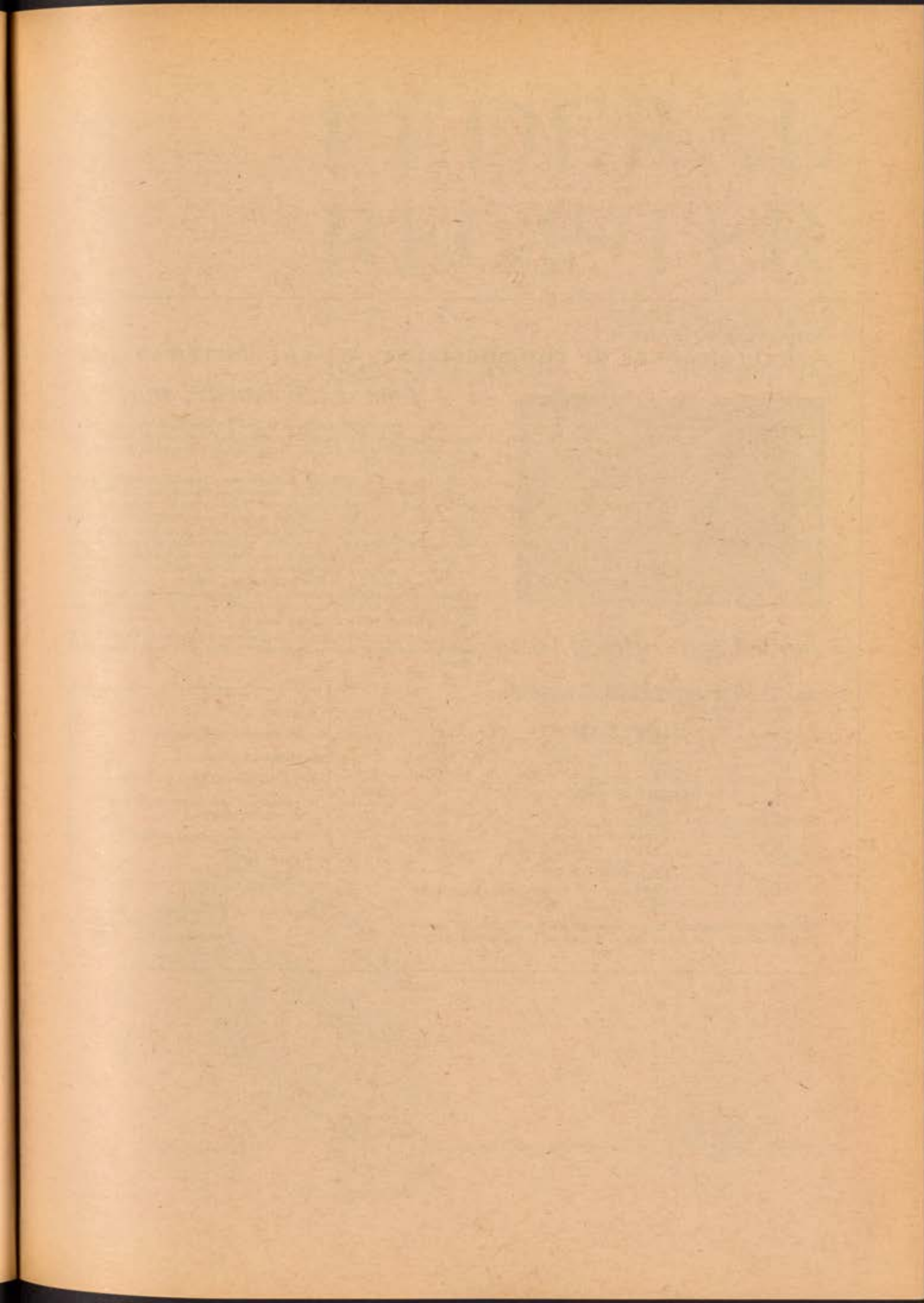
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