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Volume 78

UNITED STATES STATUTES AT LARGE

[88th Cong., 2d Sess.]

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Title 3—THE PRESIDENT

Executive Order 11246

EQUAL EMPLOYMENT OPPORTUNITY

Under and by virtue of the authority vested in me as President of the United States by the Constitution and statutes of the United States, it is ordered as follows:

PART I—NONDISCRIMINATION IN GOVERNMENT EMPLOYMENT

SECTION 101. It is the policy of the Government of the United States to provide equal opportunity in Federal employment for all qualified persons, to prohibit discrimination in employment because of race, creed, color, or national origin, and to promote the full realization of equal employment opportunity through a positive, continuing program in each executive department and agency. The policy of equal opportunity applies to every aspect of Federal employment policy and practice.

SEC. 102. The head of each executive department and agency shall establish and maintain a positive program of equal employment opportunity for all civilian employees and applicants for employment within his jurisdiction in accordance with the policy set forth in Section 101.

SEC. 103. The Civil Service Commission shall supervise and provide leadership and guidance in the conduct of equal employment opportunity programs for the civilian employees of and applications for employment within the executive departments and agencies and shall review agency program accomplishments periodically. In order to facilitate the achievement of a model program for equal employment opportunity in the Federal service, the Commission may consult from time to time with such individuals, groups, or organizations as may be of assistance in improving the Federal program and realizing the objectives of this Part.

SEC. 104. The Civil Service Commission shall provide for the prompt, fair, and impartial consideration of all complaints of discrimination in Federal employment on the basis of race, creed, color, or national origin. Procedures for the consideration of complaints shall include at least one impartial review within the executive department or agency and shall provide for appeal to the Civil Service Commission.

SEC. 105. The Civil Service Commission shall issue such regulations, orders, and instructions as it deems necessary and appropriate to carry out its responsibilities under this Part, and the head of each executive department and agency shall comply with the regulations, orders, and instructions issued by the Commission under this Part.

PART II—NONDISCRIMINATION IN EMPLOYMENT BY GOVERNMENT CONTRACTORS AND SUBCONTRACTORS

SUBPART A—DUTIES OF THE SECRETARY OF LABOR

SEC. 201. The Secretary of Labor shall be responsible for the administration of Parts II and III of this Order and shall adopt such rules and regulations and issue such orders as he deems necessary and appropriate to achieve the purposes thereof.

SUBPART B—CONTRACTORS' AGREEMENTS

SEC. 202. Except in contracts exempted in accordance with Section 204 of this Order, all Government contracting agencies shall include in every Government contract hereafter entered into the following provisions:

"During the performance of this contract, the contractor agrees as follows:

"(1) The contractor will not discriminate against any employee or applicant for employment because of race, creed, color, or national origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment, without regard to their race, creed, color, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion, or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the contracting officer setting forth the provisions of this nondiscrimination clause.

"(2) The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, creed, color, or national origin.

"(3) The contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice, to be provided by the agency contracting officer, advising the labor union or workers' representative of the contractor's commitments under Section 202 of Executive Order No. 11246 of September 24, 1965, and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

"(4) The contractor will comply with all provisions of Executive Order No. 11246 of Sept. 24, 1965, and of the rules, regulations, and relevant orders of the Secretary of Labor.

"(5) The contractor will furnish all information and reports required by Executive Order No. 11246 of September 24, 1965, and by the rules, regulations, and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records, and accounts by the contracting agency and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations, and orders.

"(6) In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations, or orders, this contract may be cancelled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts in accordance with procedures authorized in Executive Order No. 11246 of Sept. 24, 1965, and such other sanctions may be imposed and remedies involved as provided in Executive Order No. 11246 of September 24, 1965, or by rule, regulation, or order of the Secretary of Labor, or as otherwise provided by law.

"(7) The contractor will include the provisions of Paragraphs (1) through (7) in every subcontract or purchase order unless exempted by rules, regulations, or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order No. 11246 of Sept. 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the contracting agency may direct as a means of enforcing such provisions including sanctions for noncompliance: *Provided, however,* That in the event the contractor becomes involved in, or is threatened with, litigation with a subcontractor or vendor as a result of such direction by the contracting agency, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

SEC. 203. (a) Each contractor having a contract containing the provisions prescribed in Section 202 shall file, and shall cause each of his subcontractors to file, Compliance Reports with the contracting agency or the Secretary of Labor as may be directed. Compliance Reports shall be filed within such times and shall contain such information as to the practices, policies, programs, and employment policies, programs, and employment statistics of the contractor and each subcontractor, and shall be in such form, as the Secretary of Labor may prescribe.

(b) Bidders or prospective contractors or subcontractors may be required to state whether they have participated in any previous contract subject to the provisions of this Order, or any preceding similar Executive order, and in that event to submit, on behalf of themselves and their proposed subcontractors, Compliance Reports prior to or as an initial part of their bid or negotiation of a contract.

(c) Whenever the contractor or subcontractor has a collective bargaining agreement or other contract or understanding with a labor union or an agency referring workers or providing or supervising

apprenticeship or training for such workers, the Compliance Report shall include such information as to such labor union's or agency's practices and policies affecting compliance as the Secretary of Labor may prescribe: *Provided*, That to the extent such information is within the exclusive possession of a labor union or an agency referring workers or providing or supervising apprenticeship or training and such labor union or agency shall refuse to furnish such information to the contractor, the contractor shall so certify to the contracting agency as part of its Compliance Report and shall set forth what efforts he has made to obtain such information.

(d) The contracting agency or the Secretary of Labor may direct that any bidder or prospective contractor or subcontractor shall submit, as part of his Compliance Report, a statement in writing, signed by an authorized officer or agent on behalf of any labor union or any agency referring workers or providing or supervising apprenticeship or other training, with which the bidder or prospective contractor deals, with supporting information, to the effect that the signer's practices and policies do not discriminate on the grounds of race, color, creed, or national origin, and that the signer either will affirmatively cooperate in the implementation of the policy and provisions of this Order or that it consents and agrees that recruitment, employment, and the terms and conditions of employment under the proposed contract shall be in accordance with the purposes and provisions of the Order. In the event that the union, or the agency shall refuse to execute such a statement, the Compliance Report shall so certify and set forth what efforts have been made to secure such a statement and such additional factual material as the contracting agency or the Secretary of Labor may require.

SEC. 204. The Secretary of Labor may, when he deems that special circumstances in the national interest so require, exempt a contracting agency from the requirement of including any or all of the provisions of Section 202 of this Order in any specific contract, subcontract, or purchase order. The Secretary of Labor may, by rule or regulation, also exempt certain classes of contracts, subcontracts, or purchase orders (1) whenever work is to be or has been performed outside the United States and no recruitment of workers within the limits of the United States is involved; (2) for standard commercial supplies or raw materials; (3) involving less than specified amounts of money or specified numbers of workers; or (4) to the extent that they involve subcontracts below a specified tier. The Secretary of Labor may also provide, by rule, regulation, or order, for the exemption of facilities of a contractor which are in all respects separate and distinct from activities of the contractor related to the performance of the contract: *Provided*, That such an exemption will not interfere with or impede the effectuation of the purposes of this Order: *And provided further*, That in the absence of such an exemption all facilities shall be covered by the provisions of this Order.

SUBPART C—POWERS AND DUTIES OF THE SECRETARY OF LABOR AND THE CONTRACTING AGENCIES

SEC. 205. Each contracting agency shall be primarily responsible for obtaining compliance with the rules, regulations, and orders of the Secretary of Labor with respect to contracts entered into by such agency or its contractors. All contracting agencies shall comply with the rules of the Secretary of Labor in discharging their primary responsibility for securing compliance with the provisions of contracts and otherwise with the terms of this Order and of the rules, regulations, and orders of the Secretary of Labor issued pursuant to this Order. They are directed to cooperate with the Secretary of Labor and to furnish the Secretary of Labor such information and assistance as he may require in the performance of his functions under this Order. They are further directed to appoint or designate, from among the agency's personnel, compliance officers. It shall be the duty of such officers to seek compliance with the objectives of this Order by conference, conciliation, mediation, or persuasion.

SEC. 206. (a) The Secretary of Labor may investigate the employment practices of any Government contractor or subcontractor,

or initiate such investigation by the appropriate contracting agency, to determine whether or not the contractual provisions specified in Section 202 of this Order have been violated. Such investigation shall be conducted in accordance with the procedures established by the Secretary of Labor and the investigating agency shall report to the Secretary of Labor any action taken or recommended.

(b) The Secretay of Labor may receive and investigate or cause to be investigated complaints by employees or prospective employees of a Government contractor or subcontractor which allege discrimination contrary to the contractual provisions specified in Section 202 of this Order. If this investigation is conducted for the Secretary of Labor by a contracting agency, that agency shall report to the Secretary what action has been taken or is recommended with regard to such complaints.

SEC. 207. The Secretary of Labor shall use his best efforts, directly and through contracting agencies, other interested Federal, State, and local agencies, contractors, and all other available instrumentalities to cause any labor union engaged in work under Government contracts or any agency referring workers or providing or supervising apprenticeship or training for or in the course of such work to cooperate in the implementation of the purposes of this Order. The Secretary of Labor shall, in appropriate cases, notify the Equal Employment Opportunity Commission, the Department of Justice, or other appropriate Federal agencies whenever it has reason to believe that the practices of any such labor organization or agency violate Title VI or Title VII of the Civil Rights Act of 1964 or other provision of Federal law.

SEC. 208. (a) The Secretary of Labor, or any agency, officer, or employee in the executive branch of the Government designated by rule, regulation, or order of the Secretary, may hold such hearings, public or private, as the Secretary may deem advisable for compliance, enforcement, or educational purposes.

(b) The Secretary of Labor may hold, or cause to be held, hearings in accordance with Subsection (a) of this Section prior to imposing, ordering, or recommending the imposition of penalties and sanctions under this Order. No order for debarment of any contractor from further Government contracts under Section 209(a)(6) shall be made without affording the contractor an opportunity for a hearing.

SUBPART D—SANCTIONS AND PENALTIES

SEC. 209. (a) In accordance with such rules, regulations, or orders as the Secretary of Labor may issue or adopt, the Secretary or the appropriate contracting agency may:

(1) Publish, or cause to be published, the names of contractors or unions which it has concluded have complied or have failed to comply with the provisions of this Order or of the rules, regulations, and orders of the Secretary of Labor.

(2) Recommend to the Department of Justice that, in cases in which there is substantial or material violation or the threat of substantial or material violation of the contractual provisions set forth in Section 202 of this Order, appropriate proceedings be brought to enforce those provisions, including the enjoining, within the limitations of applicable law, of organizations, individuals, or groups who prevent directly or indirectly, or seek to prevent directly or indirectly, compliance with the provisions of this Order.

(3) Recommend to the Equal Employment Opportunity Commission or the Department of Justice that appropriate proceedings be instituted under Title VII of the Civil Rights Act of 1964.

(4) Recommend to the Department of Justice that criminal proceedings be brought for the furnishing of false information to any contracting agency or to the Secretary of Labor as the case may be.

(5) Cancel, terminate, suspend, or cause to be cancelled, terminated, or suspended, any contract, or any portion or portions thereof, for failure of the contractor or subcontractor to comply with the non-

discrimination provisions of the contract. Contracts may be cancelled, terminated, or suspended absolutely or continuance of contracts may be conditioned upon a program for future compliance approved by the contracting agency.

(6) Provide that any contracting agency shall refrain from entering into further contracts, or extensions or other modifications of existing contracts, with any noncomplying contractor, until such contractor has satisfied the Secretary of Labor that such contractor has established and will carry out personnel and employment policies in compliance with the provisions of this Order.

(b) Under rules and regulations prescribed by the Secretary of Labor, each contracting agency shall make reasonable efforts within a reasonable time limitation to secure compliance with the contract provisions of this Order by methods of conference, conciliation, mediation, and persuasion before proceedings shall be instituted under Subsection (a)(2) of this Section, or before a contract shall be cancelled or terminated in whole or in part under Subsection (a)(5) of this Section for failure of a contractor or subcontractor to comply with the contract provisions of this Order.

SEC. 210. Any contracting agency taking any action authorized by this Subpart, whether on its own motion, or as directed by the Secretary of Labor, or under the rules and regulations of the Secretary, shall promptly notify the Secretary of such action. Whenever the Secretary of Labor makes a determination under this Section, he shall promptly notify the appropriate contracting agency of the action recommended. The agency shall take such action and shall report the results thereof to the Secretary of Labor within such time as the Secretary shall specify.

SEC. 211. If the Secretary shall so direct, contracting agencies shall not enter into contracts with any bidder or prospective contractor unless the bidder or prospective contractor has satisfactorily complied with the provisions of this Order or submits a program for compliance acceptable to the Secretary of Labor or, if the Secretary so authorizes, to the contracting agency.

SEC. 212. Whenever a contracting agency cancels or terminates a contract, or whenever a contractor has been debarred from further Government contracts, under Section 209(a)(6) because of noncompliance with the contract provisions with regard to nondiscrimination, the Secretary of Labor, or the contracting agency involved, shall promptly notify the Comptroller General of the United States. Any such debarment may be rescinded by the Secretary of Labor or by the contracting agency which imposed the sanction.

SUBPART E—CERTIFICATES OF MERIT

SEC. 213. The Secretary of Labor may provide for issuance of a United States Government Certificate of Merit to employers or labor unions, or other agencies which are or may hereafter be engaged in work under Government contracts, if the Secretary is satisfied that the personnel and employment practices of the employer, or that the personnel, training, apprenticeship, membership, grievance and representation, upgrading, and other practices and policies of the labor union or other agency conform to the purposes and provisions of this Order.

SEC. 214. Any Certificate of Merit may at any time be suspended or revoked by the Secretary of Labor if the holder thereof, in the judgment of the Secretary, has failed to comply with the provisions of this Order.

SEC. 215. The Secretary of Labor may provide for the exemption of any employer, labor union, or other agency from any reporting requirements imposed under or pursuant to this Order if such employer, labor union, or other agency has been awarded a Certificate of Merit which has not been suspended or revoked.

Part III—Nondiscrimination Provisions in Federally Assisted Construction Contracts

Sec. 301. Each executive department and agency which administers a program involving Federal financial assistance shall require as a condition for the approval of any grant, contract, loan, insurance, or guarantee thereunder, which may involve a construction contract, that the applicant for Federal assistance undertake and agree to incorporate, or cause to be incorporated, into all construction contracts paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to such grant, contract, loan, insurance, or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance, or guarantee, the provisions prescribed for Government contracts by Section 203 of this Order or such modification thereof, preserving in substance the contractor's obligations thereunder, as may be approved by the Secretary of Labor, together with such additional provisions as the Secretary deems appropriate to establish and protect the interest of the United States in the enforcement of those obligations. Each such applicant shall also undertake and agree (1) to assist and cooperate actively with the administering department or agency and the Secretary of Labor in obtaining the compliance of contractors and subcontractors with those contract provisions and with the rules, regulations, and relevant orders of the Secretary, (2) to obtain and to furnish to the administering department or agency and to the Secretary of Labor such information as they may require for the supervision of such compliance, (3) to carry out sanctions and penalties for violation of such obligations imposed upon contractors and subcontractors by the Secretary of Labor or the administering department or agency pursuant to Part II, Subpart D, of this Order, and (4) to refrain from entering into any contract subject to this Order, or extension or other modification of such a contract with a contractor debarred from Government contracts under Part II, Subpart D, of this Order.

Sec. 302. (a) "Construction contract" as used in this Order means any contract for the construction, rehabilitation, alteration, conversion, extension, or repair of buildings, highways, or other improvements to real property.

(b) The provisions of Part II of this Order shall apply to such construction contracts, and for purposes of such application the administering department or agency shall be considered the contracting agency referred to therein.

(c) The term "applicant" as used in this Order means an applicant for Federal assistance or, as determined by agency regulation, other program participant, with respect to whom an application for any grant, contract, loan, insurance, or guarantee is not finally acted upon prior to the effective date of this Part, and it includes such an applicant after he becomes a recipient of such Federal assistance.

Sec. 303. (a) Each administering department and agency shall be responsible for obtaining the compliance of such applicants with their undertakings under this Order. Each administering department and agency is directed to cooperate with the Secretary of Labor, and to furnish the Secretary such information and assistance as he may require in the performance of his functions under this Order.

(b) In the event an applicant fails and refuses to comply with his undertakings, the administering department or agency may take any or all of the following actions: (1) cancel, terminate, or suspend in whole or in part the agreement, contract, or other arrangement with such applicant with respect to which the failure and refusal occurred; (2) refrain from extending any further assistance to the applicant under the program with respect to which the failure or refusal occurred until satisfactory assurance of future compliance has been received from such applicant; and (3) refer the case to the Department of Justice for appropriate legal proceedings.

(c) Any action with respect to an applicant pursuant to Subsection (b) shall be taken in conformity with Section 602 of the Civil Rights Act of 1964 (and the regulations of the administering department or agency issued thereunder), to the extent applicable. In no case shall action be taken with respect to an applicant pursuant to Clause (1) or (2) of Subsection (b) without notice and opportunity for hearing before the administering department or agency.

SEC. 304. Any executive department or agency which imposes by rule, regulation, or order requirements of nondiscrimination in employment, other than requirements imposed pursuant to this Order, may delegate to the Secretary of Labor by agreement such responsibilities with respect to compliance standards, reports, and procedures as would tend to bring the administration of such requirements into conformity with the administration of requirements imposed under this Order: *Provided*, That actions to effect compliance by recipients of Federal financial assistance with requirements imposed pursuant to Title VI of the Civil Rights Act of 1964 shall be taken in conformity with the procedures and limitations prescribed in Section 602 thereof and the regulations of the administering department or agency issued thereunder.

PART IV—MISCELLANEOUS

SEC. 401. The Secretary of Labor may delegate to any officer, agency, or employee in the Executive branch of the Government, any function or duty of the Secretary under Parts II and III of this Order, except authority to promulgate rules and regulations of a general nature.

SEC. 402. The Secretary of Labor shall provide administrative support for the execution of the program known as the "Plans for Progress."

SEC. 403. (a) Executive Orders Nos. 10590 (January 19, 1955), 10722 (August 5, 1957), 10925 (March 6, 1961), 11114 (June 22, 1963), and 11162 (July 28, 1964), are hereby superseded and the President's Committee on Equal Employment Opportunity established by Executive Order No. 10925 is hereby abolished. All records and property in the custody of the Committee shall be transferred to the Civil Service Commission and the Secretary of Labor, as appropriate.

(b) Nothing in this Order shall be deemed to relieve any person of any obligation assumed or imposed under or pursuant to any Executive Order superseded by this Order. All rules, regulations, orders, instructions, designations, and other directives issued by the President's Committee on Equal Employment Opportunity and those issued by the heads of various departments or agencies under or pursuant to any of the Executive orders superseded by this Order, shall, to the extent that they are not inconsistent with this Order, remain in full force and effect unless and until revoked or superseded by appropriate authority. References in such directives to provisions of the superseded orders shall be deemed to be references to the comparable provisions of this Order.

SEC. 404. The General Services Administration shall take appropriate action to revise the standard Government contract forms to accord with the provisions of this Order and of the rules and regulations of the Secretary of Labor.

SEC. 405. This Order shall become effective thirty days after the date of this Order.

LYNDON B. JOHNSON

THE WHITE HOUSE,
September 24, 1965.

[F.R. Doc. 65-10340; Filed, Sept. 24, 1965; 4:18 p.m.]

Executive Order 11247

PROVIDING FOR THE COORDINATION BY THE ATTORNEY GENERAL OF ENFORCEMENT OF TITLE VI OF THE CIVIL RIGHTS ACT OF 1964

WHEREAS the Departments and agencies of the Federal Government have adopted uniform and consistent regulations implementing Title VI of the Civil Rights Act of 1964 and, in cooperation with the President's Council on Equal Opportunity, have embarked on a coordinated program of enforcement of the provisions of that Title;

WHEREAS the issues hereafter arising in connection with coordination of the activities of the departments and agencies under that Title will be predominantly legal in character and in many cases will be related to judicial enforcement; and

WHEREAS the Attorney General is the chief law officer of the Federal Government and is charged with the duty of enforcing the laws of the United States:

NOW, THEREFORE, by virtue of the authority vested in me as President of the United States by the Constitution and laws of the United States, it is ordered as follows:

SECTION 1. The Attorney General shall assist Federal departments and agencies to coordinate their programs and activities and adopt consistent and uniform policies, practices, and procedures with respect to the enforcement of Title VI of the Civil Rights Act of 1964. He may promulgate such rules and regulations as he shall deem necessary to carry out his functions under this Order.

SEC. 2. Each Federal department and agency shall cooperate with the Attorney General in the performance of his functions under this Order and shall furnish him such reports and information as he may request.

SEC. 3. Effective 30 days from the date of this Order, Executive Order No. 11197 of February 5, 1965, is revoked. Such records of the President's Council on Equal Opportunity as may pertain to the enforcement of Title VI of the Civil Rights Act of 1964 shall be transferred to the Attorney General.

SEC. 4. All rules, regulations, orders, instructions, designations and other directives issued by the President's Council on Equal Opportunity relating to the implementation of Title VI of the Civil Rights Act of 1964 shall remain in full force and effect unless and until revoked or superseded by directives of the Attorney General.

LYNDON B. JOHNSON

THE WHITE HOUSE,
September 24, 1965.

[F.R. Doc. 65-10341; Filed, Sept. 24, 1965; 4:18 p.m.]

Rules and Regulations

Title 7—AGRICULTURE

Subtitle A—Office of the Secretary

PART 1—ADMINISTRATIVE REGULATIONS

Subpart G—Procedure for Contract Appeals

DELETION OF SUBPART

Subpart G—Procedure for Contract Appeals is deleted. This material is published as Title 41 CFR, Subtitle A, Chapter 4, Part 4–50 Disputes and Appeals Policy and Procedure.

Done at Washington, D.C., this 21st day of September 1965.

JOSEPH M. ROBERTSON,
Assistant Secretary for Administration, U.S. Department of Agriculture.

[F.R. Doc. 65-10199; Filed, Sept. 24, 1965; 8:47 a.m.]

Chapter IV—Federal Crop Insurance Corporation, Department of Agriculture

PART 409—ARIZONA-DESERT VALLEY CITRUS CROP INSURANCE

Subpart—Regulations for the 1965 and Succeeding Crop Years

APPENDIX—COUNTIES DESIGNATED FOR CITRUS CROP INSURANCE

Pursuant to authority contained in § 409.1 of the above-identified regulations, the following counties have been designated for citrus crop insurance for the 1965 crop year.

ARIZONA

Maricopa. Yuma.

(Secs. 506, 516, 52 Stat. 73, as amended, 77, as amended; 7 U.S.C. 1506, 1516)

[SEAL] JACK H. MORRISON,
Acting Manager.

[F.R. Doc. 65-10278; Filed, Sept. 27, 1965; 8:48 a.m.]

Chapter VII—Agricultural Stabilization and Conservation Service (Agricultural Adjustment), Department of Agriculture

SUBCHAPTER B—FARM MARKETING QUOTAS AND ACREAGE ALLOTMENTS

[Amdt. 5]

PART 730—RICE

Subpart—Rice Marketing Quota Regulations for 1964 and Subsequent Crop Years

ISSUANCE OF MARKETING CARDS

The amendment herein is issued under and in accordance with the provisions of the Agricultural Adjustment Act of 1938, as amended.

The purpose of this amendment is to provide for the issuance of rice marketing cards to the farm operator or to the farm operator and another producer jointly, except that if the county office manager determines that the operator has no interest in the rice produced on the farm, the marketing card may be issued to the interested producer.

Since rice is being harvested in some parts of the rice-producing areas and marketing cards are being issued, it is important that this amendment be issued and made effective as soon as possible. Accordingly, it is hereby found that compliance with the notice, public procedure, and effective date provisions of section 4 of the Administrative Procedure Act (5 U.S.C. 1003), is unnecessary and contrary to the public interest, and this amendment shall become effective as provided herein.

Section 730.1567 is amended:

1. By adding at the end of paragraph (a)(1) the following sentence: "Marketing cards shall be issued to the farm operator or to the farm operator and another producer jointly, except that if the county office manager determines that the operator has no interest in the rice produced on the farm, the marketing card may be issued to the interested producer."

2. By changing the first sentence of paragraph (a)(2) to read: "Each marketing card shall be serially numbered and shall show the serial number of the farm, the name and address of the producer to whom issued, the name and address of the county office, and the actual or facsimile signature of the county office manager."

Effective date. Date of publication in the FEDERAL REGISTER.

(Secs. 356, 372, 375, 52 Stat. 62, as amended, 65, as amended, 66, as amended; 7 U.S.C. 1356, 1372, 1375)

Signed at Washington, D.C., on September 22, 1965.

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

[F.R. Doc. 65-10262; Filed, Sept. 27, 1965; 8:47 a.m.]

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

SUBCHAPTER B—SUGAR REQUIREMENTS AND QUOTAS

[Sugar Reg. 811, Amdt. 5]

PART 811—CONTINENTAL SUGAR REQUIREMENTS AND AREA QUOTAS

Requirements, Quotas and Quota Deficits for 1965

Basis and purpose and statement of bases and considerations. The purpose of this amendment to Sugar Regulation 811 (29 F.R. 18149, 30 F.R. 2206, 2397, 4314 and 10183) is to revise the determination of sugar requirements for the calendar year 1965 and to establish quotas, prorations, and direct-consumption limits thereof consistent with such requirements pursuant to the Sugar Act of 1948, as amended (61 Stat. 922), hereinafter referred to as the "Act".

Section 201 of the Act requires that the Secretary shall revise the determination of sugar requirements at such times during the calendar year as may be necessary. It now appears necessary to increase the estimate of requirements for the calendar 1965 by 100,000 short tons, raw value, to a total of 9,300,000 short tons, raw value.

The quota for Hawaii is increased pursuant to section 202(a)(2)(B) of the Act because their 1964 crop production resulted in there being 26,753 tons of sugar available for marketing in excess of the quota for that area. At the level of requirements of 9,300,000 short tons, raw value, Hawaii's quota is limited to the level they would have received prior to the date of the Sugar Act Amendments of 1962.

Effective date. This action increases the quotas for foreign countries other than the Republic of the Philippines by 87,509 short tons, raw value, and increases the quota for Hawaii by 12,491 short tons, raw value. In order to promote orderly marketing, it is essential that all persons selling and purchasing sugar for consumption in the United States be able as soon as possible to make plans based on changes in marketing opportunities. Therefore, it is hereby determined and found that compliance with the notice, procedure, and effective date requirements of the Administrative Procedure Act is unnecessary, impracticable and contrary to the public interest and the amendment herein shall become effective when filed for public inspection in the Office of the Federal Register.

By virtue of the authority vested in the Secretary of Agriculture by the Act, Part 811 of this chapter is hereby amended, by amending §§ 811.30, 811.31, and 811.33 as follows:

1. Section 811.30 is amended to read as follows:

§ 811.30 Sugar requirements, 1965.

The amount of sugar needed to meet the requirements of consumers in the continental United States for the calendar year 1965 is hereby determined to be 9,300,000 short tons, raw value.

2. Section 811.31 is amended by amending paragraph (a)(1) to read as follows:

§ 811.31 Quotas for domestic areas.

(a)(1) For the calendar year 1965 domestic area quotas limiting the quantities of sugar which may be brought into or marketed for consumption in the continental United States are estab-

lished, pursuant to section 202(a) of the Act, in column (1) and the amounts of such quotas for offshore areas that may be filled by direct-consumption sugar are established, pursuant to section 207 of the Act, in column (2), as follows:

Area	Quotas (short tons, raw value) (1)	Direct-consumption limits (short tons, raw value) (2)
Domestic Beet Sugar	2,650,000	No limit
Mainland Cane Sugar	895,000	No limit
Hawaii	1,127,970	31,806
Puerto Rico	1,140,000	139,500
Virgin Islands	15,232	0

* * * * *

3. Section 811.33 is amended by amending paragraphs (c)(1) and (d) to read as follows:

§ 811.33 Quotas for foreign countries.

* * * * *

(c)(1) For the calendar year 1965 the quota for foreign countries, other than the Republic of the Philippines, totaling 2,421,798 short tons, raw value, is hereby prorated, subject to limitations set forth in subparagraph (2) of this paragraph, to individual countries as follows:

Country	Short tons, raw value
Argentina	68,367
Australia	200,307
Belgium	1,937
Brazil	237,118
British Honduras	4,505
British West Indies	130,874
China	72,436
Colombia	30,103
Costa Rica	37,393
Dominican Republic	413,256
Ecuador	53,037
El Salvador	18,575
Fiji Islands	48,823
France	6,103
French West Indies	46,014
Guatemala	37,635
Haiti	19,907
India	103,919
Ireland	2,398
Malagasy Republic	7,871
Mauritius	16,008
Mexico	418,341
Nicaragua	43,520
Panama	15,548
Peru	257,946
Reunion	2,373
South Africa	103,852
Southern Rhodesia	9,542
Swaziland	9,648
Turkey	1,574
Venezuela	2,858
Total	2,421,798

* * * * *

(d) For the calendar year 1965, the quantity of each proration established in paragraph (c) of this section that may be filled by direct-consumption sugar pursuant to sections 207(e) and 403(a) of the Act is as follows:

Country	Short tons, raw value
Ireland	2,398
Panama	3,817
Belgium	182

* * * * *

(Sec. 403, 61 Stat. 932, 7 U.S.C. 1153)

Issued at Washington, D.C., this 22d day of September 1965.

JOHN A. SCHNITTKER,
Acting Secretary.

[F.R. Doc. 65-10213; Filed, Sept. 24, 1965; 8:49 a.m.]

Title 8—ALIENS AND NATIONALITY

Chapter I—Immigration and Naturalization Service, Department of Justice

PART 212—DOCUMENTARY REQUIREMENTS: NONIMMIGRANTS; WAIVERS; ADMISSION OF CERTAIN INADMISSIBLE ALIENS; PAROLE

Section 212(d)(3) Applications

The following amendments to Chapter I of Title 8 of the Code of Federal Regulations are hereby prescribed:

Section 212.4 *Applications for the exercise of discretion under section 212(d)(3)* is amended in the following respects:

1. The headnote to paragraph (a) is amended to read as follows: "*Applications under section 212(d)(3)(A).*"

2. The headnote to paragraph (b) is amended to read as follows: "*Applications under section 212(d)(3)(B).*"

3. The first sentence of paragraph (b) is amended to read as follows: "An application for the exercise of discretion under section 212(d)(3)(B) of the Act shall be submitted on Form I-192 to the district director in charge of the applicant's intended port of entry prior to the applicant's arrival in the United States."

4. The seventh sentence of paragraph (b) is amended to read as follows: "If the application is made at the time of the applicant's arrival to the district director at a port of entry, the applicant shall establish that he was not aware of the ground of inadmissibility and that it could not have been ascertained by the exercise of reasonable diligence, and he shall be in possession of a passport and visa, if required, or have been granted a waiver thereof."

5. Paragraph (c) is amended to read as follows:

(c) *Terms of authorization.* Each authorization under section 212(d)(3)(A) or (B) of the Act shall specify (1) the reasons for inadmissibility and each section of law under which the alien is inadmissible; (2) each port at which each entry is permitted; (3) the intended date of each arrival; (4) the length of each stay authorized in the United States; (5) the purpose of each stay; (6) the number of entries for which the authorization is valid; (7) the date to which the authorization is valid for application for admission at ports of entry in the United States; and (8) the justification for exercising the authority contained in section 212(d)(3) of the Act. If the consular officer has recommended the issuance of the authorization valid for multiple entries rather than for a specified number of entries, and it is determined that the circumstances justify the issuance of the authorization valid for multiple entries, the information required by subparagraphs (2), (3), and (4) of this paragraph shall be specified only with respect to the initial entry. Subparagraphs (2) and (3) of this paragraph do not apply to a bona fide crewman. Authorizations granted to crewmen may be valid for a maximum period of two years for applications for admission at United States ports of entry and may be valid for multiple entries. All other authorizations shall be valid for a maximum period of six months for applications for admission at United States ports of entry and shall be valid only for the number of entries justified. The period for which the alien's admission is authorized pursuant to subparagraph (4) of this paragraph shall not exceed the period justified, subject to the limitations specified in Part 214 of this chapter for each class of nonimmigrants. Each authorization shall specify that it is subject to revocation at any time.

6. The last sentence of paragraph (e) *Action upon alien's arrival* is amended to read as follows: "When admitting any alien who has been granted the benefits of section 212(d)(3)(B) of the Act, the immigration officer shall note on the arrival-departure record, Form I-94, or crewman's landing permit, Form I-95, issued to the alien, the conditions and limitations imposed in the authorization."

(Sec. 103, 66 Stat. 173; 8 U.S.C. 1103)

This order shall be effective on the date of its publication in the FEDERAL REGISTER. Compliance with the provisions of section 4 of the Administrative Procedure Act (60 Stat. 238; 5 U.S.C. 1003) as to notice of proposed rule making and delayed effective date is unnecessary in this instance because the rules prescribed by the order are clarifying in nature and relate to agency procedure.

Dated: September 22, 1965.

RAYMOND F. FARRELL,
Commissioner of Immigration and Naturalization.

[F.R. Doc. 65-10265; Filed, Sept. 27, 1965; 8:48 a.m.]

Title 31—MONEY AND FINANCE: TREASURY

Chapter II—Fiscal Service, Department of the Treasury

SUBCHAPTER C—OFFICE OF THE TREASURER OF THE UNITED STATES

[Department Circular No. 21 (Rev.)]

PART 360—INDORSEMENT AND PAYMENT OF CHECKS DRAWN ON TREASURER OF THE UNITED STATES

Deceased Payees

Part 360, Subchapter C, Chapter II, Title 31 of the Code of Federal Regula-

tions of the United States (appearing also as Treasury Department Circular No. 21 (Revised), 11 F.R. 9848, September 7, 1946, as amended) is hereby amended by the addition immediately following paragraph (b) of § 360.4 of a new paragraph to read as follows:

§ 360.4 Deceased payees.

* * * * *

(c) A Social Security benefit check issued jointly to two or more individuals of the same family shall, upon the death of one of the joint payees prior to the negotiation of such check, be returned to the Social Security District Office. That office may authorize the payment of the check to the surviving payee or payees by the placement on the face of the check of a stamped legend signed by an official of the Social Security Administration redesignating such survivor or survivors as the payee of the check. A check bearing such stamped legend, signed by the official of the Social Security Administration, may be indorsed and negotiated by the person or persons named as if such check originally had been drawn payable to such payee.

(Sec. 330, 79 Stat. 401; 42 U.S.C. 405(n))

Dated: September 27, 1965.

[SEAL] JOHN K. CARLOCK,
Fiscal Assistant Secretary.

[F.R. Doc. 65-10215; Filed, Sept. 27, 1965; 8:45 a.m.]

Title 14—AERONAUTICS AND SPACE

Chapter I—Federal Aviation Agency

SUBCHAPTER C—AIRCRAFT

[Docket No. 6931; Amdt. 39-141]

PART 39—AIRWORTHINESS DIRECTIVES

Vickers Viscount Models 744, 745D and 810 Series Airplanes

There have been failures of the main landing gear retraction jack attachment bolt that could prevent the main landing gear from being locked in the down position. Since this condition is likely to exist or develop in other airplanes of the same type design, an airworthiness directive is being issued to require inspection of the attachment bolts and replacement as necessary on the subject airplanes.

As a situation exists which demands immediate adoption of this regulation, it is found that notice and public procedure hereon are impracticable and good cause exists for making this amendment effective in less than 30 days.

In consideration of the foregoing, and pursuant to the authority delegated to me by the Administrator (25 F.R. 6489), § 39.13 of Part 39 of the Federal Aviation Regulations is amended by adding the following new airworthiness directive:

VICKERS. Applies to Viscount Models 744, 745D, and 810 Series airplanes. Compliance required as indicated.

To prevent failure of the main landing gear retraction jack attachment bolt, accomplish the following:

(a) For Models 744 and 745D Series airplanes with attachment bolts, P/N's 70150-495, 74450-103, 72450-275, or 74550-51, and Model 810 Series airplanes with attachment bolts, P/N's 74450-103 or 74550-51, comply with paragraph (c) within the next 350 hours' time in service after the effective date of this AD, unless already accomplished.

(b) For Models 744 and 745D Series airplanes with attachment bolts, P/N's 72450-291 or 74550-67, and Model 810 Series airplanes with attachment bolts, P/N's 74550-67 comply with paragraph (c) within the next 1,300 hours' time in service after the effective date of this AD unless already accomplished.

(c) Remove and inspect attachment bolts, P/N's 70150-495, 72450-275, 74450-103, 74550-51, 72450-291, or 74550-67, in accordance with B.A.C., Ltd., PTL No. 259 (744 and 745D) and PTL No. 123 (810) or FAA-approved equivalent. Replace bolts having helical markings or surface cracks in accordance with PTL No. 259 or No. 123 as applicable. If a bolt is found to be completely broken through, inspect the associated trunnion or eye end for cracks. Replace any cracked trunnions or eye ends before further flight with a part of the same part number or an FAA-approved equivalent.

This amendment becomes effective September 25, 1965.

(Secs. 313(a), 601, and 603, Federal Aviation Act of 1958; 49 U.S.C. 1354(a), 1421, 1423)

Issued in Washington, D.C., on September 20, 1965.

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

[F.R. Doc. 65-10228; Filed, Sept. 27, 1965; 8:45 a.m.]

[Docket No. 5096; Amdt 39-144]

PART 39—AIRWORTHINESS DIRECTIVES

Lockheed Models 188A and 188C Series Airplanes

Amendment 744 (29 F.R. 7419), AD 64-12-5, requires inspection of the landing gear lever detent plate, and replacement where necessary, on the subject airplanes. Subsequent to the issuance of Amendment 744 (29 F.R. 7419), AD 64-12-5, it has come to the attention of the Agency that P/N 827127, listed in the AD for the landing gear lever plate, was incomplete since it did not give the two P/N's 827127-3 and -5, which are interchangeable for this part. Therefore, the AD is amended to give the complete part numbers and their replacements.

Since this amendment provides a clarification only, and imposes no additional burden on any person, notice and public procedure hereon are unnecessary and the amendment may be made effective in less than 30 days.

In consideration of the foregoing, and pursuant to the authority delegated to me by the Administrator (25 F.R. 6489), § 39.13 of Part 39 of the Federal Aviation Regulations, Amendment 744 (29 F.R. 7419), AD 64-12-5, is amended as follows:

1. The introductory paragraph is amended by striking the part number "P/N 827127" and inserting the part number "P/N 827127-3 or -5," in place thereof.

2. Paragraph (b)(3) is amended to read as follows:

(3) If during accomplishment of item 6 (A), (C), (D), (E), and (F) of Service Information Letter 84, the cam follower is unseated from the detent, before further flight replace the cam follower, P/N NAS 562-3-7A, with a new cam follower, P/N NAS 562-3-7A and inspect the landing gear lever detent plate, P/N 827127-3 or -5, for deformation and for wear or cracks in the detents. If the landing gear lever detent plate exhibits wear beyond the wear limits recommended by the manufacturer or exhibits deformation or cracks, replace the detent plate, P/N 827127-3 or -5, with a new detent plate P/N 827127-3 or -5. The detent plates P/N 827127-3 or -5 are interchangeable.

This amendment becomes effective September 25, 1965.

(Secs. 313(a), 601, and 603, Federal Aviation Act of 1958; 49 U.S.C. 1354(a), 1421, and 1423)

Issued in Washington, D.C., on September 17, 1965.

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

[F.R. Doc. 65-10229; Filed, Sept. 27, 1965; 8:45 a.m.]

[Docket No. 6735; Amdt. 39-142]

PART 39—AIRWORTHINESS DIRECTIVES

Vickers Viscount 744 and 745D Series Airplanes

Amendment 274 (26 F.R. 3021), AD 61-8-3 requires inspection, and replacement as necessary, of the bolts that form the forward attachment of the outboard diagonal strut on the inboard engine nacelle structure on Vickers Viscount Model 745D Series airplanes. A proposal to amend AD 61-8-3 to extend the applicability of the AD to include Model 744 Series airplanes, and to base compliance with the AD on the number of landings rather than the number of flights was published in 30 F.R. 8275.

Interested persons have been afforded an opportunity to participate in the making of the amendment. No objections were received; however, comment was received indicating that clarification was needed to establish that after initial compliance with the AD, no further action is necessary. The AD has been amended by adding new paragraph (d) which specifies that after satisfactory compliance, no further action is necessary. Paragraph (d) of the proposed amendment has been redesignated paragraph (e).

In consideration of the foregoing, and pursuant to the authority delegated to me by the Administrator (25 F.R. 6489), § 39.13 of Part 39 of the Federal Aviation Regulations, Amendment 274 (26 F.R. 3021), AD 61-8-3, is amended as follows:

1. The applicability statement is amended to read as follows:

VICKERS. Applies to Viscount Models 744 and 745D Series airplanes.

2. The compliance paragraph is amended to read as follows:

Compliance required as indicated, unless already accomplished.

3. Paragraph (a) is amended by striking out the words "600 flights" and inserting the words "600 landings" in place thereof.

4. Paragraph (c) is amended by striking out the words "Vickers-Armstrongs Preliminary Technical Leaflet (PTL 228) (700 Series)" and inserting the words "British Aircraft Corp. (Operating) Limited, Preliminary Technical Leaflet (PTL 228), Issue 2 (700 Series)" in place thereof.

5. The following new paragraphs are added after paragraph (c):

(d) After compliance with (a), (b), and (c) no further inspection is necessary.

(e) For the purpose of complying with this AD, subject to acceptance by the assigned FAA maintenance inspector, the number of landings may be determined by dividing each aircraft's hours' time in service by the operator's fleet average time from takeoff to landing for the aircraft type. Model 745D operators who have kept a record of flights prior to the effective date of this AD may account for them in complying with this AD by counting each flight as one landing.

6. The parenthetical reference statement is amended to read as follows:

(British Aircraft Corp. (Operating) Limited,, PTL No. 228, Issue 2 (700 Series) covers this subject.)

This amendment becomes effective October 25, 1965

(Secs. 313(a), 601, and 603, Federal Aviation Act of 1958; 49 U.S.C. 1354(a), 1421, 1423)

Issued in Washington, D.C., on September 20, 1965.

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

[F.R. Doc. 65-10230; Filed, Sept. 27, 1965; 8:45 a.m.]

[Docket No. 6144; Amdt. 39-143]

PART 39—AIRWORTHINESS DIRECTIVES

North American Model NA-265 Series Airplanes

A proposal to amend Part 507 of the Regulations of the Administrator, Amendment 626 (28 F.R. 10638), AD 63-21-6, for certain North American Model NA-265 Series airplanes by making the AD applicable to other model NA-265 Series airplanes was published in 29 F.R. 11755. Since the publication of that proposal, Part 507 has been recodified into Part 39 of the Federal Aviation Regulations, effective November 20, 1964, therefore this amendment is being made to Part 39.

Interested persons have been afforded an opportunity to participate in the making of the amendment. There was a comment that the inspection of the external center wing fuselage intersection for evidence of fuel leakage required by the AD at 100-hour intervals should be done after each flight, if fuel leakage is a serious problem. While there is a need for a repetitive inspection to detect the subject cracks in AD 63-21-6, neither the Agency nor the manufacturer believe that the probelm is serious enough to warrant a mandatory requirement for a preflight or post-flight inspection of the affected area. In this connection it has been determined that a 100-hour repetitive inspection is sufficient to cope with the problem.

In consideration of the foregoing, and pursuant to the authority delegated to me by the Administrator (25 F.R. 6489), § 39.13 of Part 39 of the Federal Aviation Regulations, Amendment 626 (28 F.R. 10638), AD 63-21-6, is further amended as follows:

1. The applicability statement is amended to read:

Applies to Group I and Group II airplanes as indicated:

Group I: Model NA-265 Serial Numbers 265-1 through 266-75, Model NA-265-20 Serial Numbers 270-1 through 270-6, and Model NA-265-40 Serial Number 282-1.

Group II: Model NA-265 Serial numbers 265-76 through 265-88 and 276-1 through 276-55, Model NA-365-30 Serial Numbers 277-1 through 277-10 and 285-1 through 285-21, and Model NA-265-40 Serial Numbers 282-2 through 282-16.

2. Paragraph (a) is amended to read:

(a) Within the next 100 hours' time in service from November 4, 1963, for Group I airplanes, and within 100 hours' time in service from the effective date of this amendment for Group II airplanes, and thereafter at periods not to exceed 100 hours' time in service from the last inspection, visually inspect the external center wing fuselage intersection area for evidence of fuel leakage.

This amendments becomes effective October 25, 1965.

(Secs. 313(a), 601, and 603, Federal Aviation Act of 1958; 49 U.S.C. 1354(a), 1421, and 1423)

Issued in Washington, D.C., on September 20, 1965.

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

[F.R. Doc. 65-10231; Filed, Sept. 27, 1965; 8:45 a.m.]

SUBCHAPTER E—AIRSPACE

[Airspace Docket No. 65-SO-25]

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

Redesignation of Control Zone

On September 11, 1965, Federal Register Document No. 65-9629 was published in the FEDERAL REGISTER (30 F.R. 11670) amending Part 71 of the Federal Aviation Regulations. In the amendment it was stated "* * * In § 71.181 (29 F.R. 17581) the Memphis, Tenn., control zone is amended to read * * *." Reference should have been made to § 71.171.

Since this amendment is editorial in nature and imposes no additional burden on any person, notice and public procedure hereon are unnecessary.

In consideration of the foregoing, effective immediately, Federal Register Document No. 65-9629 is altered as follows:

In the first line of the redesignation of the Memphis, Tenn., control zone "§ 71.171" is substituted for "§ 71.181."

Issued in East Point, Ga., on September 17, 1965.

JAMES G. ROGERS,
Director, Southern Region.

[F.R. Doc. 65-10255; Filed, Sept. 27, 1965; 8:47 a.m.]

[Airspace Docket No. 65-SO-29]

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

Alterations of Federal Airways and Control Zone

The purpose of these amendments to Part 71 of the Federal Aviation Regulations is to alter VOR Federal airways Nos. 3, 35, 51, and 157; redescribe Blue Federal airway No. 19 and alter the Key West, Fla., control zone to accommodate the relocation of the Key West VORTAC by approximately one nautical mile to latitude 24°35'07" N., longitude 81°-48'01" W., scheduled to be effected in November 1965.

Although Blue 19 is not associated with the VORTAC, it is desirable to realign this airway to more closely approximate the alignment of V-51/V-157. Additionally, this will provide a further separation from Restricted Area R-2916 northeast of Key West.

The segments of V-225, V-225 east alternate, Jet Route 43 and Jet Route 53 will adjust automatically with the relocation of the Key West VORTAC. Accordingly, no alteration to their alignment is necessary.

As parts of these amendments relate to the navigable airspace outside the United States, this rule is submitted in consonance with the ICAO International Standards and Recommended Practices.

Applicability of International Standards and Recommended Practices, by the Air Traffic Service, FAA, in areas outside domestic airspace of the U.S. is governed by Article 12 and Annex 11 to the Convention on International Civil Aviation (ICAO), which pertains to the establishment of air navigation facilities and services necessary to promoting the safe, orderly, and expeditious flow of civil air traffic. Its purpose is to insure that civil flying on international air routes is car-

ried out under uniform conditions designed to improve the safety and efficiency of air operations.

The International Standards and Recommended Practices in Annex 11 apply in those parts of the airspace under the jurisdiction of a contracting state, derived from ICAO, wherein air traffic services are provided and also whenever a contracting state accepts the responsibility of providing air traffic services accepting such responsibility may apply the International Standards and Recommended Practices to civil aircraft in a manner consistent with that adopted for airspace under its domestic jurisdiction.

In accordance with Article 3 of the Convention on International Civil Aviation, Chicago, 1944, state aircraft are exempt from the provisions of Annex 11 and its Standards and Recommended Practices. As a contracting state, the U.S. agreed by Article 3(d) that its state aircraft will be operated in international airspace with due regard for the safety of civil aircraft.

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

Since the realignments of these airways and the alteration to the Key West control zone involve a minor lateral displacement from their present locations, and are necessary to provide the required controlled airspace for air traffic operations, it has been determined that compliance with the notice and public procedure requirements of the Administrative Procedure Act is unnecessary.

In consideration of the foregoing, Part 71 of the Federal Aviation Regulations is amended, effective 0001 e.s.t., November 11, 1965, as hereinafter set forth.

1. In § 71.109 (29 F.R. 17507, 30 F.R. 8157), Blue 19 is amended to read as follows:

Blue 19 from the Key West, Fla., RBN via the INT of the Key West RBN 037° and the Perrine, Fla., RBN 232° bearings; to the Perrine RBN.

2. Section 71.123 (29 F.R. 17509, 30 F.R. 4752, 5506, 6241, 7312, 7557, 7744, 8157, 8264) is amended as follows:

a. In V–3 all before "Biscayne Bay;" is deleted and "From Key West, Fla., via INT of Key West 086° and Miami, Fla., 205° radials; INT of Miami 205° and Biscayne Bay, Fla., 262° radials;" is substituted therefor.

b. In V–35 all before "Miami;" is deleted and "From Key West, Fla., via INT Key West 086° and Bimini, Bahamas, 216° radials; INT Bimini 216° and Miami, Fla., 153° radials;" is substituted therefor.

c. In V–'1 "via INT of Miami, Fla., 221°" is deleted and "via INT of Miami, Fla., 222°" is substituted therefor.

d. In V–157 "INT of Miami 221°" is deleted and "INT of Miami 222°" is substituted therefor.

3. In § 71.171 (29 F.R. 17581), the Key West, Fla., control zone is amended to read as follows:

KEY WEST, FLA.

Within a 5-mile radius of the Key West International Airport (latitude 24°33'20" N., longitude 81°45'35" W.); within a 5-mile radius of the NAS, Key West (Boca Chica) (latitude 24°34'26" N., longitude 81°41'18" W.); within 2 miles each side of the 268° bearing from the Key West RBN, extending from the International Airport 5-mile radius zone to 8 miles west of the RBN; and within 2 miles each side of the Key West VORTAC 308° radial, extending from the International Airport 5-mile radius zone to 8 miles northwest of the VORTAC.

(Secs. 307(a) and 1110, Federal Aviation Act of 1958; 49 U.S.C. 1348, 1510, and Executive Order 10854 (24 F.R. 9565))

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

JAMES L. LAMPL,
Acting Chief, Airspace Regulations and Procedures Division.

[F.R. Doc. 65–10256; Filed, Sept. 27, 1965; 8:47 a.m.]

[Airspace Docket No. 64–WE–38]

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

Alteration of Federal Airways

The purpose of this amendment is to alter Federal Register Document 65–9004 with respect to VOR Federal airway No. 4 south alternate and VOR Federal airway No. 187.

On August 25, 1965, Federal Register Document 65–9004 was published in the FEDERAL REGISTER (30 F.R. 10984) effective November 11, 1965, designating, in part, Victor 4 south alternate from Rock Springs, Wyo., via Fort Bridger, Wyo., to Rock Springs. It was intended that this segment be designated from Malad City, Idaho, via Fort Bridger, Wyo., to Rock Springs, Wyo. Additionally, in Victor 187, the intersection between Rock Springs, Wyo., and Riverton, Wyo., was inadvertently omitted. Action is taken herein to correct these discrepancies.

Since these alterations to Federal Register Document 65–9004 are editorial in nature, notice and public procedure hereon are unnecessary and the effective date of November 11, 1965, may be retained.

In consideration of the foregoing, Federal Register Document 65–9004 is amended, effective immediately, as hereinafter set forth.

a. In Item 1., "including an south alternate from Rock Springs," is deleted and "including an south alternate from Malad City," in substituted therefor.

b. Item 3., is amended to read as follows:

In V–187 all between "Grand Junction, Colo.;" and "Riverton;" is deleted and "87 miles 12 AGL, 34 miles 125 MSL, 12 AGL Rock Springs, Wyo., including a west alternate from Grand Junction 45 miles 103 MSL, 14 miles 85 MSL, 12 AGL Vernal, Utah, 15 miles, 12 AGL, 110 MSL, Rock Springs, excluding the airspace between the main and this west alternate; 20 miles 12 AGL, 37 miles 95 MSL, INT Rock Springs 026° and Riverton, Wyo., 180° radials; 12 AGL" is substituted therefor.

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

Issued in Washington, D.C., on September 20, 1965.

JAMES L. LAMPL,
Acting Chief, Airspace Regulations and Procedures Division.

[F.R. Doc. 65–10258; Filed, Sept. 27, 1965; 8:47 a.m.]

[Airspace Docket No. 65–WE–33]

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

Designation of Control Zone and Transition Area

On May 27, 1965, a notice of proposed rule making was published in the FEDERAL REGISTER (30 F.R. 7111), stating that the Federal Aviation Agency proposed to designate a part-time control zone and a transition area at Libby AAF, Fort Huachuca, Ariz. On July 31, 1965, a supplemental notice of proposed rule making was published amending the original proposal (30 F.R. 9597).

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

In consideration of the foregoing, Part 71 of the Federal Aviation Regulations is amended, effective 0001 e.s.t., December 9, 1965, as hereinafter set forth.

1. In § 71.171 (29 F.R. 17581), the following control zone is added:

FORT HUACHUCA, ARIZ.

Within a 5-mile radius of Libby AAF, Fort Huachuca, Ariz. (latitude 31°35'00" N., longitude 110°20'30" W.), and within 2 miles each side of the 114° bearing from the Libby AAF RBN, extending from the 5-mile radius zone to 14 miles southeast of the RBN. This control zone shall be effective from 0600 to 2000 hours, local time, Monday through Friday, and from 0600 to 1800 hours, local time, Saturday and Sunday, excluding Federal legal holidays.

2. In § 71.181 (29 F.R. 17643), the following transition area is added:

FORT HUACHUCA, ARIZ.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of Libby AAF, Fort Huachuca, Ariz. (latitude 31°35'00" N., longitude 110°20'30" W.), and within 2 miles each side of the 114° bearing from the Libby AAF RBN, extending from the 6-mile radius area to 14 miles southeast of the RBN; and that airspace extending upward from 1,200 feet above the surface bounded on the south by latitude 31°25'00" N., on the west by longitude 110°30'00" W., on the north by the Tucson, Ariz., transition area, on the northeast by V–66, and on the east by longitude 109°44'00" W., excluding the airspace within the Douglas, Ariz., transition area.

(Sec. 307(a), Federal Aviation Act of 1958, as amended; 72 Stat. 749; 49 U.S.C. 1348)

Issued in Los Angeles, Calif., on September 15, 1965.

JOSEPH H. TIPPETS,
Director, Western Region.

[F.R. Doc. 65–10257; Filed, Sept. 27, 1965; 8:47 a.m.]

SUBCHAPTER F—AIR TRAFFIC AND GENERAL OPERATING RULES

[Reg. Docket No. 6878; Amdt. 445]

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 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	
PROCEDURE CANCELED, EFFECTIVE 2 OCT. 1965.							
City, Allentown; State, Pa.; Airport name, Allentown-Bethlehem-Easton; Elev., 391'; Fac. Class., SBMAZ; Ident., AE; Procedure No. 1, Amdt. 5; Eff. date, 25 Jan. 64; Sup. Amdt. No. 4; Dated, 19 July 58							
				T-dn	300-1	300-1	300-1
				C-dn	600-1	600-1	600-1½
				S-dn	NA	NA	NA
				A-dn	1200-2	1200-2	1200-2

Procedure turn N side NW crs, 283° Outbnd, 103° Inbnd, 3000' within 10 miles.
Minimum altitude over facility on final approach crs, 2100'.
Crs and distance, facility to airport, 081°—1.3 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile of FWL LFR, turn left, climbing to 4000' on NW crs, 283° within 20 miles.
NOTE: This procedure not approved for ADF approach.
CAUTION: (1) Maneuvering SE of airport not authorized due to hill, 2238'—1.7 miles SE of airport. (2) Mountain range NE through SE of airport. (3) After takeoff proceed immediately to Farewell LFR. Left turn after takeoff on Runway 8.
MSA within 25 miles of facility: NE, 7000'; SE, 8000'; SW, 8000'; NW, 2500'.

City, Farewell; State, Alaska; Airport name, Farewell FAA; Elev., 1535'; Fac. Class., BMRLZ; Ident., FWL; Procedure No. 1, Amdt. 7; Eff. date, 2 Oct. 65; Sup. Amdt. No. 6; Dated, 28 Apr. 62

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

ADF STANDARD INSTRUMENT APPROACH PROCEDURE

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

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

Transition				Ceiling and visibility minimums			
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	
Pomona Int.	CMA RBn	Direct	3500	T-dn	300-1	300-1	NA
				C-dn	500-1	500-1½	NA
				S-dn-25*	500-1	500-1	NA
				A-dn	800-2	800-2	NA

Procedure turn N side of crs, 062° Outbnd, 242° Inbnd, 3500' within 10 miles.
Minimum altitude over facility on final approach crs, 3000'.
Crs and distance, facility to airport, 256°—4.1 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.1 miles after passing CMA RBn, climb to 4000' on 256° bearing from CMA RBn within 15 miles.
CAUTION: Antenna, 2023'—2.0 miles E of airport.
*Reduction in landing visibility below ½ mile not authorized.
MSA within 25 miles of facility: 000°-090°—5300'; 090°-180°—5100'; 180°-270°—5100'; 270°-360°—4100'.

City, Crossville; State, Tenn.; Airport name, Crossville Memorial; Elev., 1881'; Fac. Class., MHW; Ident., CMA; Procedure No. 1, Amdt. Orig.; Eff. date, 2 Oct. 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	
Florence Int	LOM	Direct	1900	T-dn	300–1	300–1	200–½
Byram Int	LOM	Direct	2000	C-dn	400–1	500–1	500–1½
Trace Int	LOM	Direct	1900	S-dn-15L	400–1	400–1	400–1
Branch Int	LOM	Direct	1900	A-dn	800–2	800–2	800–2
Rankin Int	LOM	Direct	1900				
JAN VORTAC	LOM (final)	Direct	1900				

Radar available.
Procedure turn W side of crs, 333° Outbnd, 153° Inbnd, 1900′ within 10 miles.
Minimum altitude over facility on final approach crs, 1900′.
Crs and distance, facility to airport, 153°—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 JA LOM, turn right, climb to 2000′ on JAN VOR R-164 within 20 miles.
MSA within 25 miles of facility: 000°-090°—1700′; 090°-180°—1800′; 180°-270°—3100′; 270°-360°—1700′.

City, Jackson; State, Miss.; Airport name, Allen C. Thompson Field; Elev., 345′; Fac. Class., LOM; Ident., JA; Procedure No. 1, Amdt. 3; Eff. date, 2 Oct. 65; Sup. Amdt. No. 2; Dated, 13 June 64

JAN VORTAC	JAN RBn	Direct	1900	T-dn	300–1	300–1	200–½
				C-dn	500–1	500–1	500–1½
				A-dn	800–2	800–2	800–2

Radar available.
Procedure turn W side of crs, 003° Outbnd, 183° Inbnd, 1900′ within 10 miles.
Minimum altitude over facility on final approach crs, 1400′.
Crs and distance, facility to airport, 183°—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 JAN RBn climb to 2500′ on crs, 183° from JAN RBn within 20 miles.
CAUTION: Tower, 1049′ located 3.5 miles SW of airport.
MSA within 25 miles of facility: 000°-090°—1700′; 090°-180°—2100′; 180°-270°—3100′; 270°-360°—1700′.

City, Jackson; State, Miss.; Airport name, Hawkins Field; Elev., 343′; Fac. Class., H-SAB; Ident., JAN; Procedure No. 2, Amdt. 4; Eff. date, 2 Oct. 65; Sup. Amdt. No. 3; Dated, 5 June 65

LMT VOR	LFA RBn	Direct	7500	T-dn%	300–1	300–1	200–½
Mount Dome VHF Int	LFA RBn	Direct	7500	C-dn*	1600–1	1600–1	1600–1½
LMT VOR R-162 20-mile DME Fix	LFA RBn	Direct	7500	A-dn	1600–2	1600–2	1600–2
LFA RBn	MT LMM (final)	Direct	5700	If OM identified on final approach crs, following minimums applies:*			
				C-dn	1400–1	1400–1	1400–1½

Radar available.
Procedure turn not authorized. Final approach from holding pattern at LFA RBn. Final approach crs, 319° from LFA RBn.
Minimum altitude over OM on final approach crs, 5700′; over LMM, 5500′.
Crs and distance, LFA RBn to airport, 319°—10.5 miles; OM to airport, 319°—5.8 miles; MT LMM to airport, 319°—0.6 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.6 mile after passing MT LMM, turn left, climb to 8000′ on 250° bearing from MT LMM within 10 miles of MT LMM.
CAUTION: High terrain all quadrants.
%Takeoffs all runways: Unless otherwise directed by ATC, the following departure procedure is recommended to insure adequate terrain and obstruction clearance: Climb via LMT ILS localizer SE crs/LMT VORTAC 141° radial to 6000′, then turn right heading 250° to intercept, and proceed via LMT VOR 162° radial to cross the LMT VOR at or above 7000′.
*200-½ authorized only on Runways 14 and 32.
MSA within 25 miles of facility: 000°-090°—8300′; 090°-180°—7600′; 180°-270°—8500′; 270°-360°—9300′.

City, Klamath Falls; State, Oreg.; Airport name, Kingsley Field; Elev., 4092′; Fac. Class., LMM; Ident., MT; Procedure No. 2, Amdt. 4; Eff. date, 2 Oct. 65; Sup. Amdt. No. 3; Dated, 31 July 65

GP LOM	AGC RBn	Direct	3000	T-dn	300–1	300–1	200–½
MKP RBn	AGC RBn	Direct	3000	C-dn	500–1	500–1	500–1½
AGC VOR	AGC RBn	Direct	3000	S-dn-9	400–1	400–1	400–1
IRL VOR	AGC RBn	Direct	3000	A-dn	800–2	800–2	800–2

Radar available.
Procedure turn S side of crs, 262° Outbnd, 082° Inbnd, 3000′ within 10 miles.
Minimum altitude over facility on final approach crs, 1900′.
Crs and distance, facility to airport, 082°—2.0 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 2.0 miles after passing AGC RBn, climb to 3000′ on 093° crs to the MKP RBn, hold E, 1-minute left turns, 275° Inbnd.
Other change: Deletes transition from GHW RBn.
MSA within 25 miles of facility: 000°-180°—3100′; 180°-360°—2800′.

City, Pittsburgh; State, Pa.; Airport name, Allegheny County; Elev., 1252′; Fac. Class., H-SAB; Ident., AGC; Procedure No. 3, Amdt. 2; Eff. date, 2 Oct. 65; Sup. Amdt. No. 1; Dated, 23 Jan. 65

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

VOR STANDARD INSTRUMENT APPROACH PROCEDURE

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

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

Transition				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	200-½
				C-d.....	700-1	700-1	700-1½
				C-n.....	700-2	700-2	700-2
				A-dn.....	800-2	800-2	800-2

Procedure turn S side of crs, 280° Outbnd, 100° Inbnd, 2500′ within 10 miles.
Minimum altitude over facility on final approach crs, 1500′.
Crs and distance, facility to airport, 119°—9.6 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 9.6 miles after passing OCN VOR, turn right, climb direct to OCN VOR at 2500′.
NOTE: When authorized by ATC, DME may be used at 10 miles at 2500′ between OCN VOR R-208 and R-301 to position aircraft for a straight-in approach with elimination of the procedure turn.
℅ Eastbound (000° thru 120°) takeoffs all runways; climb direct OCN VOR, then via assigned route.
MSA within 25 miles of facility: 090°-180°—4000′; 180°-270°—1200′; 270°-090°—6100′.

City, Carlsbad; State, Calif.; Airport name, Palomar; Elev., 328′; Fac. Class., H-BVORTAC; Ident., OCN; Procedure No. 1, Amdt. Orig.; Eff. date, 2 Oct. 65

				T-dn.....	300-1	300-1	200-½
				C-d.....	800-1	800-1	800-1½
				C-n.....	800-2	800-2	800-2
				A-dn.....	800-2	800-2	800-2
				If aircraft is equipped with operating VOR/DME and Llz 7-mile DME Fix is received, minimums become:			
				C-dn.....	400-1	500-1	500-1½

Procedure turn N side of crs, 286° Outbnd, 106° Inbnd, 2000′ within 10 miles. (Nonstandard due to V-22 and Whiting Field traffic.)
Minimum altitude over facility on final approach crs, 3000′; over Llz 7-mile DME Fix, 1000′.
Crs and distance, facility to airport, 106°—8.6 miles; Llz 7-mile DME Fix to airport, 1.6 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 8.6 miles after passing CEW VORTAC, turn left, climb to 2000′ on R-088 CEW VORTAC within 20 miles.
NOTE: When authorized by ATC, DME may be used within 15 miles at 2000′ from 234° clockwise to 009° to position aircraft for a straight-in approach with the elimination of a procedure turn.
MSA within 25 miles of facility: 000°-360°—1700′.

City, Crestview; State, Fla.; Airport name, Bob Sikes; Elev., 218′; Fac. Class., BVORTAC; Ident., CEW; Procedure No. 1, Amdt. Orig.; Eff. date, 2 Oct. 65

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

Procedure turn E side of crs, 153° Outbnd, 333° Inbnd, 4000′ within 10 miles. Beyond 10 miles not authorized.
Minimum altitude over facility on final approach crs, 4000′; over Donnelly Int, 3000′.
Crs and distance, facility to airport, 333°—11.4 miles; Donnelly Int to airport, 333°—5.0 miles.
If visual contact not established upon descent to authorized landing minimums or landing not accomplished within 5.0 miles after passing Donnelly Int, climb to 3000′ on CSV R-333, make left turn, continue climb to 4000′, and return direct to CSV VOR.
CAUTION: Antenna, 2023′—2.0 miles E of the airport.
NOTE: Aircraft utilizing this approach must have operating VOR and DME or ADF receivers.
MSA within 25 miles of facility: 000°-360°—5100′.

City, Crossville; State, Tenn.; Airport name, Crossville Memorial; Elev., 1881′; Fac. Class., BVORTAC; Ident., CSV; Procedure No. 1, Amdt. 1; Eff. date, 2 Oct. 65; Sup. Amdt. No. Orig.; Dated, 8 Apr. 61

Thomas Int.....	GSO VOR (final).....	Direct.....	1900	T-dn.....	300-1	300-1	200-½
				C-dn.....	400-1	500-1	500-1½
				S-dn-5.....	400-1	400-1	400-1
				A-dn.....	800-2	800-2	800-2

Radar available.
Procedure turn E side of crs, 210° Outbnd, 030° Inbnd, 2300′ within 10 miles.
Minimum altitude over facility on final approach crs, 1900′.
Crs and distance, facility to airport, 030°—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 GSO VOR, climb to 2300′ on R-029 within 20 miles or, when directed by ATC, turn right, climb to 2300′, and return to VOR.

City, Greensboro; State, N.C.; Airport name, Greensboro-High Point; Elev., 926′; Fac. Class., BVORTAC; Ident., GSO; Procedure No. 1, Amdt. 3; Eff. date, 2 Oct. 65; Sup. Amdt. No. 2; Dated, 29 July 61

JAN RBn.....	JAN VOR.....	Direct.....	1900	T-dn.....	300-1	300-1	200-½
				C-d.....	1000-1	1000-1	1000-1½
				C-n.....	1000-2	1000-2	1000-2
				A-dn.....	1000-2	1000-2	1000-2
				If aircraft equipped with ADF receiver and Fisher Int identified on final, minimums become:			
				C-dn.....	500-1	500-1	500-1½

Radar available.
Procedure turn W side crs, 010° Outbnd, 190° Inbnd, 1900′ within 10 miles.
Minimum altitude over facility on final approach crs, 1900′; over Fisher Int, 1300′.
Crs and distance, JAN VOR to airport, 190°—10.8 miles; Fisher Int to airport, 190°—2.3 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 10.8 miles after passing JAN VOR or 2.3 miles after passing Fisher Int, climb to 2500′ on JAN VORTAC R-190 within 20 miles or, when directed by ATC, turn left, climb to 2300′ on JAN VORTAC R-091 within 20 miles.
CAUTION: Tower, 1049′ located 3.5 miles SW of airport.
MSA within 25 miles of facility: 000°-090°—1700′; 090°-180°—2100′; 180°-270°—3100′; 270°-360°—1700′.

City, Jackson; State, Miss.; Airport name, Hawkins Field; Elev., 343′; Fac. Class., H-BVORTAC; Ident., JAN; Procedure No. 1, Amdt. 6; Eff. date, 2 Oct. 65; Sup. Amdt. No. 5; Dated, 20 June 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	
Wheeling LOM	AIR VOR	Direct	3000	T-dn	300-1	300-1	NA
				C-d	700-1	700-1	NA
				C-n	700-2	700-2	NA
				S-dn	NA	NA	NA
				A-dn	NA	NA	NA
				If 6-miles DME Fix R-293 is received, the following minimums apply:			
				C-d	600-1	600-1	NA
				C-n	600-2	600-2	NA

Procedure turn S side of crs, 113° Outbnd, 293° Inbnd, 3000' within 10 miles.
Minimum altitude over facility on final approach crs, 2600'; over 6-miles DME Fix R-293, 1900'.
Crs and distance, facility to airport, 293°—7.1 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 7.1 miles after passing AIR VOR, climb to 3100' and proceed direct to Newcomerstown VOR. Hold SE, 1-minute right turns, 298° Inbnd.
NOTES: (1) Lights available on request. (2) Rotating beacon on field. (3) No weather service. UNICOM.
MSA within 25 miles of facility: 000°-090°—3100'; 090°-360°—2700'.

City, St. Clairsville; State, Ohio; Airport name, Alderman Field; Elev., 1195'; Fac. Class., L-BVOR-DME; Ident., AIR; Procedure No. 1, Amdt. 3; Eff. date, 2 Oct. 65; Sup. Amdt. No. 2; Dated, 13 Apr. 65

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	
				T-dn	300-1	300-1	NA
				C-dn	600-1	600-1	NA
				A-dn#	800-2	800-2	NA
				If Beldon Int is identified on final, minimums become:			
				C-dn	500-1	500-1	NA

Radar available.
Procedure turn S side of crs, 061° Outbnd, 241° Inbnd, 2000' within 10 miles.
Minimum altitude over facility on final approach crs, 1100'; 1000' if Beldon Int identified.
Facility on airport, Beldon Int to airport, 241°—4.1 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile of CKV VOR, make immediate left-climbing turn to 2000' and hold S on R-179 Clarksville VOR, 1-minute right turns, 359° Inbnd.
CAUTION NOTE: Night landings not authorized on Runway 5 or 23 due to obstructions in the approach areas.
#Alternate minimums authorized for air carriers only, provided such air carriers have approval of their arrangement for weather service at this airport. Weather service not available to the general public.
MSA within 25 miles of facility: 000°-090°—2000'; 090°-180°—2100'; 180°-270°—2200'; 270°-360°—2000'.

City, Clarksville; State, Tenn.; Airport name, Outlaw Field; Elev., 549'; Fac. Class, T-BVOR; Ident., CKV; Procedure No. TerVOR (R-061), Amdt. Orig.; Eff. date, 2 Oct. 65

Cameron Int	GBG VOR	Direct	2300	T-dn	300-1	300-1	200-½
MLI VOR	GBG VOR	Direct	2300	Minimums when control zone effective:			
PIA VOR	GBG VOR	Direct	2300	C-dn*	800-1	800-1	800-1¼
				S-dn-2*	800-1	800-1	800-1
				A-dn*	800-2	800-2	800-2
				Minimums when control zone not effective:			
				C-d	900-1	900-1	900-1¼
				C-n	900-2	900-2	900-2
				S-dn-2	900-1	900-1	900-1
				A-dn	NA	NA	NA

Procedure turn E side of crs, 210° Outbnd, 030° Inbnd, 2100' within 10 miles.
Minimum altitude over facility on final approach crs, 1600'.
Facility on airport; breakoff point to Runway 2, 022°—6.5 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile after passing GBG VOR, climb to 2100' on GBG R-015 within 10 miles, make left turn, and return to GBG VOR.
NOTE: Altimeter setting from MLI FSS during hours control zone not effective.
*These minimums apply at all times for those air carriers with approved weather reporting service.
MSA within 25 miles of facility: 000°-090°—2800'; 090°-270°—2200'; 270°-360°—2500'.

City, Galesburg; State, Ill.; Airport name, Galesburg Municipal; Elev., 763'; Fac. Class., T-BVOR; Ident., GBG; Procedure No. TerVOR-2, Amdt. Orig.; Eff. date, 2 Oct. 65, or upon commissioning of facility

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	
Cameron Int	GBG VOR	Direct	2300	T-dn	300-1	300-1	200-½
MLI VOR	GBG VOR	Direct	2300	Minimums when control zone effective:			
PIA VOR	GBG VOR	Direct	2300	C-dn*	500-1	500-1	500-1½
				S-dn-20*	500-1	500-1	500-1
				A-dn*	800-2	800-2	800-2
				Minimums when control zone not effective:			
				C-d	600-1	600-1	600-1½
				C-n	600-2	600-2	600-2
				S-dn-20	600-1	600-1	600-1
				A-dn	NA	NA	NA

Procedure turn W side of crs, 015° Outbnd, 195° Inbnd, 2100' within 10 miles.
Minimum altitude over facility on final approach crs, 1300'.
Facility on airport; breakoff point to Runway 20, 202°—0.5 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile after passing GBG VOR, climb to 2100' on GBG R-210 within 10 miles, make right turn, and return to GBG VOR.
NOTE: Altimeter setting from MLI FSS during hours control zone not effective.
*These minimums apply at all times for those air carriers with approved weather reporting service.
MSA within 25 miles of facility: 000°-090°—2800'; 090°-270°—2200'; 270°-360°—2500'.

City, Galesburg; State, Ill.; Airport name, Galesburg Municipal; Elev., 763'; Fac. Class., T-BVOR; Ident., GBG; Procedure No. TerVOR-20, Amdt. Orig.; Eff. date, 2 Oct. 65; or upon commissioning of facility

				T-dn	300-1	300-1	200-½
				C-dn	700-1	700-1	700-1½
				S-dn-13*	600-1	600-1	600-1
				A-dn	800-2	800-2	800-2

Procedure turn W side of crs, 320° Outbnd, 140° Inbnd, 1500' within 10 miles.
Facility on airport. Bearing and distance, breakoff point to Runway 13, 130°—0.3 mile.
Minimum altitude over facility on final approach crs, 600'.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile of VOR, turn left, climb to 1500' on R-320 within 20 miles.
CAUTION: 429' tower, 1.1 miles SSW of airport.
*Reduction of landing visibility not authorized.
MSA within 25 miles of facility: 000°-090°—2600'; 090°-180°—1500'; 180°-270°—1500'; 270°-360°—2000'.

City, Gulfport; State, Miss.; Airport name, Gulfport Municipal; Elev., 28'; Fac. Class., BVOR; Ident., GPT; Procedure No. TerVOR-13, Amdt. 6; Eff. date, 2 Oct. 65; Sup. Amdt. No. 5; Dated, 26 Dec. 64

				T-dn%	300-1	300-1	200-½
				C-dn	1500-1	1500-1	1500-1½
				A-dn	1500-2	1500-2	1500-2
				If aircraft equipped to receive VOR and DME, and Canal Int identified, the following minimums apply:			
				C-dn	800-1	800-1	800-1½

Radar available.
Procedure turn E side of crs, 151° Outbnd, 331° Inbnd, 7500' within 14 miles.
Minimum altitude over Canal Int on final approach crs, 5600'; over LMT VOR, 4900'.
Facility on airport, crs and distance, Canal Int to VOR, 331°—2.5 miles; breakoff point to runway, 319°—0.4 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile of LMT VOR turn left, climb to 8000' on R-236 in a 1-minute left turn, holding pattern, all turns N side of crs.
CAUTION: High terrain all quadrants.
%Takeoffs all runways: Unless otherwise directed by ATC, the following departure procedure is recommended to insure adequate terrain and obstruction clearance: Climb via LMT ILS localizer SE crs/LMT VORTAC 141° radial to 6000', then turn right, heading 250° to intercept and proceed via LMT VOR 162° radial to cross the LMT VOR 162° radial to cross the LMT VOR at or above 7000'.
%200-½ authorized only on Runways 14 and 32.
MSA within 25 miles of facility: 000°-090°—8300'; 090°-180°—7600'; 180°-270°—8500'; 270°-360°—9300'.

City, Klamath Falls; State, Oreg.; Airport name, Kingsley Field; Elev., 4092'; Fac. Class., L-BVORTAC; Ident., LMT; Procedure No. VOR-32, Amdt. 4; Eff. date, 2 Oct. 65; Sup. Amdt. No. 3; Dated, 27 May 65

HBG VOR	LUL VOR	Direct	2000	T-dn	300-1	300-1	200-½
Louin Int	LUL VOR	Direct	2300	C-dn	700-1	700-1	700-1½
				S-dn-13*	700-1	700-1	700-1
				A-dn#	800-2	800-2	800-2
				If aircraft is equipped with dual operating VOR receivers and Soso Int is received, minimums become:			
				C-dn	500-1	500-1	500-1½
				S-dn-13%	500-1	500-1	500-1

Procedure turn W side of crs, 325° Outbnd, 145° Inbnd, 1700' within 10 miles.
Minimum altitude over facility on final approach crs, 900' (700' if Soso Int identified).
Facility on airport. Crs and distance, Soso Int to Runway 13, 145°—3.7 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile of LUL VOR, turn right, climb to 1700', return to LUL VOR, hold NW 325° radial, 145° Inbnd, right turns, one minute.
CAUTION: Check latest issue Airman's Information Manual for information on oil burner routes in this area.
*Reduction of landing visibility not authorized.
%Reduction of landing visibility below ¾ mile not authorized.
#Alternate minimums authorized for air carriers only; provided such air carriers have approval of their arrangement for weather service at this airport. Weather service not available to the general public.
MSA within 25 miles of facility: 000°-360°—1800'.

City, Laurel; State, Miss.; Airport name, Municipal; Elev., 235'; Fac. Class., L-BVOR; Ident., LUL; Procedure No. TerVOR-13, Amdt. 2; Eff. date, 2 Oct. 65; Sup. Amdt. No. 1; Dated, 24 Apr. 65

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	200-½
				C-dn	500-1	500-1	500-1½
				S-dn-17*	500-1	500-1	500-1
				A-dn#	800-2	800-2	800-2

Procedure turn N side of crs, 006° Outbnd, 186° Inbnd, 1800' within 10 miles.
Minimum altitude over facility on final approach crs, 800'.
Crs and distance, breakoff point to Runway 17, 170°—1.0 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.6 mile of HEZ VOR climb to 1800' on R-186 of HEZ VOR within 20 miles.
CAUTION NOTE: Tower, 450'—2 miles WSW of airport.
*Reduction of landing visibility below ¾ mile not authorized.
#Alternate minimums authorized for air carriers only, provided such air carriers have approval of their arrangement for weather service at this airport. Weather service not available to the general public.
MSA within 25 miles of facility: 000°-360°—2000'.

City, Natchez; State, Miss.; Airport name, Hardy-Anders; Elev., 272'; Fac. Class., BVOR; Ident., HEZ; Procedure No. TerVOR-17, Amdt. 2; Eff. date, 2 Oct. 65; Sup. Amdt. No. 1; Dated, 31 July 65

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	

PROCEDURE CANCELED, EFFECTIVE 2 OCT. 1965.

City, Crestview; State, Fla.; Airport name, Bob Sikes; Elev., 175'; Fac. Class., BVORTAC; Ident., CEW; Procedure No. 1, Amdt. Orig.; Eff. date, 16 Jan. 65, or upon effective date of Airspace Docket 64-SO-50

				T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				S-dn-33R#	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Radar available.
Procedure turn E side of crs, 152° Outbnd, 332° Inbnd, 2000' between 19 miles and 29 miles of VORTAC, or between 19-mile and 29-mile Radar Fixes.
Minimum altitude over 19-mile DME Fix or 19-mile Radar Fix on final approach crs, 2000'.
Crs and distance, 19-mile DME Fix or 19-mile Radar Fix to airport, 332°—3.9 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished at 14-mile DME Fix or 14-mile Radar Fix, turn right, climb to 2000' on JAN VORTAC R-129, proceed to Rankin Int.
Hold SE, 1-minute right turns, 309° Inbnd.
NOTE: When authorized by ATC, DME may be used within 30 miles to 21 miles at 3100', to position aircraft for straight-in approach with the elimination of procedure turn.
#800-¾ authorized, except for 4-engine turbojet aircraft, with operative high-intensity runway lights.
MSA within 25 miles of facility: 000°-090°—1700'; 090°-180°—2100'; 180°-270°—3100'; 270°-360°—1700'.

City, Jackson; State, Miss.; Airport name, Allen C. Thompson Field; Elev., 345'; Fac. Class., H-BVORTAC; Ident., Jan; Procedure No. VOR/DME No. 1, Amdt. 2; Eff. date, 2 Oct. 65; Sup. Amdt. No. 1; Dated, 15 Aug. 64

				T-dn	300-1	300-1	200-½
				C-d	600-1	600-1	600-1½
				C-n	600-2	600-2	600-2
				A-dn*	NA	NA	NA
				If aircraft equipped with dual VOR or VOR/DME receivers and Fairfax Int/DME Fix identified, the following minimums apply:			
				C-dn	500-1	500-1	500-1½

Procedure turn N side of crs, 296° Outbnd, 116° Inbnd, 2000' within 10 miles.
Minimum altitude over facility on final approach crs, 1700'; over Fairfax Int/DME Fix, 700'.
Crs and distance, facility to airport, 099°—8.1 miles; Fairfax Int/DME Fix, 099°—5.4 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 8.1 miles after passing the VOR or 5.4 miles after passing Fairfax Int/DME Fix, make climbing left turn to 2200', return to the VOR and hold NW, 116° Inbnd, 296° Outbnd, 1-minute left turns.
NOTES: (1) This procedure usable only between the hours of 0600 and 2200 when Alma FSS is in operation. (2) *Alternate minimums 800-2 authorized for air carriers only; provided such air carriers have approval of their arrangements for weather service at this airport. Weather service not available to the general public.
CAUTION: Night landings not authorized Runway 36, night takeoffs not authorized Runway 18.
MSA within 25 miles of facility: 000°-090°—1600'; 090°-180°—1800'; 180°-270°—2300'; 270°-360°—1600'.

City, Waycross; State, Ga.; Airport name, Waycross-Ware County; Elev., 142'; Fac. Class., L-BVORTAC; Ident., AYS; Procedure No. VOR/DME No. 1, Amdt. 1; Eff. date, 2 Oct 65; Sup. Amdt. No. Orig.; Dated, 14 Aug. 65

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

ILS 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	
Summit Hill Int	LOM	Direct	2500	T-dn	300-1	300-1	200-½
Wallburg Int	LOM	Direct	2500	C-dn	400-1	500-1	500-1½
Greensboro VOR	LOM	Direct	2500	S-dn-14*	200-½	200-½	200-½
Thomas Int	LOM	Direct	2500	A-dn	600-2	600-2	600-2
Pine Hall Int	LOM (final)	Direct	2500				

Radar available.
Procedure turn N side NW crs, 318° Outbnd, 138° Inbnd, 2500' within 10 miles.
Minimum altitude at glide slope interception Inbnd, 2500'.
Altitude of glide slope and distance to approach end of runway at OM, 2519'—5.7 miles; at MM, 1130'—0.6 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, climb to 2500' on SE crs, ILS 138° within 20 miles or, when directed by ATC, turn left, climb to 2500' on R-054 GSO VOR within 20 miles or turn left, climb to 2500' and return direct to LOM.
*400-¾ required when glide slope not utilized. 400-½ authorized, except for 4-engine turbojet aircraft, with operative ALS.

City, Greensboro; State, N.C.; Airport name, Greensboro-High Point; Elev., 926'; Fac. Class., ILS; Ident., I-GSO; Procedure No. ILS-14, Amdt. 9; Eff. date, 2 Oct. 65; Sup. Amdt. No. 8; Dated, 20 Apr. 63

Greensboro VOR	Rebel Int	Direct	2500	T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				S-dn-32*	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Radar available.
Procedure turn E side of crs, 138° Outbnd, 318° Inbnd, 2500' within 10 miles of Rebel Int.
Minimum altitude over Rebel Int on final approach crs, 1900'.
Crs and distance, Rebel Int to airport, 318°—3.3 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.3 miles after passing Rebel Int, climb to 2500' on NW crs of ILS within 20 miles or, when directed by ATC, turn right, climb to 2500' on R-054 GSO VOR within 20 miles or turn right, climb to 2500', and return to Rebel Int via ILS localizer crs.
*400-¾ authorized, except for 4-engine turbojet aircraft, with operating high-intensity runway lights.

City, Greensboro; State, N.C.; Airport name, Greensboro-High Point; Elev., 926'; Fac. Class., ILS; Ident., I-GSO; Procedure No. ILS-32 (back crs), Amdt. 3; Eff. date, 2 Oct. 65; Sup. Amdt. No. 2; Dated, 19 Aug. 61

Huron RBn	LOM	Direct	2500	T-dn	300-1	300-1	200-½
Huron VOR	LOM	Direct	2500	C-dn	500-1	500-1	500-1½
				S-dn-12*%	300-¾	300-¾	300-¾
				A-dn	800-2	800-2	800-2

Procedure turn W side of crs, 298° Outbnd, 118° Inbnd, 2500' within 10 miles.
Minimum altitude at glide slope intereception Inbnd, 2500'.
Altitude of glide slope and distance to approach end of runway at OM, 2465'—3.9 miles; at MM, 1488'—0.5 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, climb to 2800' on SE crs, ILS within 15 miles or, when directed by ATC, climb to 3000' on 045° bearing from HON RBn within 15 miles.
NOTE: Night takeoffs and landings authorized Runways 12/30 only.
*No approach lights.
%400-1 required when glide slope not utilized. 400-¾ authorized, except for 4-engine turbojet aircraft, with operative high-intensity runway lights.

City, Huron; State, S. Dak.; Airport name, W. W. Howes Municipal; Elev., 1287'; Fac. Class., ILS; Ident., I-HON; Procedure No. ILS-12, Amdt. 9; Eff. date, 2 Oct. 65; Sup. Amdt. No. 8; Dated, 17 July 65

Florence Int	LOM	Direct	1900	T-dn	300-1	300-1	200-½
Branch Int	LOM	Direct	1900	C-dn	400-1	500-1	500-1½
Byram Int	LOM	Direct	2000	S-dn-15L*	200-½	200-½	200-½
Trace Int	LOM	Direct	1900	A-dn	600-2	600-2	600-2
Rankin Int	LOM	Direct	1900				
JAN VORTAC	LOM (final)	Direct	1900				

Radar available.
Procedure turn W side of crs, 333° Outbnd, 153° Inbnd, 1900' within 10 miles.
Minimum altitude at glide slope intereception Inbnd, 1800'.
Altitude of glide slope and distance to approach end of runway at OM, 1760'—5.3 miles; at MM, 486'—0.5 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished turn right, climb to 2000' on JAN VORTAC R-164 within 20 miles.
*400-¾ required when glide slope not utilized. 400-½ authorized, except for 4-engine turbojet aircraft with operative ALS.

City, Jackson; State, Miss.; Airport name, Allen C. Thompson Field; Elev., 345'; Fac. Class., ILS; Ident., I-JAN; Procedure No. ILS-15L, Amdt. 2; Eff. date, 2 Oct. 65; Sup. Amdt. No. 1; Dated, 20 June 64

				T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				S-dn-33R*	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Radar required.
No procedure turn. Radar control will not descend aircraft below 2000' until 6.0 miles from end of runway on final.
Minimum altitude over 6.0-mile Radar Fix on final approach crs, 2000'.
Crs and distance, 6.0-mile Radar Fix to airport, 333°—6.0 miles.
No glide slope.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 6.0 miles after passing 6.0-mile Radar Fix, turn right, climb to 2000' on JAN VORTAC R-129, proceed to Rankin Int. Hold SE 1-minute right turns, 309° Inbnd.
*400-¾ authorized, except for 4-engine turbojet aircraft, with operative high-intensity runway lights.

City, Jackson; State, Miss.; Airport name, Allen C. Thompson Field; Elev., 345'; Fac. Class., ILS; Ident., I-JAN; Procedure No. ILS-33R (back crs), Amdt. 1; Eff. date, 2 Oct. 65; Sup. Amdt. No. Orig.; Dated, 19 Aug. 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	
LMT VOR	LFA RBn	Direct	7500	T-dn%	300-1	300-1	200-½
Mount Dome VHF Int	LFA RBn	Direct	7500	C-dn	800-1	800-1	800-1½
LMT VOR R-162, 20-mile DME Fix	LFA RBn	Direct	7500	S-dn-32*	300-¾	300-¾	300-¾
				A-dn	1000-2	1000-2	1000-2

Radar available.
Procedure turn not authorized. Final approach from holding pattern at LFA RBn. Final approach crs, 319° from LFA RBn.
Minimum altitude at glide slope interception, 7500'.
Altitude of glide slope and distance to approach end of runway at LFA RBn, 7500'—10.5 miles; at OM, 5970'—5.8 miles; at MM, 4350'—0.6 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile after passing MT LMM, climb direct to LMT VOR, thence turn left, continue climb to 8000' in a 1-minute left turn holding pattern on R-256 of LMT VOR.
CAUTION: High terrain all quadrants.
*All components of the ILS including LFA RBn and all related airborne equipment must be in satisfactory operating condition when executing this approach. The ALS is not considered a component of this ILS.
%Takeoffs all runways: Unless otherwise directed by ATC, the following departure procedure is recommended to insure adequate terrain and obstruction clearance: Climb via LMT ILS localizer SE crs/LMT VORTAC, 141° radial to 6000', then turn right heading 250° to intercept and proceed via LMT VOR, 162° radial to cross the LMT VOR at or above 7000'.
%200-½ authorized only on Runways 14 and 32.
#AIR CARRIER NOTE: Sliding scale for landing not authorized.

City, Klamath Falls; State, Oreg.; Airport name, Kingsley Field; Elev., 4092'; Fac. Class., ILS; Ident., I-LMT; Procedure No. ILS-32, Amdt. 6; Eff. date, 2 Oct. 65; Sup. Amdt. No. 5; Dated, 27 May 65

Wheeling VOR	Hookstown Int	Direct	3000	T-dn $	300-1	300-1	200-½
Hookstown Int	Creek RBn (final)	Direct	3000	C-dn	500-1	500-1	500-1½
Ellwood City VOR @	Hookstown Int	Direct	3000	S-dn-10L%*	200-½	200-½	200-½
Allegheny VOR @	Hookstown Int	Direct	3000	A-dn	600-2	600-2	600-2
Creek RBn	ILS OM (final)	Direct	2500				

Radar available.
Procedure turn S side crs, 277° Outbnd, 097° Inbnd, 3000' within 10 miles of Creek RBn.
Minimum altitude at glide slope interception Inbnd, 2500'. (Glide slope may be intercepted at 3000' between Creek RBn and ILS OM.)
Altitude of glide slope and distance to approach end of runway at OM, 2522'—4.3 miles; at MM, 1410'—0.5 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, climb to 3000' on 102° crs to GP LOM, hold E, 1-minute right turns, 277° Inbnd.
*400-¾ required with glide slope inoperative. 400-½ authorized, except for 4-engine turbojet aircraft, with operative ALS.
@Transitions from EWC and AGC require holding pattern entry for nonradar operation.
%RVR 2400'. Descent below 1403' not authorized unless approach lights are visible.
$RVR 2400' authorized runway 10L.

City, Pittsburgh; State, Pa.; Airport name, Greater Pittsburgh; Elev., 1203'; Fac. Class., ILS; Ident., I-LXB; Procedure No. ILS-10L, Amdt. 6; Eff. date, 2 Oct. 65; Sup. Amdt. No. 5; Dated, 27 Mar. 65

HUF RBn	LOM	Direct	2000	T-dn	300-1	300-1	200-½
HUF VOR	LOM	Direct	2000	C-dn	400-1	500-1	500-1½
LEU VOR	LOM	Direct	2200	S-dn-6*	300-¾	300-¾	300-¾
Fairbanks Int	LOM	Direct	2000	A-dn	600-2	600-2	600-2
Sanford Int	LOM	Direct	2200				
Int R-248 LEU-VOR and HUF ILS SW crs.	Prairie Creek Int	Direct	2400				
Prairie Creek Int	LOM (final)	Direct	1900				
Spencer Int	LOM	Direct	2200				
Clinton Int	LOM	Direct	2200				

Procedure turn W side crs, 225° Outbnd, 045° Inbnd, 2000' within 10 miles.
Minimum altitude at glide slope interception Inbnd, 1900'.
Altitude of glide slope and distance to approach end of runway at LOM, 1848'—4.7 miles; at LMM, 761'—0.6 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, climb to 2100' on NE crs, HUF ILS and proceed direct to Carbon Int or, when directed by ATC, make climbing right turn to 2500', and proceed direct to LEU VOR.
NOTES: (1) No approach lights. (2) When authorized by ATC, DME may be used to position aircraft on final approach crs at 2500' via 13-mile DME Arc, 180° clockwise to 280° from HUF VOR with the elimination of the procedure turn. (3) All turns to be made on W side of crs, high tower to S.
*400-¾ required when glide slope not utilized.

City, Terre Haute; State, Ind.; Airport name, Hulman Field; Elev., 585'; Fac. Class., ILS; Ident., I-HUF; Procedure No. ILS-5, Amdt. 7; Eff. date, 2 Oct. 65; Sup. Amdt. No. 6; Dated, 5 Dec. 64

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

RADAR STANDARD INSTRUMENT APPROACH PROCEDURE

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

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

Radar terminal area maneuvering sectors and altitudes														Ceiling and visibility minimums			
From	To	Dist.	Alt.	Dist.	Alt.	Dist.	Alt.	Dist.	Alt.	Dist.	Alt.	Dist.	Alt.	Condition	2-engine or less		More than 2-engine, more than 65 knots
															65 knots or less	More than 65 knots	
320	025	20	6000	15	4400	10	3300							Surveillance approach			
025	320	20	4000	15	3100									T-dn	300-1	300-1	200-½
														C-dn	400-1	500-1	500-1½
														S-dn-10, 16,# 28, 34.*#	400-1	400-1	400-1
														A-dn	800-2	800-2	800-2

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished all runways: Climb on runway heading to 3500' within 10 miles, then proceed direct to BGM VOR. Hold W BGM VOR 1-minute right turns on R-256, 076° Inbnd.

#400-¾ authorized, except for 4-engine turbojet aircraft, with operative high-intensity runway lights.

*400-½ authorized, except for 4-engine turbojet aircraft with operative SALS.

CAUTION: Tower, 2549'—9.0 miles S of airport.

City, Binghamton; State, N.Y.; Airport name, Broome County; Elev., 1629'; Fac. Class., and Ident., Binghamton Radar; Procedure No. 1, Amdt. 2; Eff. date, 2 Oct. 65; Sup. Amdt. No. 1; Dated, 23 May 64

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	
100°	200°	Within: 3 miles	2000	Surveillance approach			
200°	100°	11.5 miles	2000	T-dn	300-1	300-1	200-½
				C-dn	600-1	600-1	600-1½
				S-dn-29	500-1	500-1	500-1
				S-dn-11	600-1	600-1	600-1
				A-dn	800-2	800-2	800-2
				Precision approach			
				S-dn-29 and 11	300-¼	300-¼	300-¼

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, Runway 29: Turn right, climb to 2000' on SNS VOR R-293 to Moss Landing Int. Hold SE in a 1-minute holding pattern, 113° Outbnd, 293° Inbnd, right turn or, when directed by ATC, climb to 2000' on crs, 290° to intercept the 015° bearing from Monterey LOM, thence direct to the Monterey LOM. Runway 11: Turn left, climb to 2000' on SNS VOR R-293 to Moss Landing Int. Hold SE in a 1-minute holding pattern, 113° Outbnd, 293° Inbnd, right turn or, when directed by ATC, climb to 2000' on crs, 290° to intercept the 015° bearing from Monterey LOM, thence direct to the Monterey LOM.

NOTE: Authorized for military use only except by prior arrangement.

City, Fort Ord; State, Calif.; Airport name, Fritzsche AAF; Elev., 134'; Fac. Class., and Ident., Fort Ord Radar; Procedure No. 1, Amdt. 4; Eff. date, 2 Oct. 65; Sup. Amdt. No. 3; Dated, 26 Dec. 64

275°	060°	7-30 miles	1900	Surveillance approach			
060°	275°	7-20 miles	2000				
000°	360°	0-7 miles	1800	T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				S-dn-15L and R*#	400-1	400-1	400-1
				S-dn-33L and R*	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

All bearings and distances are from radar antenna site with sector azimuths progressing clockwise. Radar control must provide 3 miles or 1000' vertical separation from the following towers: 1949'—16.5 miles SW; 1949'—17 miles WSW; and 1049'—9.5 miles WSW.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished Runway 15 L and R: Turn right, climb to 2000' on JAN VORTAC R-164 within 20 miles. Runway 33 L and R: Turn right, climb to 2000' on JAN VORTAC R-129, proceed to Rankin Int. Hold SE, 1-minute right turns, 309° Inbnd.

*400-¾ authorized, except for 4-engine turbojet aircraft, with operative high-intensity runway lights. #400-½ authorized Runway 15L, except for 4-engine turbojet aircraft with operative ALS.

City, Jackson; State, Miss.; Airport name, Allen C. Thompson Field; Elev., 345' Fac. Class, and Ident., Jackson Radar: Procedure No. 1, Amdt 3; Eff. date, 2 Oct. 65; Sup. Amdt. No. 2; Dated, 3 Apr. 65

RADAR STANDARD INSTRUMENT APPROACH PROCEDURES—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	
000°	360°	0-7 miles	2700	Surveillance approach			
015°	135°	7-14 miles	2900				
135°	015°	7-14 miles	2700	T-dn/35L/17R	300-1	300-1	200-½
140°	185°	14-18 miles	2700	T-dn/35R/17L	300-1	300-1	300-1
145°	185°	18-30 miles	3000	C-dn	500-1	500-1	500-1½
185°	340°	14-30 miles	3200	S-dn/17L/35L/35R	500-1	500-1	500-1
340°	185°	14-30 miles	3000	S-dn-17R*	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2
				Precision approach			
				C-dn/35L/17R	500-1	500-1	500-1½
				S-dn-35L	200-½	200-½	200-½
				S-dn-17R	300-¾	300-¾	300-¾
				A-dn	600-2	600-2	600-2

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished to Runway 35L, 35R, climb to 2900' via the R-180 RAY VORTAC to RAY VORTAC; Runway 17L, 17R, climb to 2700' direct to LN LOM.
Radar control will provide 1000' vertical clearance within 0-3 miles of 2529' tower located 18 miles W of airport.
*400-¾ authorized, except for 4-engine turbojet aircraft, with operative high-intensity runway lights.

City, Lincoln; State, Nebr.; Airport name, Lincoln Municipal/AFB; Elev., 1198'; Fac. Class., and Ident., Lincoln Radar; Procedure No. 1, Amdt. 2; Eff. date, 2 Oct. 65; Sup. Amdt. No. 1; Dated, 15 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., August 26, 1965.

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

[F.R. Doc. 65-9228; Filed, Sept. 27, 1965; 8:45 a.m.]

[Reg. Docket No. 6898; Amdt. 446]

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 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	

PROCEDURE CANCELED, EFFECTIVE 9 OCT. 1965, OR UPON DECOMMISSIONING OF FACILITY.

City, Hilo; State, Hawaii; Airport name, General Lyman Field; Elev., 34'; Fac. Class., SBRAZ; Ident., 10; Procedure No. 1, Amdt. 14; Eff. date, 21 Nov. 64; Sup. Amdt. No. 13; Dated, 6 Apr. 63

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

ADF STANDARD INSTRUMENT APPROACH PROCEDURE

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

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

Transition				Ceiling and visibility minimums			
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	
CPR VOR	LOM	Direct	8000	T-dn%	300-1	300-1	200-½
Alcova Int	LOM	Direct	8000	C-dn	500-1	500-1	500-1½
Glenrock Int	LOM	Direct	8000	S-dn-7	500-1	500-1	500-1
Henning Int	LOM	Direct	8000	A-dn	800-2	800-2	800-2
Airport Int	LOM	Direct	8000				
Lockett Int	LOM	Direct	8000				
Evansville Int	LOM	Direct	8000				
Oil Field Int	LOM	Direct	8000				

Procedure turn S side of crs, 254° Outbnd, 074° Inbnd, 8000' within 10 miles. Beyond 10 miles not authorized.*
Minimum altitude over facility on final approach crs, 6500'.
Crs and distance, facility to airport, 074°—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 CP LOM, turn left, return to LOM, climb to 8000' on 254° bearing within 15 miles or, when directed by ATC, turn left, proceed direct to the CPR VOR, climbing to 8000'.
*Final approach from holding pattern not authorized. Procedure turn required.
%Takeoffs all runways: Unless otherwise directed by ATC, the following departure procedures are recommended to insure adequate terrain and obstruction clearance: Southeastbound (134° through 155°) IFR departures: On V-19 cross Deer Creek Int at or above 9,000'; on V-85 cross Mountain Int at or above 10,000'.
MSA within 25 miles of facility: 000°-090°—8100'; 090°-180°—10,300'; 180°-270°—9400'; 270°-360°—8700'.

City, Casper; State, Wyo.; Airport name, Casper Air Terminal; Elev., 5348'; Fac. Class., LOM; Ident., CP; Procedure No. 1, Amdt. 4; Eff. date, 9 Oct. 65; Sup. Amdt. No. 3; Dated, 12 June 65

Concord VOR	PBR RBn	Direct	2900	T-dn	300-1	300-1	300-1
				C-dn	600-1	600-1	600-1½
				S-dn	NA	NA	NA
				A-dn	800-2	800-2	800-2

Procedure turn E side of crs, 150° Outbnd, 330° Inbnd, 2900' within 10 miles.
Minimum altitude over facility on final approach crs, 1400'.
Crs and distance, facility to airport, 330°—1.8 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 1.8 miles after passing PBR RBn, climb straight ahead to 1500' then make left-climbing turn; return to PBR RBn at 2900'. Hold SE of PBR RBn, 330° Inbnd, 1-minute, right turns.
NOTE: Final approach from a holding pattern not authorized. Procedure turn required.
MSA within 25 miles of facility: 000°-090°—3500'; 090°-180°—2500'; 180°-270°—3500'; 270°-360°—4000'.

City, Concord; State, N.H.; Airport name, Concord Municipal; Elev., 345'; Fac. Class., MHW; Ident., PBR; Procedure No. 1, Amdt. Orig.; Eff. date, 9 Oct. 65

Salem VOR	LOM	Direct	2600	T-dn	300-1	300-1	200-½
Carleton VOR	LOM (final)	Direct	2300	C-dn	400-1	500-1	500-1½
YIP LOM	LOM	Direct	2300	S-dn-3 L and R	400-1	400-1	400-1
Creek Int	LOM (final)	Direct	2300	A-dn	800-2	800-2	800-2
Dundee Int	LOM	Direct	2300				
Dundee Int	Creek Int	Via R-250 CRL VOR.	2300				

Radar available.
Procedure turn E side of crs, 212° Outbnd, 032° Inbnd, 2300' within 10 miles.
Minimum altitude over facility on final approach crs, 2300'.
Crs and distance, facility to Runway 3L, 032°—5.9 miles; to Runway 3R, 037°—6.6 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.9 miles after passing LOM, make right-climbing turn to 2300', and proceed to Park Int via QG VOR R-268° or, when directed by ATC, make left-climbing turn to 2200' and return to DT LOM.
MSA within 25 miles of the facility: 000°-090°—2800'; 090°-180°—2300'; 180°-270°—2300'; 270°-360°—2300'.

City, Detroit (Romulus); State, Mich.; Airport name, Detroit Metropolitan Wayne County; Elev., 639'; Fac. Class., LOM; Ident., DT; Procedure No. 1, Amdt. 14; Eff. date, 9 Oct. 65, or upon relocation of LOM; Sup. Amdt. No. 13; Dated, 22 July 65

EON VOR	IKK RBn	Direct	2300	T-dn	300-1	300-1	200-½
Benfield Int	IKK RBn	Direct	2300	C-d	700-1	700-1	700-1½
Anne Int	IKK RBn	Direct	2300	C-n	700-1½	700-1½	700-1½
Zoro Int	IKK RBn	Direct	2300	S-dn-4	700-1	700-1	700-1
Kentland Int	IKK RBn	Direct	2300	A-dn#	NA	NA	NA

Procedure turn S side of crs, 220° Outbnd, 040° Inbnd, 2100' within 10 miles.
Minimum altitude over facility on final approach crs, 1300'.
Facility on airport.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile of IKK RBn, turn right, climb to 2200', hold SW IKK RBn Inbnd crs, 040° right turns.
NOTES: (1) Facility operated by City of Kankakee Valley Airport Authority. (2) Obtain Joliet altimeter setting.
#No weather available.
MSA within 25 miles of facility: 000°-090°—2200'; 090°-180°—2100'; 180°-270°—2100'; 270°-360°—2000'.

City, Kankakee; State, Ill.; Airport name, Greater Kankakee; Elev., 623'; Fac. Class., MHW; Ident., IKK; Procedure No. 1, Amdt. Orig.; Eff. date, 9 Oct. 65

Sandy Hook VHF Int	JF OM/RBn (final)	Direct	1000	T-dn	300-1	300-1	200-½
				C-dn	500-1	500-1	500-1½
				S-dn-4R, 4L	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2

Radar available.
Procedure turn S side of crs, 222° Outbnd, 042° Inbnd, 1200' within 10 miles of OM/RBn.
Minimum altitude over facility on final approach crs, 700'.
Crs and distance, facility to Runway 4R, 042°—2.7 miles; to Runway 4L, 029°—2.2 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 2.7 miles after passing OM/RBn, make right-climbing turn to 3000' on JFK VOR R 077° to DPK VOR. Hold E, 1-minute left turns, Inbnd crs, 257° or, when directed by ATC climb on crs, 042° to 1900' to Kennedy (IW) LOM, hold NE, 1-minute left turns, Inbnd crs, 222°.
CAUTION: Circling and straight-in landing minimums do not provide standard clearance over stack, 277'—1.1 miles SSE of Runway 4R.
MSA within 25 miles of facility: 000°-270°—1600'; 270°-360°—2600'.

City, New York; State, N.Y.; Airport name, John F. Kennedy International; Elev., 12'; Fac. Class., MHW/LOM; Ident., JF; Procedure No. 1, Amdt. 24; Eff. date, 9 Oct. 65; Sup. Amdt. No. 23; Dated, 14 Aug. 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	
Chester VOR	Pittsfield RBn	Direct	4000	T-d	1100-2	1100-2	NA
Brainard Int	Pittsfield RBn	Direct	4000	T-n	1300-2	1300-2	NA
Stockbridge Int	Pittsfield RBn	Direct	4000	C-dn*	1500-2	1500-2	NA
Rowe Int	Pittsfield RBn	Direct	4000	S-dn	NA	NA	NA
Hillsdale Int	Pittsfield RBn	Direct	4000	A-dn**	2000-2	2000-2	NA

Procedure turn S side of crs, 073° Outbnd, 253° Inbnd, 4000' within 10 miles.
Minimum altitude over facility on final approach crs, 3000'.
Crs and distance, facility to airport, 253°—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 Pittsfield RBn, make a right climbing turn to 4000', return to the Pittsfield RBn. Hold E of the Pittsfield RBn, 253° Inbnd, left turns, 1 minute.
NOTES: (1) Approach from a holding pattern not authorized. Procedure turn required. (2) Facility must be monitored aurally during this approach.
CAUTION: Altimeter setting from Albany FSS, 1325' antenna (1.0 mile N of airport), 2128' terrain (0.17 mile SW of airport).
*1300-2 authorized when approved altimeter setting is available from Pittsfield Weather Bureau.
**Alternate weather minimums authorized only for those who have an approved arrangement for weather service at the airport.
MSA within 25 miles of facility: 000°-090°—5000'; 090°-180°—4000'; 180°-270°—4000'; 270°-360°—4000'.

City, Pittsfield; State, Mass; Airport name, Pittsfield Municipal: Elev., 1170'; Fac. Class., MHW; Ident., PSF; Procedure No. 1, Amdt. 1; Eff. Date, 9 Oct. 65; Sup. Amdt. No. Orig.: Dated, 3 Apr. 65

Hyannis VOR	Provincetown RBn	Direct	1700	T-dn	300-1	300-1	NA
Brant Rock Int	Provincetown RBn	Direct	1500	C-dn	600-1	600-1	NA
				S-dn	NA	NA	NA
				A-dn	NA	NA	NA

Radar available.
Procedure turn S side of crs, 253° Outbnd, 073° Inbnd, 1500' within 10 miles.
Minimum altitude over facility on final approach crs, 600'.
Crs and distance, facility to airport, 073°—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 the PVC RBn, make left-climbing turn to 1500'; return to the PVC RBn. Hold W of PVC RBn, 073° Inbnd, right turns, 1 minute.
CAUTION: Pilgrim Monument, 353' located 1.7 miles SSE of airport.
NOTES: (1) Altimeter setting from Hyannis Tower. (2) Facility must be monitored aurally during this procedure. (3) Approach from a holding pattern not authorized. Procedure turn required.
MSA within 25 miles of facility: 000°-090°—1100'; 090°-180°—1500'; 180°-270°—1500'; 270°-360°—1500'.

City, Provincetown; State, Mass.; Airport name, Provincetown Municipal; Elev., 8'; Fac. Class., MHW; Ident., PVC; Procedure No. 1, Amdt. Orig.; Eff. date 9 Oct. 65

Orinda Int	South Shore Int (final)	Direct	2600	T-dn*	300-1	300-1	200-½
				C-dn#	500-1	500-1	500-1½
				S-dn-19L	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2

Radar available.
Procedure turn not authorized. Aircraft must proceed from over Orinda Int or be radar vectored to final approach crs.
Minimum altitude over South Shore Int on final approach crs, 2600'; over Oyster Int, 1000'; over facility, 500'.
Crs and distance, facility to airport, 191°—0.6 mile.
Final approach crs, 194° Inbnd.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.6 mile after passing SIA RBn, turn left, climb to 2500' on crs, 114° from RBn, or SFO ILS E crs within 10 miles.
*700-1 required for takeoff, Runway 19L/R, and left turn must be started as soon as practicable. Terrain over 1000'—3 miles S of airport. Sliding scale not authorized.
#IFR departures must comply with published SFO SID's, or be radar vectored.
#1000' ceiling required for circling, approaches to Runway 1R/L.
MSA within 25 miles of facility: 000°-090°—4500'; 090°-180°—3000'; 180°-270°—3000'; 270°-360°—3700'.

City, San Francisco; State, Calif.; Airport name, San Francisco International; Elev., 12'; Fac. Class., MHW; Ident., SIA; Procedure No. 2, Amdt. Orig.; Eff. date, 9 Oct. 65

SEA VOR	TIW RBn	Direct	2000	T-dn%	300-1	300-1	200-½
TCM VOR	TIW RBn	Direct	2000	C-dn*	600-1	600-1	600-1½
Carr Int	TIW RBn	Direct	2000	A-dn**	800-2	800-2	800-2

Radar available.
Procedure turn W side of crs, 345° Outbnd, 165° Inbnd, 2000' within 10 miles of TIW RBn.
Minimum altitude over facility on final approach crs, 1700'.
Crs and distance, facility to airport, 165°—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 TIW RBn, climb to 2000' direct to GRF RBn, or when directed by ATC, turn right, climb to 2000' direct to TIW RBn.
NOTE: TIW RBn private facility. The Federal Government disclaims responsibility for non-Federal navigational facilities.
Other change: Deletes transition from Bainbridge Int.
*CAUTION: 957' tower and 736' stack, 2.5 miles E of airport; 600' tower, 1 mile E of airport. All circling and maneuvering W of airport.
%Takeoff all runways: Unless otherwise directed by ATC, the following departure procedure is recommended to insure adequate terrain and obstruction clearance: (1) Climb direct to TIW RBn, thence proceed on crs. (2) Climb direct to GRF RBn, thence proceed on crs. See caution note.
**Alternate minimums not authorized 0000-0459 except Saturday 0000-0459, 2100-0000 Saturday all times local.
MSA within 25 miles of facility: 000°-090°—3700'; 090°-180°—2700'; 180°-270°—6400'; 270°-360°—7000'.

City, Tacoma; State, Wash.; Airport name, Tacoma Industrial; Elev., 290'; Fac. Class., MHW; Ident., TIW; Procedure No. 1, Amdt. 2; Eff. date, 9 Oct 65; Sup. Amdt. No. 1; Dated, 20 Feb. 65

OLM VOR	GRF RBn	Direct	2000	T-dn%	300-1	300-1	200-½
Carr Int	GRF RBn	Direct	2000	C-d*	600-1	600-1	600-1½
McChord Int	GRF RBn	Direct	2000	C-n*	600-2	600-2	600-2
				A-dn**	800-2	800-2	800-2

Radar available.
Procedure turn W side of crs, 167° Outbnd, 347° Inbnd, 2000' within 10 miles.
Minimum altitude over facility on final approach crs, 1800'.
Crs and distance, facility to airport, 347°—6.7 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 6.7 miles after passing GRF RBn, climb to 2000' direct to TIW RBn, or when directed by ATC, turn left, climb to 2000' direct to GRF RBn.
NOTE: This procedure overlies R-6703 and R-6704 and is not usable without prior ATC approval.
*CAUTION: 957' tower and 736' stack, 2.5 miles E of airport. 600' tower, 1 mile E of airport. All circling and maneuvering W of airport.
%Takeoff all runways: Unless otherwise directed by ATC, the following departure procedure is recommended to assure adequate terrain and obstruction clearance: (1) Climb direct to GRF RBN, thence proceed on crs. (2) Climb direct to TIW RBn, thence proceed on crs. See caution note.
**Alternate minimums not authorized 0000-0459 except Saturday 0000-0459, 2100-0000 Saturday all times local.
MSA within 25 miles of facility: 000°-090°—5600'; 090°-180°—5600'; 180°-270°—3700'; 270°-360°—2800'.

City, Tacoma; State, Wash.; Airport name, Tacoma Industrial; Elev., 290'; Fac. Class., MH; Ident., GRF; Procedure No. 2, Amdt. 2; Eff. date, 9 Oct. 65; Sup. Amdt. No. 1; Dated, 20 Feb. 65

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

VOR STANDARD INSTRUMENT APPROACH PROCEDURE

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

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

Transition				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-dℓ	1500-1	1500-1	1500-1
				T-nℓ	1500-2	1500-2	1500-2
				C-d	2300-1	2300-1½	2300-1½
				C-n	2300-2	2300-2	2300-2
				A-d	2300-1½	2300-1½	2300-1½
				A-n	2300-2	2300-2	2300-2

Procedure turn E side of crs, 343° Outbnd, 163° Inbnd, 9000' within 10 miles not authorized beyond 10 miles (nonstandard due to terrain).
Minimum altitude over facility on final approach crs, 7900'.
Crs and distance, facility to airport, 096°—11.5 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 1.5 miles after passing BTM VOR, make right-climbing turn to BTM VOR, then continue climb to 9000' in 1-minute holding pattern on R 343°, left-hand turns.
AIR CARRIER NOTE: Sliding scale not authorized for landing.
NOTE: Final approach from holding pattern at VOR not authorized. Procedure turn required.
Other change: Deletes transition from Whitehall LFR.
ℓClimb clear of clouds over the airport to at least 7000'. If unable to climb to MEA clear of clouds over the airport, climb to BTM VOR on R 094°, then climb to MEA in 1-minute holding pattern on R 343°, left hand turns.
MSA within 25 miles of facility: 000°-090°—9000'; 090°-180°—11,800'; 180°-270°—11,700'; 270°-360°—11,300'.

City, Butte; State, Mont.; Airport name, Silver Bow County; Elev., 5554'; Fac. Class., BVOR; Ident., BTM; Procedure No. 1, Amdt. 4; Eff. date, 9 Oct. 65; Sup. Amdt. No. 3; Dated, 24 Aug. 63

Whitehall VOR	Homestake FM	Via R 269° HIA VOR, 11 miles.	9500	T-dℓ	1500-1	1500-1	1500-1
				T-nℓ	1500-2	1500-2	1500-2
				C-d	3000-1	3000-1½	3000-1½
				C-n	3000-2	3000-2	3000-2
				A-dn	3000-2	3000-2	3000-2

Procedure turn not authorized. Final approach crs, 269°.
Minimum altitude over Homestake FM on final approach crs, 9500'.
Final approach crs aligned S of airport due to terrain N of crs.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.6 miles after passing Homestake FM, climb westbound to 10,000' on R 275° Whitehall VOR within 15 miles of Homestake FM or, when directed by ATC, climb westbound to 10,000' on R 095° Butte VOR to VOR.
AIR CARRIER NOTE: Sliding scale not authorized for landing.
ℓClimb clear of clouds over the airport to at least 7000'. If unable to climb to MEA clear of clouds over the airport, climb to BTM VOR on R 094°, then climb to MEA in 1 minute holding pattern on R 343°, left-hand turns.
MSA within 25 miles of facility: 000°-090°—9800'; 090°-180°—11,700'; 180°-270°—11,300'; 270°-360°—9900'.

City, Butte; State, Mont.; Airport name, Silver Bow County; Elev., 5554'; Fac. Class., BVORTAC FM; Ident., HIA H8K; Procedure No. 2, Amdt. 3; Eff. date, 9 Oct. 65; Sup. Amdt. No. 2; Dated, 24 Dec. 55

				T-dn	300-1	300-1	300-1
				C-dn	500-1	500-1	500-1½
				A-dn	800-2	800-2	800-2

Radar available.
Procedure turn S side of crs, 154° Outbnd, 334° Inbnd, 2000' within 10 miles.
Minimum altitude over facility on final approach crs, 1200'.
Crs and distance, facility to airport, 334°—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 DHN VORTAC turn right, climb to 2000' on R 019° of DHN VORTAC within 20 miles.
NOTES: (1) Procedure turn S side of R 154° due to obstruction. (2) When authorized by ATC, DME may be used from R 140° clockwise to R 060° within 20 miles at 2000' to position aircraft for straight-in approach with elimination of a procedure turn.
MSA within 25 miles of facility: 000°-090°—2600'; 090°-180°—2600'; 180°-270°—1800'; 270°-360°—1800'.

City, Dothan; State, Ala.; Airport name, Dothan; Elev., 395'; Fac. Class., BVORTAC; Ident., DHN; Procedure No. 1, Amdt. 3; Eff. date, 9 Oct. 65; Sup. Amdt. No. 2; Dated, 21 Aug. 65

Tupper Lake Int	SLK VOR	Direct	4500	T-d*	700-1	700-1	700-1
Redford Int	SLK VOR	Direct	4500	C-d	1200-1½	1200-1½	1200-2
				A-d**	1700-2	1700-2	1700-2
				After passing Lake Clear FM, the following minimums are authorized:			
				C-d	1100-1½	1100-1½	1100-2
				S-d-5/9	1100-1½	1100-1½	1100-1½

Procedure turn N side of crs, 251° Outbnd, 071° Inbnd, 4000' within 10 miles.
Minimum altitude over facility on final approach crs, 2850'; after passing Lake Clear FM, 2750'.
Facility on airport.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile of SLK VOR (or 3.3 miles after passing Lake Clear FM), make a left-climbing turn to 4000' direct to SLK VOR. Hold SW of SLK VOR, 1-minute left turn, 071° Inbnd.
NOTE: Approach from a holding pattern not authorized. Procedure turn required.
CAUTION: Altimeter setting from Massena FSS.
IFR departures: Climb in the holding pattern and depart the SLK VOR at 4500' or above on airways.
*900-1 required for takeoff on Runways 9 and 34. (Sliding scale not authorized.)
**Alternate weather minimums authorized only for those who have an approved arrangement for weather service at the airport.
MSA within 25 miles of facility: 000°-090°—5000'; 090°-180°—6500'; 180°-270°—6000'; 270°-360°—4000'.

City, Saranac Lake; State, N.Y.; Airport name, Adirondack; Elev., 1659'; Fac. Class., TVOR; Ident., SLK; Procedure No. 1, Amdt. 1; Eff. date, 9 Oct. 65; Sup. Amdt. No. Orig.; Dated, 10 July 65

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*.....	1000-1	1000-1	1000-1
				C-dn.....	1000-1	1000-1	1000-1½
				A-dn.....	1000-2	1000-2	1000-2

Procedure turn N side of crs, 088° Outbnd, 268° Inbnd, 8500' within 10 miles not authorized beyond 10 miles.
Minimum altitude over facility on final approach crs, 7000'.
Crs and distance, facility to airport, 294°—2.1 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 2.1 miles after passing TPH VOR, make right-climbing turn, return to VOR station on R 325°, climb to 8500' in a standard holding pattern on R 088° (088° Outbnd, 268° Inbnd).
*Takeoffs all runways: Unless otherwise directed by ATC, the following departure procedure is recommended to insure adequate terrain and obstruction clearance, climb to TPH VOR, continue climb S of the TPH VOR on R 181° within 20 miles to sufficient altitude to cross the VOR at or above MCA. All turns W of crs.
Other change: Deletes transition from TPH SABH.
MSA within 25 miles of facility: 000°-090°—10,500'; 090°-180°—10,500'; 180°-270°—10,200'; 270°-360°—10,400'.

City, Tonopah; State, Nev.; Airport name, Tonopah; Elev., 5420'; Fac. Class., L-BVORTAC; Ident., TPH; Procedure No. 1, Amdt. 3; Eff. date, 9 Oct. 65; Sup. Amdt. No. 2; Dated, 2 Mar. 63

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	
				T-dn*.....	300-1	300-1	200-½
				Minimums when control zone effective:			
				C-d%#.....	500-1	500-1	500-1½
				C-n%@#.....	500-2	500-2	500-2
				S-dn-35%.....	500-1	500-1	500-1
				A-dn%.....	800-2	800-2	800-2
				Minimums when control zone not effective:			
				C-dn@#.....	700-2	700-2	700-2
				S-dn-35.....	700-1	700-1	700-1
				A-dn.....	NA	NA	NA

Procedure turn E side of crs, 142° Outbnd, 322° Inbnd, 4500' within 10 mile.
Minimum altitude over facility on final approach crs, 3384'.
Facility on airport. Crs and distance, breakoff point to Runway 35, 347°—1.0 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile after passing LBL VOR, climb to 4500' on R 322° LBL VOR within 10 miles, make left turn and return to LBL VOR.
CAUTION: Numerous towers to elevation of 3530' E of airport.
NOTE: Altimeter setting from GCK FSS when control zone not effective.
*When 3530' tower, 1.9 miles E of airport is not visible on takeoff, climb to 4500' on runway heading before turning toward tower.
#All circling approaches will be made to W of airport.
@ Lights installed on Runways 35 and 17 only.
%These minimums apply at all times for those air carriers with approved weather reporting service.
MSA within 25 miles of facility: 000°-360°—4500'.

City, Liberal; State, Kans.; Airport name, Liberal Municipal; Elev., 2884'; Fac. Class., B-VOR; Ident., LBL; Procedure No. TerVOR-35, Amdt. 3; Eff. date, 9 Oct. 65; Sup. Amdt. No. 2; Dated, 18 Sept. 65

OKK VOR.....	MZZ VOR.....	Direct.....	2200	T-dn.....	300-1	300-1	200-½
OKK RBn.....	MZZ VOR.....	Direct.....	2200	C-dn.....	700-1	700-1	700-1½
				S-dn-22.....	700-1	700-1	700-1
				A-dn#.....	800-2	800-2	800-2
				If aircraft dual VOR equipped and Jones Int received, the following minimums apply:			
				C-dn.....	400-1	500-1	500-1½
				S-dn-22.....	400-1	400-1	400-1

Procedure turn S side of crs, 042° Outbnd, 222° Inbnd, 2200' within 10 miles of MZZ VOR.
Minimum altitude over MZZ VOR on final approach crs, 1600'; over Jones Int on final approach crs, 1600'.
Crs and distance, Jones Int to airport, 222°—3.4 miles.
Crs and distance, breakoff point to approach end of Runway 22, 217°—0.7 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile of VOR, make climbing left turn to 2200' and return to MZZ VOR.
NOTE: High tension powerline 1 mile N of the airport.
#Alternate minimums authorized only during hours of control zone operation, or for air carrier with weather reporting service.
MSA within 25 miles of facility: 090°-180°—2500'; 180°-090°—2300'.

City, Marion; State, Ind.; Airport name, Marion Municipal; Elev., 856'; Fac. Class., BVOR; Ident., MZZ; Procedure No. TerVOR-22, Amdt. 5; Eff. date, 9 Oct. 65; Sup. Amdt. No. 4; Dated, 7 Aug. 65

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	
Orinda Int	South Shore Int (final)	Direct	2600	T-dn*	300-1	300-1	200-½
				C-dn#	500-1	500-1	500-1½
				S-dn-19L$	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Radar available.
Procedure turn not authorized. Aircraft must proceed from Orinda Int or be radar vectored to final approach crs.
Final approach crs, 194° Inbnd.
Minimum altitude over South Shore Int on final approach crs, 2600'; over Oyster Int, 1000'; over facility, 400'.
Facility on airport.
Crs and distance, Oyster Int to VOR, 194°—4.1 miles; Oyster Int to breakoff point, 194°—3.1 miles; breakoff point to runway, 190°—0.4 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile after passing VOR, turn left, climb to 2500' on SFO R 101° within 10 miles.
*700-1 required for takeoff on Runways 19L/R, and left turn must be started as soon as practicable. Terrain over 1000' 3 miles S of airport. Sliding scale not authorized.
*IFR departures must comply with published San Francisco SID's, or be radar vectored.
#1000' ceiling required for circling approaches to Runways 1R/L.
$400-¾ authorized, except for 4-engine turbojet aircraft, with operative high-intensity runway lights. 400-1¼ authorized, except for 4-engine turbojet aircraft, with operative SALS.
MSA within 25 miles of facility: 000°-090°—4300'; 090°-180°—3900'; 180°-270°—3000'; 270°-360°—3700'.

City, San Francisco; State, Calif.; Airport name, San Francisco International; Elev., 12'; Fac. Class., L-TVOR; Ident., SFO; Procedure No. VOR-19L, Amdt. 9; Eff. date, 9 Oct. 65; Sup. Amdt. No. 8; Dated, 5 June 65

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	
Mansfield Int	Bond Int (final)	Via RBS R 209° and CMI R 323°.	2000	T-dn*	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				S-dn-18	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn W side of crs, 323° Outbnd, 143° Inbnd, 2700' within 10 miles of Bond Int.
Minimum altitude over Bond Int on final approach crs, 2000'.
Crs and distance, Bond Int to airport, 143°—5.0 miles. Breakoff point to runway, 133°—0.5 mile.
Crs and distance, Bond Int to VOR, 143°—5.7 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile of VOR, climb to 2700' southeastbound on R-143, reverse crs and return to VOR.
NOTES: (1) When authorized by ATC, DME may be used to position aircraft on final approach crs via 12-mile DME Arc of CMI VORTAC between R 225° clockwise thru R 095° at 2700' with elimination of procedure turn. (2) Final approach from holding pattern at Bond Int not authorized. Procedure turn required.
*When weather is less than 400-1, aircraft departing Runways 4, 31, and 36 maintain runway track until reaching 1500' due to 1146' tower, 2.5 miles NNE.
MSA within 25 miles of facility: 000°-090°—2200'; 090°-180°—2000'; 180°-270°—2300'; 270°-360°—2800'.

City, Champaign (Urbana); State, Ill.; Airport name, University of Illinois-Willard; Elev., 753'; Fac. Class., BVORTAC; Ident., CMI; Procedure No. VOR/DME No. 1, Amdt. Orig.; Eff. date, 9 Oct. 65

Mansfield Int	CMI VOR	Direct	2700	T-dn*	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				A-dn	800-2	800-2	800-2

Procedure turn E side of crs, 027° Outbnd, 207° Inbnd, 2100' within 10 miles.
Minimum altitude over Stadium Int on final approach crs, 1600'.
Crs and distance, Stadium Int to airport, 207°—2.0 miles. Breakoff point to runway 218°—0.5 mile.
Crs and distance, Stadium Int to VOR, 207°—2.7 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile of VOR, climb to 2700' and proceed to Mansfield Int northwestbound on CMI R 325°, or when directed by ATC, climb to 2500' and proceed to Rement Int southwestbound on CMI VOR-234.
NOTE: When authorized by ATC, 8-mile DME Arc at 2300' may be used between R 300° clockwise thru R 120° to position aircraft for straight-in approach with elimination of procedure turn.
*When weather is less than 400-1, aircraft departing Runways 4, 31, and 36 maintain runway track until reaching 1500' due to 1146' tower, 2.5 miles NNE.
MSA within 25 miles of facility: 000°-090°—2200'; 090°-180°—2000'; 180°-270°—2300'; 270°-360°—2800'.

City, Champaign (Urbana); State, Ill.; Airport name, University of Illinois-Willard; Elev., 753'; Fac. Class., BVORTAC; Ident., CMI; Procedure No. VOR/DME No. 2, Amdt. Orig.; Eff. date, 9 Oct. 65

				T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				S-dn-31*	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn N side of crs, 125° Outbnd, 305° Inbnd, 1900' within 10 miles of 8-mile DME fix.
Minimum altitude over 8-mile DME fix on final approach crs, 1400'.
Crs and distance, 8-mile DME fix, 305°—4.9 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, climb to 1800' of GGG R 306°.
NOTE: When authorized by ATC, orbit at 20 miles between GGG R 021° and R 174° clockwise at 2100' to position aircraft on final and eliminate procedure turn.
*400-¾ authorized, except for 4-engine turbojet aircraft, with operative high-intensity runway lights. MSA within 25 miles of facility: 000°-360°—1900'.

City, Longview; State, Tex.; Airport name, Gregg County; Elev., 365'; Fac. Class., L-BVORTAC; Ident., GGG; Procedure No. VOR/DME No. 1, Amdt. Orig.; Eff. date, 9 Oct. 65

VOR/DME 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	
FNT VORTAC	12-mile fix R 278°	Direct	1900	T-dn	300-1	300-1	200-½
12-mile fix R 278°	17.5-mile fix R 278°	Direct	1400	C-dn	700-1	700-1	700-1½
				S-dn-28	700-1	700-1	700-1
				A-dn	NA	NA	NA

Procedure turn not authorized.
Minimum altitude over facility on final approach crs, 1900'.
Crs and distance, facility to airport, 278°—17.5 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished at 17.5-mile DME fix R 278°, climb to 2200', turn right and proceed to FNT VORTAC via R 278° or, when directed by ATC, climb to 2200', turn right and return to 12-mile DME fix R 278°.
NOTE: Approach controlled by Flint approach control. Close flight plan with Flint by radio or long distance phone immediately upon landing.
MSA within 25 miles of facility: 000°–090°—2200'; 090°–180°—2600'; 180°–270°—2200'; 270°–360°—2600'.

City, Owosso; State, Mich; Airport name, Owosso City; Elev., 740'; Fac. Class., BVORTAC; Ident., FNT; Procedure No. VOR/DME No. 1, Amdt. Orig.; Eff. date, 9 Oct. 65

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.

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	
Ventura VOR	ILS W crs	057°—16.9 miles	5000	T-dn	300-1	300-1	#300-1
Saugus Int	LOM	Direct	5600	C-d*	900-1½	900-1½	900-1½
Fillmore VOR	Woodland Int	Direct	5000	C-n*	900-2	900-2	900-2
Int LAX VOR R 270° and Lake Hughes VOR R 170.	Woodland Int	Direct	5000	S-dn-7**	300-¾	300-¾	300-¾
				A-dn	900-2	900-2	900-2
Twin Lakes Int	Woodland Int	Direct	5000				
Woodland Int	LOM (final)	Direct	2800				

Radar available.
Procedure turn S side of crs, 258° Outbnd, 076° Inbnd, 4000' within 10 miles of LOM. Beyond 10 miles not authorized.
Minimum altitude at glide slope interception Inbnd, 2800'.
Altitude of glide slope and distance to approach end of runway at OM, 2738'—6.1 miles; at MM, 1353'—1.8 miles; at Inner Compass locator, 924'—0.4 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, make immediate right-climbing turn to 4000' on W crs, BUR ILS within 10 miles.
W of LOM or, when directed by ATC, (1) climb direct to Glendale RBn, climb via 068° bearing from Glendale RBn to 3000', turn right, climb to recross Gendale RBn not below 4500', then proceed direct to BUR ILS LOM or, (2) climb direct to Glendale RBn then climb via 068° bearing of Glendale RBn to 4000' within 12.0 miles.
Other change: Deletes transition from Malibu Int.
CAUTION: High terrain NE and E of airport.
AIR CARRIER NOTES: Sliding scale prohibited below ¾ mile for takeoff on Runways 7, 15, 33, and for straight-in landing minimums. Sliding scale not authorized for circling minimums.
NOTES: (1) Nonstandard installation. Localizer antenna at approach end of runway. (2) Northbound and southbound (270° clockwise through 240°) IFR departures: To insure adequate terrain and obstruction clearance, published SID's should be used.
#200-½ authorized for takeoff on Runway 25 only.
*Maneuvering NE and E of airport not authorized.
**For minimums of 300-¾, all components of ILS must be utilized. If glide slope not received, then minimums of 400-1 apply.

City, Burbank; State, Calif.; Airport name, Lockheed Air Terminal; Elev., 775'; Fac. Class., ILS; Ident., I-BUR; Procedure No. ILS-7, Amdt. 20; Eff. date, 9 Oct. 65; Sup. Amdt. No. 19; Dated, 14 Sept. 63

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

Radar available.
Procedure turn E side of crs, 212° Outbnd, 032° Inbnd, 2300' within 10 miles.
Minimum altitude at glide slope interception Inbnd, 2300'.
Altitude of glide slope and distance to approach end of runway at LOM, 2346'—5.9 miles; at LMM, 841'—0.6 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished make right climbing turn to 2300' and proceed to Park Int via QG VOR R 268°; or when directed by ATC, make left climbing turn to 2300' and return to DT LOM.
§400-¾ required when glide slope not utilized. 400-½ authorized, except for 4-engine turbojet aircraft, with operative ALS.
#Crs and distance, OM to Runway 3R, 032°—6.6 miles.
*RVR 2400' authorized.
**RVR 2400'. Descent below 839' not authorized unless approach lights are visible.

City, Detroit (Romulus); State, Mich.; Airport name, Detroit Metropolitan Wayne County; Elev., 639'; Fac. Class., ILS; Ident, I-DTW; Procedure No. ILS-3L-R, Amdt. 14; Eff. date, 9 Oct. 65, or upon relocation of LOM; Sup. Amdt. No. 13; Dated, 22 July 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	
ONT VOR	RAL VOR	Direct	4200	T-dn%	300-1	300-1	200-½
RAL VOR	Highgrove Int	Direct	4200	C-dn	500-1	500-1	500-1½
Sierra Int	Highgrove Int	Direct	4200	S-dn-25#	200-½	200-½	200-½
Highgrove Int	Colton RBn	Direct	4200	A-dn	600-2	600-2	600-2
Colton RBn	LOM (final)	Direct	2800				
Moreno Int	Colton RBn	Direct	4200				
Highgrove Int	Colton Int	Direct	4200				

Radar available.
Procedure turn not authorized.
Altitude and distance to approach end of runway at Colton RBn, 4300'—10.8 miles; at OM, 2720'—5.9 miles; at MM, 1145'—0.6 mile. Descent to cross LOM at 2720' authorized after intercepting glide slope on localizer crs at minimum altitude, 2800'.
Glide slope on localizer crs at minimum altitude, 2800'.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.9 miles after passing LOM, climb to 3000' on W crs within 14.0 miles of ILS LOM.
%Northbound and eastbound (278° through 105° clockwise) IFR departures must comply with published Ontario SID's.
#400-½ required when glide slope not utilized. 400-½ authorized, except for 4-engine turbojet aircraft, with operative ALS.

City, Ontario; State, Calif.; Airport name, Ontario International; Elev., 952'; Fac. Class., ILS; Ident., I-ONT; Procedure No. ILS-25, Amdt. 22; Eff. date, 9 Oct. 65; Sup. Amdt. No. 21; Dated, 11 Sept. 65

Wheeling VOR	LOM	Direct	3000	T-dn	300-1	300-1	200-½
Finley Int	LOM	Direct	3000	C-dn	600-1	700-1	700-1½
Bellaire VOR	LOM	Direct	3000	S-dn-3*	300-½	300-½	300-½
Bellaire VOR##	Maynard Int (final)	Direct	3000	A-dn	600-2	700-2	700-2
Maynard Int	LOM (final)	Direct	2500				

Procedure turn E side of crs, 210° Outbnd, 030° Inbnd, 3000' within 10 miles of LOM.
Minimum altitude at glide slope intercept Inbnd, 2500'.
Altitude of glide slope and distance to approach end of runway at OM, 2470'—3.9 miles; at MM, 1308'—0.6 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, climb to 3000' on the HLG VOR/R 222° to HLG VOR. Hold SW on the R 222° at 3000', 1-minute right turns, 042° Inbnd, or when directed by ATC, make climbing left turn to 3000' returning to HL LOM. Hold SW, 1-minute right turns, 030° Inbnd.
Other changes: Deletes air carrier note, caution note and note regarding HIRL.
*500-¾ required with glide slope inoperative.
##Bellaire VOR—Maynard Int transition restricted to aircraft capable of receiving Wheeling ILS and Bellaire VOR or DME simultaneously.

City, Wheeling; State, W. Va.; Airport name, Wheeling-Ohio County; Elev., 1196'; Fac. Class., ILS; Ident., I-HLG; Procedure No. ILS-3, Amdt. 7; Eff. date, 9 Oct. 65; Sup. Amdt. No. 6; Dated, 26 Dec. 64

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

RADAR STANDARD INSTRUMENT APPROACH PROCEDURE

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

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	
000°	360°	Within:		Surveillance approach			
045°	345°	20 miles	2000				
345°	045°	20-40 miles	3000	T-dn	300-1	300-1	200-½
		20-40 miles	4000	C-dn	500-1	500-1	500-1½
				S-dn-18*	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

All bearing and distances are from radar antenna with sector azimuth progressing clockwise.
Radar site (OZR RAPCON) located on Cairns AAF.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, turn left, climb to 2000', proceed direct to DHN VORTAC, hold SE on R 150° DHN VORTAC 1-minute left turns.
*400-¾ authorized, except for 4-engine turbojet aircraft, with operative high-intensity runway lights.

City, Dothan; State, Ala.; Airport name, Dothan; Elev., 395'; Fac. Class., Cairns; Ident., RAPCON; Procedure No. 1, Amdt. 1; Eff. date, 9 Oct. 65; Sup. Amdt. No. Orig.; Dated, 24 July 65

000°	360°	Within: 15 miles	3000	Surveillance approach			
				T-dn%	300-1	300-1	200-½
				C-dn*	600-1	600-1	600-1½
				S-dn-35	500-1	500-1	500-1
				A-dn**	800-2	800-2	800-2

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, Runway 35: climb to 2000' direct to TIW RBn, or when directed by ATC, turn left, climb to 2000' direct to GRF RBn. Runway 17: climb to 2000' direct to GRF RBn.
*CAUTION: 957' tower, and 736' stack, 2.5 miles E of airport, 600' tower, 1 mile E of airport. All circling and maneuvering W of airport.
%Takeoffs all runways: Unless otherwise directed by ATC, the following departure procedure is recommended to insure adequate terrain and obstruction clearance: (1) climb direct to GRF RBn, thence proceed on crs. (2) climb direct to TIW RBn, thence proceed on crs.
**Alternate minimums not authorized 0000-0459 except Saturday 0000-0459, 2100-0000 Saturday. All times local.

City, Tacoma; State, Wash.; Airport name, Tacoma Industrial; Elev., 290'; Fac. Class., and Ident., McChord RAPCON; Procedure No. 1, Amdt. Orig.; Eff. date, 9 Oct. 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 September 2, 1965.

HARRY A. TURNPAUGH,
Acting Director,
Flight Standards Service.

[F.R. Doc. 65-9472; Filed, Sept. 27, 1965; 8:45 a.m.]

Title 16—COMMERCIAL PRACTICES

Chapter I—Federal Trade Commission

[Docket No. 8614o.]

PART 13—PROHIBITED TRADE PRACTICES

John A. Guziak et al.

Subpart—Misrepresenting oneself and goods—Business status, advantages or connections: § 13.1395 *Connections and arrangements with others;* § 13.1400 *Dealer as manufacturer.* Misrepresenting oneself and goods—Goods: § 13.1647 *Guarantees;* § 13.1745 *Source or origin:* 13.1745-60 Maker or seller. Misrepresenting oneself and goods—Prices: § 13.1800 *Demonstration reductions;* § 13.1825 *Usual as reduced or to be increased.*

(Sec. 6, 38 Stat. 721; 15 U.S.C. 46. Interpret or apply sec. 5, 38 Stat. 719, as amended; 15 U.S.C. 45) [Cease and desist order, John A. Guziak trading as General Aluminum et al., Little Rock, Ark., Docket 8614, June 28, 1965]

In the Matter of John A. Guziak, an Individual Trading as General Aluminum Company, a Corporation, and as Superior Improvement Company, a Corporation

Order requiring a Little Rock, Ark., distributor of aluminum and simulated stone siding materials, to cease making false claims—in newspapers and direct mail advertisements and in oral solicitations—regarding prices, discounts, guarantees, and bonuses prospective purchasers would earn for advertising and display services and other misrepresentations to sell building siding materials.

The order to cease and desist, including further order requiring report of compliance therewith, is as follows:

It is ordered, That respondent, John A. Guziak, individually or through any agent, representative, agency or other instrumentality, in connection with the offering for sale, sale or distribution of aluminum and simulated stone home and building sliding materials or any other similar products, in commerce, as "commerce" is defined in the Federal Trade Commission Act, do forthwith cease and desist from representing, directly or by implication, that:

(1) Any saving or discount is afforded purchasers or a special or reduced price is granted by respondent, unless such saving, discount or special price constitutes a reduction from the price which respondent usually and regularly charged for the materials and their application in the recent regular course of his business.

(2) (a) Respondent will bring prospective customers to see the purchaser's "model home"; or that respondent will call on prospective purchasers referred to him by his customers.

(b) Respondent will pay a bonus, commission or any other compensation to purchasers or prospective purchasers on sales made as a result of demonstrating or advertising the purchaser's or prospective purchaser's house or building.

(3) Respondent manufactures the siding products which he sells.

(4) Aluminum siding materials sold by respondent are manufactured by Alcoa, Kaiser or Reynolds Aluminum Co. or misrepresenting in any way the identity of the manufacturer or the source of any of respondent's products.

(5) Respondent is connected or affiliated with Reynolds Aluminum Co., or that respondent is connected with any business concern or organization with which respondent is not so connected or affiliated.

(6) Respondent's products are applied by factory trained personnel.

(7) Respondent's products are unconditionally guaranteed when there are any conditions or limitations to such guarantee.

(8) Using the word "Lifetime" or any other term of the same import in referring to the duration of a guarantee of a product without clearly and conspicuously disclosing the life to which such reference is made; or misrepresenting, in any manner, the duration of a guarantee.

(9) Any of the respondent's products are guaranteed, unless the nature and extent of the guarantee, the identity of the guarantor, and the manner in which the guarantor will perform thereunder are clearly and conspicuously disclosed.

It is further ordered, That the initial decision and order, as modified, be, and hereby are, adopted as the decision and order of the Commission.

It is further ordered, That respondent shall, within sixty (60) days after service upon him of this order, file with the Commission a report in writing setting forth in detail the manner and form in which he has complied with the order to cease and desist.

Issued: June 28, 1965.

By the Commission.

[SEAL] JOSEPH W. SHEA,
Secretary.

[F.R. Doc. 65-10247; Filed, Sept. 27, 1965; 8:46 a.m.]

[Docket No. 8620o.]

PART 13—PROHIBITED TRADE PRACTICES

Lovable Co. et al.

Subpart—Discriminating in price under section 2, Clayton Act—Payment for services or facilities for processing or sale under 2(d): § 13.824 *Advertising expenses;* § 13.825 *Allowances for services or facilities.*

(Sec. 6, 38 Stat. 721; 15 U.S.C. 46. Interpret or apply sec. 2, 49 Stat. 1526; 15 U.S.C. 13) [Cease and desist order, the Lovable Co. et al., Atlanta, Ga., Docket 8620, June 29, 1965]

In the Matter of the Lovable Co., a Corporation, and Arthur Garson, Dan Garson, and Bernard Howard, Individually and as Officers of Said Corporation

Order requiring an Atlanta, Ga., manufacturer and distributor of women's wearing apparel, such as brassieres, girdles, panties and other related products, with annual sales of approximately $20,000,000, to cease violating section 2(d) of the Clayton Act, as amended, by paying promotional and advertising allowances to some customers without making such payments available on proportionally equal terms to all other competing customers—the terms and conditions of the firm's cooperative advertising plans precluded some competing customers from use of the plans.

The order to cease and desist, including further order requiring report of compliance therewith, is as follows:

It is ordered, That respondent, the Lovable Co., a corporation, its officers, Arthur Garson, Dan Garson and Bernard Howard, and its other representatives, agents and employees, directly or through any corporate or other device, in connection with the manufacture, sale and distribution of women's wearing apparel, such as brassieres, girdles, panties, garter belts and other related products, in commerce, as "commerce" is defined in the Clayton Act, as amended, do forthwith cease and desist from:

1. Paying or contracting for the payment of anything of value to, or for the benefit of, any customer of respondent, as compensation for or in consideration for any services or facilities furnished by or through such customer in connection with the handling, offering for sale, sale or distribution of said products, unless such payment or consideration is available on proportionally equal terms to all other customers competing in the distribution or sale of such products.

2. Failing to offer any cooperative promotional plan to all competing customers when a plan is offered to any of respondent's customers.

It is further ordered, That respondent shall, within sixty (60) days after service upon it of this order, file with the Commission a report in writing setting forth in detail the manner and form in which it has complied with the order to cease and desist.

Issued: June 29, 1965.

By the Commission, Commissioner Elman concurring in the result.

[SEAL] JOSEPH W. SHEA,
Secretary.

[F.R. Doc. 65-10248; Filed, Sept. 27, 1965; 8:46 a.m.]

[Docket No. 7042]

PART 13—PROHIBITED TRADE PRACTICES

Sandura Co.

Subpart—Cutting off supplies or services: § 13.635 *Refusing sales to, or same terms and conditions.* Subpart—Maintaining resale prices: § 13.1115 *Black listing;* § 13.1125 *Combination;* § 13.1160 *Refusal to sell;* § 13.1165 *Systems of espionage:* 13.1165–50 Identifying marks; 13.1165–80 Requiring information of price cutting; 13.1165–90 Spying on and reporting price cutters, in general.

(Sec. 6, 38 Stat. 721; 15 U.S.C. 46. Interpret or apply sec. 5, 38 Stat. 719, as amended; 15 U.S.C. 45) [Cease and desist order, Sandura Co., Philadelphia, Pa., Docket 7042, June 28, 1965]

Modified order requiring manufacturer of "Sandran" vinyl plastic used in covering floors, counter tops, and walls, to cease fixing and maintaining distributors' and dealers' resale prices of its products and related restrictive practices; the Court of Appeals, Sixth Circuit, on December 30, 1964, 339 F. 2d 847, deleted the portions of the Commission's order of September 26, 1962, 27 F.R. 10539, which prohibited the use of closed distributor and dealer territories, holding that they were economically justified in the circumstances of the case.

The order to cease and desist, as modified, including further order of compliance therewith, is as follows:

It is ordered, That respondent, formerly Sandura Co. but recently renamed Del Penn Co., a corporation, and its officers, directors, agents, representatives, and employees, directly or through any corporate or other device, in connection with the offering for sale, sale, or distribution of floor-covering, wall-covering, and countertop products, and related products, in commerce, as "commerce" is defined in the Federal Trade Commission Act, do forthwith cease and desist from:

1. Putting into effect, maintaining, or enforcing any merchandising or distribution plan or policy under which contracts, agreements, or understandings are entered into with dealers in or distributors of its products which have the purpose or effect of:

(a) Fixing, establishing, or maintaining the prices at which such products may be sold by dealers or distributors; or

(b) Requiring or inducing any dealer or distributor to assist respondent, by means of reports or otherwise, in preventing or restricting any other dealer or distributor from selling respondent's products at any price selected by said other dealer or distributor; or

(c) Requiring or inducing any dealer or distributor to assist respondent, by means of reports or otherwise, in preventing or restricting any other dealer or distributor from buying respondent's products from any person at any available price; or

(d) Requiring or inducing any dealer or distributor to resell to respondent any unsold stock of respondent's products in the event that business relations between respondent and the distributor or dealer are terminated, provided that respondent shall not be prohibited from repurchasing such unsold stock at the request of a distributor or dealer or from obtaining an option from a distributor or dealer to repurchase such unsold stock in the event that the distributor or dealer is unable to meet his financial obligations to respondent.

2. Entering into, continuing, or enforcing, or attempting to enforce, any contract, agreement, or understanding with any dealer in or distributor of its products for the purpose or with the effect of establishing or maintaing any merchandising or distribution plan or policy prohibited by paragraph 1 of this order.

3. Engaging, for a period of two years following the date this order shall have become final, either as part of any contracts, agreements, or understandings with any dealers in or distributors of its products, or individually and unilaterally, in the practice of:

(a) Issuing franchises or licenses to dealers or distributors; or

(b) Circulating lists of dealers or distributors of its products to such dealers or distributors; or

(c) Affixing to its products numbers or other identifying marks which designate specific wrapped rolls or other commercially sized items sold as individual units to distributors or dealers; or

(d) Refusing to sell to dealers or distributors because of the price at which they are known to be, or suspected of, selling respondent's products; or

(e) Refusing to sell to dealers or distributors because of the price at which they are known to be, or suspected of, buying respondent's products from any other person.

Provided, however, That nothing contained in this Order shall be construed to prohibit respondent from petitioning the Commission to reopen and alter, modify, or set aside, in whole or in part, any provision of this Order on the ground that conditions of fact have so changed as to require such action in the public interest.

It is further ordered, That respondent, formerly Sandura Co., but recently renamed Del Penn Co., a corporation, shall, within sixty (60) days after service upon it of this Order, file with the Commission a report in writing, setting forth in detail the manner and form in which it has complied with this order.

Issued: June 28, 1965.

[SEAL] JOSEPH W. SHEA, *Secretary.*

[F.R. Doc. 65-10249; Filed, Sept. 27, 1965; 8:46 a.m.]

[Docket No. C-913]

PART 13—PROHIBITED TRADE PRACTICES

Spring Hosiery Convertors, Inc., and Yale Raul

Subpart—Misbranding or mislabeling: § 13.1212 *Formal regulatory and statutory requirements:* 13.1212–80 Textile Fiber Products Identification Act. Subpart—Misrepresenting oneself and goods—business status, advantages or connections: § 13.1400 *Dealer as manufacturer.* Misrepresenting oneself and goods—Goods: § 13.1715 *Quality;* Subpart—Neglecting, unfairly or deceptively, to make material disclosure: § 13.1852 *Formal regulatory and statutory requirements:* 13.1852–70 Textile Fiber Products Identification Act. Subpart—Using misleading name—Goods: § 13.2330 *Quality.*

(Sec. 6, 38 Stat. 721; 15 U.S.C. 46. Interpret or apply sec. 5, 38 Stat. 719, as amended; 72 Stat. 1717; 15 U.S.C. 45, 70) [Cease and desist order, Spring Hosiery Covertors, Inc., et al., New York, N.Y., Docket C-913, June 30, 1965]

Consent order requiring New York City sellers of ladies' imperfect hosiery—repaired, dyed, packaged and sold to wholesalers, distributors, and jobbers—to cease misrepresenting their "irregular" and "second" hosiery products as first or perfect quality; falsely representing their business as manufacturers of nylon hosiery; and omitting required information on labels.

The order to cease and desist, including further order requiring report of compliance therewith, is as follows:

It is ordered, That respondents, Spring Hosiery Convertors, Inc., a corporation, and its officers, and Yale Raul, individually and as an officer of said corporation, and respondents' representatives, agents and employees, directly or through any corporate or other device, in connection with the introduction, delivery for introduction, sale, advertising, or offering for sale, in commerce, or the transportation or causing to be transported in commerce, or in the importation into the United States, of any textile fiber product; or in connection with the sale, offering for sale, advertising, delivery, transportation, or causing to be transported, of any textile fiber product which has been advertised or offered for sale in commerce; or in connection with the sale, offering for sale, advertising, delivery, transportation, or causing to be transported, after shipment in commerce, of any textile fiber product, whether in its original state or contained in other textile fiber products, as the terms "commerce" and "textile fiber product" are defined in the Textile Fiber Products Identification Act, do forthwith cease and desist from: Misbranding textile fiber products by: Failing to affix labels to such textile fiber products showing each element of information re-

quired to be disclosed by section 4(b) of the Textile Fiber Products Identification Act.

It is further ordered, That respondents, Spring Hosiery Convertors, Inc., a corporation, and its officers, and Yale Raul, individually and as an officer of said corporation, and respondents' agents, representatives and employees, directly or through any corporate or other device, in connection with the offering for sale, sale or distribution of "irregular" or "second" hosiery, as these terms are defined in Rule 4(c) of the Amended Trade Practice Rules for the Hosiery Industry (16 CFR 152.4(c)), in commerce as "commerce" is defined in the Federal Trade Commission Act, do forthwith cease and desist from:

1. Selling or distributing any such hosiery without clearly and conspicuously marking thereon the words "irregular" or "second", as the case may be, in such degree of permanency as to remain on the product until the consummation of the consumer sale and of such conspicuousness as to be easily observed and read by the purchasing public.

2. Using any advertisement or promotional material in connection with the offering for sale of any such hosiery unless it is disclosed therein that such article is an "irregular" or "second", as the case may be.

3. Using the words "finest quality" or words of similar import on the package in which such product is sold or in reference to any such product in any advertisement or promotional material.

4. Representing in any other manner, directly or by implication, that such products are first quality or perfect quality.

It is further ordered, That respondents, Spring Hosiery Convertors, Inc., a corporation, and its officers, and Yale Raul, individually and as an officer of said corporation, and respondents' agents, representatives, and employees directly or through any corporate or other device, in connection with the offering for sale, sale or distribution of hosiery or other textile products, in commerce as "commerce" is defined in the Federal Trade Commission Act, do forthwith cease and desist from representing directly or indirectly that the respondents are manufacturers of hosiery or other textile products unless respondents own and operate, or directly and absolutely control a mill, factory or manufacturing plant wherein said hosiery or other textile products are manufactured.

It is further ordered, That the respondents herein shall, within sixty (60) days after service upon them of this order, file with the Commission a report in writing setting forth in detail the manner and form in which they have complied with this order.

Issued: June 30, 1965.

By the Commission.

[SEAL] JOSEPH W. SHEA, *Secretary.*

[F.R. Doc. 65-10250; Filed, Sept. 27, 1965; 8:46 a.m.]

Title 21—FOOD AND DRUGS

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

SUBCHAPTER B—FOOD AND FOOD PRODUCTS

PART 121—FOOD ADDITIVES

Subpart C—Food Additives Permitted in Feed and Drinking Water of Animals or for the Treatment of Food-Producing Animals

ANTIBIOTICS FOR GROWTH PROMOTION AND FEED EFFICIENCY; STAY OF EFFECTIVE DATE OF ORDER

In the matter of establishing labeling requirements for antibiotics for growth promotion and feed efficiency:

Objections have been received to the final order in the above-identified matter published in the FEDERAL REGISTER of March 20, 1965 (30 F.R. 3707), and the persons adversely affected have requested a public hearing as provided in section 409(f)(1) of the Federal Food, Drug, and Cosmetic Act.

Therefore, pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (sec. 409(f)(1), 72 Stat. 1787; 21 U.S.C. 348(f)(1)), and under the authority delegated to the Commissioner by the Secretary of Health, Education, and Welfare (21 CFR 2.90): *It is ordered*, That the effective date of the aforesaid order (January 1, 1966) be and hereby is stayed pending a resolution of the controversial issues at a public hearing, announcement of which will be made at a later date.

(Sec. 409(f)(1), 72 Stat. 1787; 21 U.S.C. 348(f)(1))

Dated: September 20, 1965.

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

[F.R. Doc. 65-10271; Filed, Sept. 27, 1965; 8:48 a.m.]

Title 26—INTERNAL REVENUE

Chapter I—Internal Revenue Service, Department of the Treasury

SUBCHAPTER E—ALCOHOL, TOBACCO, AND OTHER EXCISE TAXES

[T.D. 6851]

PART 201—DISTILLED SPIRITS PLANTS

PART 211—DISTRIBUTION AND USE OF DENATURED ALCOHOL AND RUM

Treatment and Mingling of Spirits, and Redistillation of Articles and Spirits Residues

In order to implement changes made in chapter 51 of the Internal Revenue Code, by Public Law 89-44, as they relate to (1) the mingling of spirits of the same class and type or the treatment of spirits so as not to change the class and type, and (2) the redistillation of articles, containing distilled spirits, which were manufactured under the provisions of subchapter D of chapter 51 of the Code, and of spirits residues of manufacturing processes related thereto, the regulations in 26 CFR Part 201—Distilled Spirits Plants, and in 26 CFR Part 211—Distribution and Use of Denatured Alcohol and Rum, are amended as follows:

PARAGRAPH A. Title 26 CFR Part 201 is amended as follows:

1. Section 201.11 is amended to include definitions of "Article," "Recovered article," and "Spirits residues," immediately following existing definitions of "Application for registration," "Proprietor," and "Spirits or distilled spirits," respectively. As amended, § 201.11 reads as follows:

§ 201.11 Meaning of terms.

* * * * *

Article. A product, containing denatured spirits, which was manufactured under Part 211 of this chapter.

* * * * *

Recovered article. An article containing specially denatured spirits salvaged without all of its original ingredients, or an article containing completely denatured alcohol salvaged without all of the denaturants for completely denatured alcohol, under Part 211 of this chapter.

* * * * *

Spirits residues. Residues, containing distilled spirits, of a manufacturing process related to the production of an article under Part 211 of this chapter.

* * * * *

2. Section 201.29 is amended by adding a new paragraph (paragraph (y)) to permit, as tax-exempt rectification, the mingling of spirits of the same class and type and the treatment of spirits so as not to change the class and type; and to make related conforming changes in paragraphs (l), (m), and (p). As amended, § 201.29 reads as follows:

§ 201.29 Exemption from rectification tax.

* * * * *

(l) Blends made, as provided in Subpart N of this part, exclusively of two or more straight whiskies, differing as to type, aged in wood for a period of not less than four years and without the addition of coloring or flavoring matter or any other substance than pure water, and if not reduced below 80 proof;

(m) Blends made, as provided in Subpart N of this part, exclusively of two or more pure fruit brandies, differing as to type, distilled from the same kind of fruit, or of two or more rums, differing as to type, aged in wood for a period of not less than two years and without the addition of coloring or flavoring matter (other than carmel) or any other substance than pure water, and if not reduced below 80 proof;

* * * * *

(p) Heterogeneous spirits mingled, as provided in Subpart J of this part, in bulk gauging tanks on bonded premises for immediate removal to bottling premises, exclusively for use in taxable rectifica-

tion; in blends of straight whiskies, fruit brandies, or rums, differing as to type, under section 5025(f), I.R.C.; or for other mingling or treatment under section 5025(k), I.R.C.;

* * * * *

(y) Distilled spirits of the same class and type mingled on bottling premises, or distilled spirits treated on bottling premises in such a manner as not to change the class and type, as provided in § 201.444a.

* * * * *

(68A Stat. 900, 72 Stat. 1328, as amended, 1338, 1356, 1362, 1365, 1367, as amended, 1381; 26 U.S.C. 7510, 5021, 5022, 5023, 5025, 5082, 5201, 5214, 5223, 5234, 5363)

3. Section 201.33 is amended to except from the provisions thereof spirits treated or mingled under new § 201.29 (y). As amended, § 201.33 reads as follows:

§ 201.33 Exemption from rectifier's occupational tax.

Payment of the rectifier's occupational tax imposed by section 5081, I.R.C., is not required by reason of the operations, or the employment of processes, or the manufacture of products, described in § 201.29 as not requiring payment of the rectification tax imposed under section 5021, I.R.C., except as to those described in § 201.29 (c), (e), (h) (on other than bonded wine cellar premises), (k), (l), (m), and (y).

(72 Stat. 1328, as amended, 1387; 26 U.S.C. 5025, 5391)

4. Section 201.262 is amended to include articles and spirits residues. As amended, § 201.262 reads as follows:

§ 201.262 Receipt of materials.

The quantities of fermenting and distilling materials (including nonpotable chemical mixtures containing spirits produced in accordance with § 201.66), and of spirits (including denatured spirits), articles, and spirits residues, for redistillation, received on the distillery premises shall be determined by the proprietor, and reported as provided in Subpart U of this part. Fermented material (except apple cider exempt from tax under section 5042(a)(1), I.R.C.) to be used in the production of spirits must be produced on the bonded premises where used or must be received on such premises from (a) a bonded wine cellar, in the case of wine, or (b) a contiguous brewery where produced, in the case of beer. Spirits received on production facilities for redistillation must be stored under Government lock and seal until used. Where such spirits are received in packages, they must be stored in a building, as required by § 201.234, or transferred to locked tanks.

(72 Stat. 1356, 1365, as amended; 26 U.S.C. 5201, 5222, 5223)

5. Section 201.272 is amended to include articles and spirits residues, and to make an editorial change. As amended, § 201.272 reads as follows:

§ 201.272 Receipts for redistillation.

The proprietor of production facilities may receive and redistill spirits (including denatured spirits), which: (a) Have not been removed from bond; (b) have been withdrawn from bond in bulk containers on payment or determination of tax, and are eligible for return to bond as provided in Subpart S of this part; (c) have been withdrawn from bond free of tax or without payment of tax, and are eligible for return to bond as provided in Subpart S; or (d) have been abandoned to the United States and sold to the proprietor without the payment of internal revenue tax thereon. The proprietor of production facilities may also receive and redistill recovered denatured spirits and recovered articles returned under the provisions of § 201.584, and articles and spirits residues received under the provisions of § 201.584a.

(72 Stat. 1364, 1365, as amended, 1370; 26 U.S.C. 5215, 5223, 5243)

6. Section 201.273 is amended to include spirits recovered by redistillation of articles and spirits residues. As amended, § 201.273 reads as follows:

§ 201.273 Redistillation.

Spirits shall not be redistilled in production facilities at a proof lower than that prescribed for the class and type at which such spirits were originally produced, unless the redistilled spirits are to be used in wine production, to be used in the manufacture of gin or vodka, or to be designated as alcohol. Different kinds or types of spirits must be redistilled separately, or with distilling material of the same kind or type as that from which the spirits were originally produced: *Provided*, That such restriction shall not apply when (a) brandy is redistilled into "spirits-fruit" or "neutral spirits-fruit" (not for use in wine production), (b) whisky is redistilled into "spirits-grain" or "neutral spirits-grain," (c) spirits originally distilled from different kinds of material are redistilled into "spirits-mixed" or "neutral spirits-mixed," or (d) the spirits are redistilled into alcohol. All spirits redistilled on bonded premises subsequent to production gauge shall be treated the same as if such spirits had been originally produced by the redistiller and all provisions of this part and Chapter 51, I.R.C. (including liability for tax attaching to spirits at the time of production) applicable to the original production of spirits shall be applicable thereto, except that spirits recovered by redistillation of denatured spirits, articles, or spirits residues may not be withdrawn from bonded premises except for industrial use or after denaturation thereof. Nothing in this section shall be construed as affecting any provision of this chapter or of 27 CFR Part 5 relating to the labeling of distilled spirits. The manufacture of vodka in the production facilities of the plant by processing neutral spirits subsequent to production gauge shall be deemed to be redistillation of such spirits.

(72 Stat. 1365, as amended; 26 U.S.C. 5223)

7. Section 201.298 is amended to include the mingling or treatment of spirits under section 5025(k), I.R.C., and to make editorial changes. As amended, § 201.298 reads as follows:

§ 201.298 Mingling of heterogeneous spirits for immediate removal to bottling premises.

Heterogeneous spirits may be mingled in bulk gauging tanks on bonded premises for determination of the tax imposed by section 5001, I.R.C., if such spirits are to be immediately removed to bottling premises, exclusively for use in taxable rectification, or for blending under section 5025(f), I.R.C., or other mingling or treatment under section 5025(k), I.R.C. The quantity of each component comprising the mixture shall be determined by the proprietor in order to provide a statement of composition. When the mingled spirits are transferred to bottling premises (whether on the same or another plant premises), the proprietor shall forward to the proprietor of the bottling premises such information regarding the composition of the mingled spirits as is necessary for determining the proper use of the spirits and the labeling of the finished product. The proprietor of the bonded premises shall note on the withdrawal form, Form 179, that the spirits are for use only in taxable rectification, or, if applicable, are eligible for blending under section 5025(f), I.R.C., or for other mingling or treatment under section 5025(k), I.R.C.

(72 Stat. 1326, as amended, 1367, as amended; 26 U.S.C. 5025, 5234)

8. Section 201.410 is amended by striking, in the first sentence, the words "containing denatured spirits". As amended, § 201.410 reads as follows:

§ 201.410 Restoration and redenaturation of recovered denatured spirits and recovered articles.

Recovered denatured spirits and recovered articles received on bonded premises, as provided in Subpart S of this part, for restoration (including redistillation, if necessary) and/or redenaturation may not be withdrawn from bonded premises except for industrial use or after denaturation thereof. If the recovered or restored denatured spirits or recovered articles are to be redenatured and do not require the full amount of denaturants for redenaturation, a notation to that effect will be made on the notice required by § 201.407. This section shall not be construed as authorizing the manufacture of articles on bonded premises.

(72 Stat. 1369; 26 U.S.C. 5242)

9. Section 201.427 is amended to include a reference to new § 201.444a. As amended, § 201.427 reads as follows:

§ 201.427 Heterogeneous spirits mingled in bulk gauging tanks on bonded premises.

When heterogeneous spirits which have been mingled in bulk gauging tanks on bonded premises, pursuant to the provisions of § 201.298, are received on bottling premises, the rectifier shall make entry in the records required by § 201.623 identifying the spirits as so mingled in accordance with the information furnished him from the consignor premises, as provided in §§ 201.298 and 201.374. Unless the spirits are eligible for tax-exempt rectification under § 201.444

or 201.444a, and are to be so rectified, they shall be used in taxable rectification, before removal from the bottling premises.

(72 Stat. 1356, 1367, as amended; 26 U.S.C. 5201, 5234)

10. Section 201.437 is amended to exclude mingling under new § 201.444a from the provisions of paragraph (a). As amended, § 201.437a reads as follows:

§ 201.437 Treatment of spirits and wines.

* * * * *

(a) The mingling, except as provided in §§ 201.444a and 201.447, of spirits produced by different distillers, or at different distilleries, or of different ages, or which differ in kind, or which are otherwise not homogeneous;

* * * * *

11. Section 201.444 is amended to limit the provisions thereof to blending of whiskies, rums, and brandies differing as to type. As amended, § 201.444 reads as follows:

§ 201.444 Blending of straight whiskies, rums, and pure fruit brandies differing as to type.

The rectification tax (as provided in § 201.29 (l) and (m)) does not attach to blends made exclusively of two or more pure straight whiskies, differing as to type, aged in wood for a period of not less than four years and without the addition of coloring or flavoring matter or any other substance than pure water and if not reduced below 80 proof; nor to blends made exclusively of two or more pure fruit brandies, differing as to type, distilled from the same kind of fruit, or blends made exclusively of two or more rums, differing as to type, where the brandies or rums have been aged in wood for a period of not less than two years and without the addition of coloring or flavoring matter (other than caramel added in bond, under Subpart I or J of this Part) or any other substance than pure water and if not reduced below 80 proof. In addition to the information required to be recorded on Form 122 as provided by § 201.432, the proprietor shall show the age of each package of whiskey, brandy, or rum to be blended, the proof to which the blended whiskey, brandy, or rum is to be reduced, and the tank in which the spirits will be blended; he shall also include a statement that no coloring, flavoring, or other substance will be added except pure water necessary to reduce the spirits to the desired proof. Blending operations shall be under the general supervision of the assigned officer. The addition of any coloring, flavoring, or other substance, or the reduction of the spirits below 80 proof, will subject the blended whisky, brandy, or rum to the rectification tax.

(72 Stat. 1328, as amended; 26 U.S.C. 5025)

12. A new section, § 201.444a is added, immediately following § 201.444, to provide for the mingling and treating of spirits under section 5025(k), I.R.C. As added, § 201.444a reads as follows:

§ 201.444a Mingling or treating spirits of the same class and type.

Distilled spirits of the same class and type which are mingled on bottling premises, and distilled spirits so treated on bottling premises as not to change the class and type, are exempt from the rectification tax imposed by section 5021, I.R.C. The mingling or treatment of spirits in the manner provided in this section shall be under the general supervision of the assigned officer. Nothing in this section shall authorize the labeling of bottled spirits contrary to 27 CFR Part 5.

(72 Stat. 1328, as amended; 26 U.S.C. 5025)

13. Section 201.584 is amended by deleting the words "containing denatured spirits" wherever they appear, and by adding the word "recovered" preceding the word "article", in two places. As amended, § 201.584 reads as follows:

§ 201.584 Return of recovered denatured spirits and recovered articles.

Recovered denatured spirits and recovered articles may be returned for restoration or redenaturation to the bonded premies of any plant authorized to denature spirits, in accordance with the provisions of Part 211 of this chapter. If restoration requires redistillation, the recovered denatured spirits or recovered articles may be returned for such purpose to bonded premises of a plant authorized to produce spirits. Such spirits and articles shall be kept apart from all other spirits (including denatured spirits and recovered articles) and shall be promptly redenatured and removed.

(72 Stat. 1372; 26 U.S.C. 5273)

14. A new section, § 201.584a, is added, immediately following § 201.584, to provide for the receipt of articles and spirits residues, under authority of section 5223, I.R.C., as amended. As added, § 201.584a reads as follows:

§ 201.584a Articles and spirits residues received for redistillation.

Articles manufactured under Part 211 of this chapter, and spirits residues of manufacturing processes related thereto, may be received on the bonded premises of a distilled spirits plant authorized to produce distilled spirits, for the recovery by redistillation of the distilled spirits contained in such materials. The articles and spirits residues may be so received pursuant to a letterhead application (in quadruplicate) filed with, and approved by, the assistant regional commissioner of the region in which the distilled spirits plant is located. Such application shall include the name and address, and the permit number, if any, of the person from whom the articles or spirits residues will be received, and fully describe the materials to be received as to kind and quantity. On approval, the assistant regional commissioner will return two copies of the application to the proprietor of the distilled spirits plant, who will retain one copy for his files and forward one copy to the person from whom the articles or spirits residues will be received.

(72 Stat. 1365, as amended; 26 U.S.C. 5223)

15. Section 201.587 is amended to include articles and residues, and to make editorial and clarifying changes. As amended, § 201.587 reads as follows:

§ 201.587 Procedure at plant.

The receipt and deposit of denatured spirits, recovered denatured spirits, recovered articles, articles, and spirits residues shall be under the general supervision of the assigned officer; the receipt and deposit of other spirits returned to bonded premises shall be under the direct supervision of the assigned officer. The proprietor shall, at the time of receipt, determine, by gauge when necessary, the quantity of the spirits, denatured spirits, recovered denatured spirits, recovered articles, articles, and spirits residues, and prepare a report thereof on Form 2629 (recording packages on Form 2630 and cases on Form 1620 when packages or cases of spirits are to be returned to storage); and the assigned officer shall, in the case of spirits, verify such report. The proprietor shall efface export marks and stamps (if any) from the returned containers. Where the shipment was made pursuant to Form 1473, the proprietor shall execute the certificate of receipt on such form and forward the original thereof to the assistant regional commissioner through the assigned officer. Spirits recovered by the redistillation of denatured spirits, recovered denatured spirits, recovered articles, articles, and spirits residues may not be withdrawn from bonded premises except for industrial use or after denaturation thereof. All spirits redistilled under the provisions of this subpart shall, subject to the provisions of this subpart, be treated the same as if such spirits had been originally produced by the redistiller and all provisions of this part and Chapter 51, I.R.C., applicable to the original production of distilled spirits, shall be applicable thereto. The receipt, redistillation, storage, and disposition, as applicable, of spirits, denatured spirits, recovered denatured spirits, recovered articles, articles, and spirits residues shall be recorded in the appropriate records and reports of the proprietor as prescribed in Subpart U of this part. Except as otherwise provided in this subpart, all spirits (including denatured spirits) returned to bonded storage may be withdrawn for any purpose authorized by this part and Chapter 51, I.R.C. Nothing in this section shall be construed as affecting any provision of law or regulations relating to the labeling, marking, branding, or identification of distilled spirits.

(72 Stat. 1362, 1365, as amended; 26 U.S.C. 5214, 5223)

16. Section 201.618 is amended to include, in paragraphs (c) and (h), articles and spirits residues. As amended, § 201.618 (c) and (h) read as follows:

§ 201.618 Details of daily records.

* * * * *

(c) Distilling materials, chemical by-products containing spirits, articles, and spirits residues shall be recorded by kind, by percent of alcohol by volume, and by quantity in wine gallons.

* * * * *

(h) The name and address of the consignee or consignor, and, if any, the

plant number or industrial use permit number of such person, shall be recorded for each receipt or removal of materials, spirits (including denatured spirits), articles, spirits residues, and wine.

* * * * *

17. Section 201.619 is amended to include, in paragraph (b) thereof, the receipt and use of articles and spirits residues. As amended, § 201.619(b) reads as follows:

§ 201.619 Daily production records.

* * * * *

(b) The receipt and use of spirits, denatured spirits, articles, and spirits residues received for redistillation.

* * * * *

Paragraph B. Title 26 CFR Part 211 is amended as follows:

1. A new section, § 211.219, is added, immediately following § 211.218, to provide for the shipment of articles and spirits residues to a distilled spirits plant for redistillation. As added, § 211.219 reads as follows:

§ 211.219 Shipment of articles and spirits residues for redistillation.

Articles, containing denatured spirits, manufactured under this part, and spirits residues of manufacturing processes related thereto, may, on receipt of an approved copy of the application filed under the provisions of Part 201 of this chapter by the proprietor of a distilled spirits plant authorized to produce distilled spirits, be shipped to the distilled spirits plant for redistillation. Packages of such articles or spirits residues shall be identified as to contents and shall otherwise be marked and serially numbered in the manner provided in § 211.217. Notice of shipment shall be prepared on Form 1473, appropriately modified, in the manner provided in § 211.218.

(72 Stat. 1365, as amended; 26 U.S.C. 5223)

Because this Treasury decision implements those changes made in Chapter 51 of the Internal Revenue Code by the Excise Tax Reduction Act of 1965 (Public Law 89-44, 79 Stat. 136), which become effective October 1, 1965, and because the provisions of this Treasury decision should become effective on the same date as the law itself, it is found that it is impracticable to comply with the public rule-making and effective date requirements of sections 4 (a) and (c) of the Administrative Procedure Act, approved June 11, 1946. Accordingly, this Treasury decision shall become effective on October 1, 1965.

(Sec. 7805 of the Internal Revenue Code (68A Stat. 917; 26 U.S.C. 7805))

SHELDON S. COHEN,
Commissioner of Internal Revenue.

Approved: September 20, 1965.

STANLEY S. SURREY,
Assistant Secretary of the Treasury.

[F.R. Doc. 65-10165; Filed, Sept. 27, 1965; 8:45 a.m.]

Title 46—SHIPPING

Chapter II—Maritime Administration, Department of Commerce

SUBCHAPTER B—REGULATIONS AFFECTING SUBSIDIZED VESSELS AND OPERATORS

[General Orders 20, 2d Rev.; 22, Rev.; 74; 30, Rev.; 31, 2d Rev.; 38, 2d Rev.]

PART 272—POLICY AND PROCEDURE REGARDING CONDUCTING OF SUBSIDY CONDITION SURVEYS AND ACCOMPLISHMENT OF SUBSIDIZED VESSEL MAINTENANCE AND REPAIRS

PART 282—UNIFORM SYSTEM OF ACCOUNTS FOR OPERATING-DIFFERENTIAL SUBSIDY CONTRACTORS

PART 285—DETERMINATION OF PROFIT IN CONTRACTS AND SUBCONTRACTS FOR CONSTRUCTION, RECONDITIONING, OR RECONSTRUCTION OF SHIPS

PART 286—ESTABLISHMENT AND MAINTENANCE OF THE STATUTORY CAPITAL AND SPECIAL RESERVE FUNDS AND DETERMINATION OF "CAPITAL NECESSARILY EMPLOYED IN THE BUSINESS" AND "NET EARNINGS"

PART 287—ESTABLISHMENT OF CONSTRUCTION RESERVE FUNDS

PART 292—PROCEDURE TO BE FOLLOWED BY OPERATORS IN THE RENDITION TO THE MARITIME ADMINISTRATION OF ANNUAL AND FINAL ACCOUNTINGS UNDER OPERATING-DIFFERENTIAL SUBSIDY AGREEMENTS

Miscellaneous Amendments

Chapter II of this title is hereby amended as set forth below:

1. Amend § 272.7 *Subsidy repair summaries* by changing the last sentence of paragraph (d) thereof to read as follows: "Such repair summary, together with the said letter and documents pertinent thereto, shall be retained for not less than six years after audit and approval by the Maritime Administration and Maritime Subsidy Board of a final accounting for the last year of a recapture period and settlement of such recapture period."

2. Amend § 282.00 *General order of Maritime Administrator*, § 282.01 *Abstract from law; Merchant Marine Act*, and § 292.3 *Accounting requirements* by deleting the footnotes thereto and adding a sentence at the end of each section reading as follows: "The books, records and accounts referred to in this section shall be retained in accordance with the provisions of § 380.24 of this chapter."

3. Amend § 286.2 *Creation and maintenance of statutory reserve funds* by adding a sentence at the end thereof reading as follows: "The resolutions referred to in this section shall be retained in accordance with the provisions of § 380.24 of this chapter."

4. Amend § 282.364 *Notes and accounts receivable from officers and employees* by deleting the footnote thereto and adding a sentence at the end thereof reading as follows: "The records referred to in this section shall be retained in accordance with the provisions of § 380.24 of this chapter."

5. Amend § 292.8 *Statement of purposes and reservations* by deleting the footnote thereto and adding a sentence at the end thereof reading as follows: "The working papers referred to in this section shall be retained in accordance with the provisions of § 380.24 of this chapter."

The foregoing amendments supersede insofar as the specific sections of this chapter are affected, the amendments contained in F.R. Doc. 56-8503, which appeared in the FEDERAL REGISTER issue of October 23, 1956 (21 F.R. 8107, 8108).

(Sec. 204, 49 Stat. 1987, as amended; 46 U.S.C. 1114)

By order of the Maritime Administrator and the Maritime Subsidy Board.

Dated: September 21, 1965.

JAMES S. DAWSON, Jr.,
Secretary.

[F.R. Doc. 65-10226; Filed, Sept. 27, 1965; 8:45 a.m.]

SUBCHAPTER J—MISCELLANEOUS

[General Order 101]

PART 380—PROCEDURES

Subpart C—Records Retention Schedule

Notice of proposed rule making appeared in the FEDERAL REGISTER issue of June 15, 1965 (30 F.R. 7722) setting forth a Records Retention Schedule pursuant to sec. 801, Merchant Marine Act, 1936, as amended (hereinafter called "Act"), which requires certain books, records, and accounts to be kept by contractors under Titles VI and VII of the Act. Written comments thereon were invited to be submitted by close of business on July 12, 1965. The written comments received were considered; suggested changes found to be practicable have been incorporated into the previously published text.

Notice is given, in accordance with the provisions of sec. 4, Administrative Procedure Act (5 U.S.C. 1003), that the Maritime Administration hereby adopts, as of the date hereof, the Records Retention Schedule contained in the following new Subpart C under Part 380 of this chapter:

Subpart C—Records Retention Schedule

Sec.
380.20 Purpose.
380.21 Reproduction.
380.22 Responsibility.
380.23 Supervision of records.
380.24 Schedule of retention periods and description of records.

AUTHORITY: The provisions of this Subpart C issued under secs. 204, 207, 49 Stat. 1987,

as amended, 1988, as amended; 46 U.S.C. 1114, 1117; sec. 801, 49 Stat. 2011, 46 U.S.C. 1211.

§ 380.20 Purpose.

The purpose of this subpart is to prescribe the procedure to be followed by contractors for the retention and disposal of books, records, and accounts created and maintained by them under operating-differential subsidy contracts with the Maritime Administration/Maritime Subsidy Board (hereinafter referred to as the "Administration"). The minimum retention periods prescribed herein govern only the Administration's requirements for the preservation of the hereinafter specified books, records, and accounts but the failure to describe a particular book, record, or account shall not exempt a contractor from retaining the particular book, record, or account, unless expressly so authorized by the Administration.

§ 380.21 Reproduction.

(a) The following bulk records may be microfilmed or otherwise reproduced in lieu of their retention in original form: *Provided*, That such reproductions shall not be made prior to completion of the final audit of such records and approval of annual accountings by the Administration.

(1) Cancelled checks;
(2) Dray tickets;
(3) Bills of lading;
(4) Proxies;
(5) Vessel itineraries and position reports;
(6) And such other records specifically approved by the Administration upon application made therefor.

(b) The following standards are established for reproduction processes:

(1) *Microfilm*. The film stock used in making photographic or microphotographic copies shall comply with Interim Federal Standard No. 125 covering photographic film and processed photographic film. The microfilm shall be regularly inspected for aging in accordance with Handbook 96, entitled, "Inspection of Processed Photographic Record Films for Aging Blemishes", published by the U.S. Department of Commerce, National Bureau of Standards. If blemishes are detected, a duplicate copy of the roll or print shall be made immediately.

(2) *Photocopy*. Electrostatic or wet processes only.

§ 380.22 Responsibility.

(a) Notwithstanding the minimum retention periods hereinafter set forth, it shall be the sole responsibility of any party subject to the provisions of this subpart to retain such books, records, and accounts:

(1) For the periods specifically provided by any statutory, regulatory, and contractual requirements of the Administration, or

(2) Pertaining to or related to matters in litigation, to matters which knowingly may become involved in litigation, to unsettled claims of whatsoever nature, and to all unsettled matters specifically reserved by the parties at the time of any final accounting as may be required under statute, contract and/or agreement.

(b) With respect to books, records, and accounts which, subject to the provision of paragraph (a) of this section, are to be disposed of upon the expiration of the minimum retention period prescribed herein, there shall be filed with the Records Officer, Maritime Administration, Washington, D.C., 20235, a written notification, in triplicate, via registered mail at least thirty (30) days prior to the contemplated, disposal requesting permission to dispose of records. The request shall be in such form that the books, records, and accounts can be readily identified. Within thirty (30) days after receipt of such notification the Records Officer shall grant approval for disposal, or advise the necessity for continued retention of all or any specified portion thereof. Failure of the Record Officer to reply within the thirty (30) days period following receipt by the Administration of such request shall constitute approval.

(c) Applications for special authority to dispose of certain books, records, and accounts prior to the expiration of prescribed minimum retention periods, and any inquiries as to the interpretation or applicability of this subpart to specific items shall be submitted to the Records Officer, Maritime Administration. The applicant shall describe in detail the items to be disposed of and explain why continued retention is unnecessary.

§ 380.23 Supervision of records.

(a) Contractors and others subject to the provisions of this subpart shall designate, through formal action, the official company position by title, the incumbent of which shall be responsible for supervision of its document retention and disposal program. Immediately upon designation of the position, a copy of the formal action and name of the incumbent shall be filed with the Records Officer, Maritime Administration.

(b) The person in charge of the retention and disposal program shall maintain a record of all books, records, and accounts held in storage, and in such form that the items and their location are readily identifiable. A copy of the written notification requesting permission to dispose of any books, records, and accounts, and the original approval from the Administration, as required in § 380.22(b), together with a statement showing date, place and method of disposal will suffice as a record of such disposed items. These retention and disposal records shall be available at all times for inspection by Administration officials and auditors.

§ 380.24 Schedule of retention periods and description of records.

(a) The following records shall be retained for not less than six (6) years after final release agreement or settlement agreement is completed between the Administration and contractors under operating-differential subsidy contracts.

(1) Official company or corporate records such as certificates or articles of incorporation, minute books, stock ledgers, bond registers, merger or acquisition records, patents, and copyrights;

(2) Books of account such as general and subsidiary ledgers, journals, cash books, and check registers;

(3) Financial statements and reports such as annual reports to stockholders and audit reports by independent public accountants;

(4) Personnel records and supplementary records such as union agreements, retirement plans, group insurance coverages, and profit sharing plans;

(5) Insurance records such as policies, underwriters' audit reports, indemnity bonds, salvage data, and claim files;

(6) Contracts, agreements, franchises, licenses, etc., such as subsidy, charter, ship construction, pooling agreements, tax closing agreements, and any other contracts with Federal, State, local and foreign governments, and with independent or related companies or parties;

(7) Vessel inventories, on-subsidy, off-subsidy covering expendables and spare parts.

(b) The following records shall be retained for not less than six (6) years after audit and approval by the Administration of a final accounting for the last year of a recapture period and settlement of such recapture period:

(1) Debt records such as mortgages and loan agreements;

(2) Investment records such as stocks, bonds, and property;

(3) Freight and passenger conference records;

(4) Tax records—Federal, State, local and foreign governments, such as income, property, franchise, and payroll;

(5) Vessel operating records such as log books, surveys, position reports, and vessel itineraries;

(6) Financial records such as subsidy accrual computations, voucher billings and payments, statutory reserve fund statements, and audit appeals and rulings;

(7) Real property and equipment records such as costs, depreciation, sales, etc., on land, buildings, equipment, and vessels;

(8) Property records such as titles, deeds, and leases;

(9) Vessel inventories taken at termination of the last voyage of each vessel at end of each recapture period.

(c) The following records shall be retained for six (6) years after final audit and approval of annual accountings by the Administration:

(1) Ship construction or reconversion records such as bids, plans, progress payments, and construction-differential subsidy data;

(2) Canceled checks;

(3) Miscellaneous documents and work papers such as correspondence, operating and construction-differential subsidy rate data, subsidy adjustments pursuant to 46 CFR Part 276 (General Order 50), exemptions under section 803 of the Merchant Marine Act, 1936, and approvals pursuant to Article II–10(c) of operating-differential subsidy contracts when no longer effective;

(4) Any document generated under the provisions of the Shipping Act, 1916.

(d) The following records shall be retained for two (2) years after final audit

and approval of annual accountings by the Administration:

(1) Voyage account items such as manifests, bills of lading, disbursement vouchers, master's accounts, ship's payrolls, and vessel inventories other than those listed in paragraphs (a) and (b) of this section; and

(2) Underlying traffic records pertaining to tariffs, dray tickets, pooling agreements, and passenger reports.

(e) Reports prepared by Federal, State, local or foreign governments pertaining to any documents referred to in this § 380.24, shall be retained for the same period as prescribed herein for the retention of the documents to which they apply.

(f) If identical copies of the same document serve more than one purpose, only the original copy is required to be retained.

NOTE: The record-keeping and reporting requirements contained herein have been approved by the Bureau of the Budget in accordance with the Federal Reports Act of 1942.

By order of the Maritime Administrator and the Martime Subsidy Board.

Dated: September 21, 1965.

JAMES S. DAWSON, Jr.,
Secretary.

[F.R. Doc. 65-10227; Filed, Sept. 27, 1965; 8:45 a.m.]

Title 50—WILDLIFE AND FISHERIES

Chapter I—Bureau of Sport Fisheries and Wildlife, Fish and Wildlife Service, Department of the Interior

PART 32—HUNTING

Pathfinder National Wildlife Refuge, Wyo.

The following special regulation is issued and is effective on date of publication in the FEDERAL REGISTER.

§ 32.32 Special regulations; big game; for individual wildlife refuge areas.

WYOMING

PATHFINDER NATIONAL WILDLIFE REFUGE

Public hunting of deer on the Pathfinder National Wildlife Refuge, Wyoming, is permitted on the entire refuge and outlying waterfowl production areas from October 1 through October 15, 1965, inclusive, in State Area No. 5 and from October 15 through October 19, 1965, inclusive, in State area No. 12. This open area, comprising 16,400 acres, is delineated on maps available at refuge headquarters, Laramie, Wyoming, and from the Regional Director, Bureau of Sport Fisheries and Wildlife, Post Office Box 1306, Albuquerque, N. Mex., 87103. Hunting shall be in accordance with all applicable State regulations covering the hunting of deer.

The provisions of this special regulation supplement the regulations which govern hunting on wildlife refuge areas generally which are set forth in Title 50, Code of Federal Regulations, Part 32, and are effective through October 19, 1965.

LEMOYNE B. MARLATT,
Refuge Manager, Pathfinder National Wildlife Refuge, Laramie, Wyo.

AUGUST 4, 1965.

[F.R. Doc. 65-10251; Filed, Sept. 27, 1965; 8:47 a.m.]

Proposed Rule Making

FEDERAL AVIATION AGENCY

[14 CFR Part 71]

[Airspace Docket No. 65-CE-120]

CONTROL AREA EXTENSION, CONTROL ZONE AND TRANSITION AREA

Proposed Revocation, Alteration and Designation

The Federal Aviation Agency is considering amendments to Part 71 of the Federal Aviation Regulations which would alter the controlled airspace in the Fargo, N. Dak., terminal area.

The following controlled airspace is presently designated in the Fargo, N. Dak., terminal area:

(1) The Fargo, N. Dak., control zone is designated as that airspace within a 5-mile radius of Hector Field, Fargo, N. Dak. (latitude 46°55'04" N., longitude 96°48'58" W.) and within 2 miles either side of the Fargo ILS localizer south course extending from the 5-mile radius zone to 12 miles south of the OM.

(2) The Fargo, N. Dak., control area extension is designated as that airspace within a 15-mile radius of the Fargo VORTAC; including the airspace north and east of Fargo within a 33-mile radius of the Fargo VORTAC extending from a line 11 miles west of and parallel to the Fargo VORTAC 353° radial clockwise to the Fargo VORTAC 110° radial; that airspace southwest of Fargo within a 30-mile radius of the Fargo VORTAC extending from V-181 clockwise to V-2 west of Fargo, and the airspace south of Fargo within 8 miles west and 12 miles east of the Fargo VORTAC 187° radial extending from 26 miles to 58 miles south of the VORTAC.

The Federal Aviation Agency, having completed a comprehensive review of the terminal airspace structural requirements in the Fargo, N. Dak. terminal area, proposes the following airspace actions:

(1) Revoke the Fargo, N. Dak., control area extension in its entirety.

(2) Redesignate the Fargo, N. Dak., control zone as that airspace within a 5-mile radius of Hector Field (latitude 46°55'04" N., longitude 96°48'58" W.), within 2 miles each side of the Fargo ILS localizer north and south courses, extending from the RBN to LOM, and within 2 miles on each side of the Fargo VORTAC 009° radial, extending from the 5-mile radius zone to the VORTAC.

(3) Designate the Fargo, North Dakota, transition area as that airspace extending upward from 700 feet above the surface within a 7-mile radius of Hector Field, Fargo, N. Dak. (latitude 46°55'04" N., longitude 96°48'58" W.), within 2 miles each side of the Fargo ILS localizer north course extending from the 7-mile radius area to 8 miles north of the RBN, within 2 miles each side of the Fargo VORTAC 007° radial, extending from the 7-mile radius area to 24 miles north of the VORTAC, and within 5 miles west and 8 miles east of the Fargo ILS localizer south course, extending from 5 miles north to 12 miles south of the LOM; and that airspace extending upward from 1,200 feet above the surface, within a 36-mile radius of the Fargo VORTAC, extending from 9 miles west and parallel to the Fargo VORTAC 353° radial, clockwise to 5 miles east and parallel to the Fargo VORTAC 034° radial, within a 30-mile radius of the Fargo VORTAC, extending from 5 miles east and parallel to the south course of the Fargo ILS localizer, clockwise to 5 miles north and parallel to the Fargo VORTAC 275° radial, within 8 miles east and 5 miles west of the Fargo VORTAC 125° radial, extending from the VORTAC to 29 miles southeast of the VORTAC, and within 10 miles east and 7 miles west of the Fargo VORTAC 187° radial, extending from 26 miles to 56 miles south of the VORTAC.

The proposed control zone would provide controlled airspace protection for aircraft executing the prescribed instrument arrival and departure procedures during that portion of their flight below 1,000 feet above the surface.

The proposed 700-foot floor transition area would provide controlled airspace protection for aircraft executing prescribed IFR approach procedures during descent to 1,500 feet above the surface and the various holding patterns in the Fargo terminal area.

The floors of the airways that traverse the transition area proposed herein would automatically coincide with the floors of the transition areas.

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

Special details of the changes to procedures that would be required may be examined by contacting the Chief, Airspace Branch, Air Traffic Division, Central Region, Federal Aviation Agency, 4825 Troost Avenue, Kansas City, Mo., 64110.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Director Central Region, Attention: Chief, Air Traffic Division, Federal Aviation Agency, 4825 Troost Avenue, Kansas City, Mo., 64110. All communications received within 45 days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Regional Air Traffic Division Chief. Any data, views, or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The public Docket will be available for examination by interested persons in the office of the Regional Counsel, Federal Aviation Agency, 4825 Troost Avenue, Kansas City, Mo., 64110.

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

Issued at Kansas City, Mo., on September 13, 1965.

DONALD S. KING,
Acting Director, Central Region.

[F.R. Doc. 65-10259; Filed, Sept. 27, 1965; 8:47 a.m.]

[14 CFR Part 71]

[Airspace Docket No. 65-SO-68]

CONTROL ZONES

Proposed Alteration

The Federal Aviation Agency is considering amendments to Part 71 of the Federal Aviation Regulations that would alter the control zones at Miami International and Opa Locka Airports, Miami, Fla.

The Miami, Fla. (International Airport), control zone is presently designated as within a 5-mile radius of Miami International Airport (latitude 25°47'-35" N., longitude 80°17'10" W.); within a 3-mile radius of Tamiami Airport (latitude 25°45'15" N., longitude 80°22'-35" W.); within 2 miles each side of the Miami Runway 9-L ILS localizer west course extending from the 5-mile radius zone to the Runway 9-L ILS OM; within 2 miles each side of the Miami Runway 27-L ILS localizer east course extending from the 5-mile radius zone to the Runway 27-L ILS OM, and within 2 miles each side of the Miami VORTAC 138° radial extending from the 5-mile radius zone to the VORTAC.

The Miami, Fla. (NARF Miami), control zone is presently designated as within a 5-mile radius of NARF Miami, Fla. (Opa Locka Airport), and within 2 miles either side of 101° bearing from the Miami RBN extending from the 5-mile radius zone to the RBN, excluding the portion within the Miami International Airport control zone.

The Miami, Fla., Simultaneous Automatic Broadcast Homer (H-SAB) is tentatively scheduled to be relocated in January 1966 to the instrument landing system outer marker site serving Runway 9L. The Federal Aviation Agency, having completed a comprehensive review of the terminal airspace structure requirements in the Miami, Fla., terminal area, including studies attendant to the implementation of the provisions of CAR Amendments 60.21/60.29 (26 F.R. 570, 27 F.R.

4012), and adjustments required to conform with the relocated H-SAB, proposes the airspace actions hereinafter set forth.

1. The Miami, Fla., control zone would be redesignated within a 5-mile radius of the Miami International Airport (latitude 25°47'35" N., longitude 80°17'10" W.); within a 3-mile radius of the Tamiami Airport (latitude 25°45'15" N., longitude 80°22'35" W.); within 2 miles each side of the Miami Runway 9L ILS localizer west course extending from the 5-mile radius zone to the Runway 9L LOM; within 2 miles each side of the Miami Runway 27L ILS localizer west course extending from the 5-mile radius zone to the intersection of the Runway 27L ILS localizer west course and the Miami, Fla., VORTAC 161° radial; and within 2 miles each side of the Miami VORTAC 139° radial extending from the 5-mile radius zone to 10 miles southeast of the VORTAC.

2. The Miami, Fla. (NARF Miami), control zone would hereafter be referred to as the Miami, Fla. (Opa Locka), control zone and would be redesignated within a 5-mile radius of the Opa Locka Airport (latitude 25°54'25" N., longitude 80°16' 40" W.); within 2 miles each side of the Miami VORTAC 108° radial extending from the 5-mile radius zone to 5.5 miles east of the VORTAC; excluding the portion within the Miami International Airport control zone; and to be effective from 0600 to 2200 hours local time daily.

The proposed control zones are needed to protect prescribed instrument approach and departure procedures at Miami International and Opa Locka Airports and for VFR operations at Tamiami Airport.

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

Specific details of the changes to procedures and minimum instrument flight rules altitudes that would be required may be examined by contacting the Chief, Airspace Branch, Air Traffic Division, Southern Region, Federal Aviation Agency, Post Office Box 20636, Atlanta, Ga., 30320.

Action proposed in Airspace Docket Nos. 63-SO-55 and 65-SO-31 would alter the Fort Lauderdale, Fla., and Homestead, Fla., control zones, the Miami, Fla., transition area and routes predicated on the H-SAB concurrently with the alteration of these control zones.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Area Manager, Miami Area Office, Attention: Chief, Air Traffic Branch, Federal Aviation Agency, Post Office Box 2014, AMF Branch, Miami, Fla., 33159. All communications received within 30 days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Chief, Air Traffic Branch. Any data, views or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The official Docket will be available for examination by interested persons at the Southern Regional Office, Federal Aviation Agency, Room 724, 3400 Whipple Street, East Point, Ga.

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

Issued in East Point, Ga., on September 15, 1965.

JACK G. WEBB,
Acting Director, Southern Region.

[F.R. Doc. 65-10260; Filed, Sept. 27, 1965; 8:47 a.m.]

[14 CFR Part 71]

[Airspace Docket No. 65-WE-96]

CONTROL ZONE

Proposed Alteration

The Federal Aviation Agency is considering an amendment to § 71.171 of the Federal Aviation Regulations which would alter the time of designation of the Crows Landing, Calif., control zone.

The present effective hours of the Crows Landing control zone are from 0800 to 0100 hours, local time, Monday through Friday.

The Agency, at the request of the Department of the Air Force, is considering a proposal which would designate the Crows Landing control zone through issuance of a Notice to Airmen which would be continuously published in the Airman's Information Manual. This change will provide for anticipated minor and frequent variations in the time of designation for the Crows Landing control zone.

Interested persons may submit such written data, views, or arguments as they may desire. Communications should be submitted in triplicate to the Director, Western Region, Attention: Chief, Air Traffic Division, Federal Aviation Agency, 5651 West Manchester Avenue, Post Office Box 90007, Airport Station, Los Angeles, Calif., 90009. All communications received within 45 days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Regional Air Traffic Division Chief. Any data, views, or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

A public Docket will be available for examination by interested persons in the office of the Regional Counsel, Federal Aviation Agency, 5651 West Manchester Avenue, Los Angeles, Calif., 90045.

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

Issued in Los Angeles, Calif., on September 16, 1965.

JOSEPH H. TIPPETS,
Director, Western Region.

[F.R. Doc. 65-10261; Filed, Sept. 27, 1965; 8:47 a.m.]

FEDERAL POWER COMMISSION

[18 CFR Part 141]

[Docket No. R-284]

STATEMENTS AND REPORTS (SCHEDULES)

Report Form Prescribed for Classes A and B Electric Utilities and Others Subject to Federal Power Act

SEPTEMBER 21, 1965.

1. Notice is given pursuant to section 4 of the Administrative Procedure Act that the Commission is proposing to amend, effective for the reporting year 1965, the Annual Report, Form No. 1, Electric Utilities, Licenses and Others (Classes A and B) prescribed by § 141.1 of the Commission's regulations (18 CFR 141.1). For the most part, the changes here being proposed have been suggested by representatives of the affected industry. We welcome such suggestions and, as in the past, are more than willing to cooperate when we believe, as here, that the proposals are in the public interest. Other changes we deem necessary for the purposes set out in more detail below.

2. The proposed changes (annexed hereto)[1] concern eleven schedules of the existing Report Form, and will result in the elimination of five of these schedules. The existing schedules affected are as follows:

FPC Form No. 1, Schedule Heading	New page	Old page
Control over respondent	102	102
Nonutility property	201	201
Special funds	Deleted	203
Special deposits	Deleted	203
Notes and accounts receivable	204	204
Notes receivable	Deleted	205
Accounts receivable	Deleted	205
Income from merchandising, jobbing and contract work	Deleted	302
Electric plant held for future use	405	405
Franchise requirements	426	426
Attestation (formerly verification)	448	448

3. The exact nature of the proposed revisions of existing schedules is fully set forth in the respective accompanying schedule forms. Generally, all changes would be accomplished through modification of existing schedules, and result in removing the present requirement in the schedules for the reporting of small items in detail. We have accepted the suggested changes in most instances though in one (relating to Franchise Require-

[1] Proposed changes filed as part of original document.

ments, p. 426), we are proposing a limit of $10,000 rather than the $15,000, or more, suggested for the reporting of separate items.

4. The amendments to the Commission's regulations under the Federal Power Act and to FPC Form No. 1 described herein are proposed to be issued under the authority granted the Federal Power Commission by the Federal Power Act particularly sections 4 (a), (b), (c), 301(a), 302, 304, 309, and 311 thereof (49 Stat. 839, 854, 855, 858, 859; 16 U.S.C. 797 (a), (b), (c), 825(a), 825a(a), and 825 (c), (h), and (j).

Any person may submit to the Federal Power Commission, Washington, D.C., 20426, not later than November 9, 1965, data, views, comments and suggestions in writing concerning the proposed revised report form and regulations. An original and nine conformed copies of any such submittal should be filed. The Commission will consider any such written submittals before acting on the proposed revised report form and regulations.

By direction of the Commission.

GORDON M. GRANT,
Acting Secretary.

[F.R. Doc. 65-10232; Filed, Sept. 27, 1965; 8:45 a.m.]

[18 CFR Part 260]

[Docket No. R-283]

STATEMENTS AND REPORTS (SCHEDULES)

Annual Reports of Classes A, B, C and D Natural Gas Companies Subject to Natural Gas Act

SEPTEMBER 20, 1965.

1. Notice is given pursuant to section 4 of the Administrative Procedure Act that the Commission is proposing to amend, effective for the reporting year 1965, the Annual Reports, Form No. 2, Natural Gas Companies (Classes A and B) and Form No. 2-A, Natural Gas Companies (Classes C and D) prescribed, respectively, by §§ 260.1 and 260.2 of the Commission's regulations (18 CFR 260.1, 260.2). For the most part, the changes here being proposed have been suggested by representatives of the affected industry. We welcome such suggestions and, as in the past, are prepared to act upon them when we believe, as here, that the proposals are in the public interest. Other changes we deem necessary for the purposes are set out in more detail below.

2. The proposed changes, all annexed hereto,[1] concern two proposed new schedules, both to be added to Form No. 2, 20 schedules of the existing Report Forms (19 schedules in Form No. 2 and 1 schedule in Form No. 2-A), and will result in the elimination of five schedules in Form No. 2. The existing schedules affected are as follows:

[1] Proposed changes filed as part of original document.

FPC Form No. 2, Schedule Heading	New page	Old page
General instructions	Inside front cover	Inside front cover
Control over respondent	102	102
Nonutility property	201	201
Special funds	Deleted	203
Special accounts	Deleted	203
Notes and accounts receivable	204	204
Notes receivable	Deleted	205
Accounts receivable	Deleted	205
Income from merchandising, jobbing, and contract work	Deleted	302
Gas plant held for future use	506	506
Gas account-natural gas	567-567a	567
Sales of natural gas by communities	516-517	516-517
Main line industrial sales of natural gas	519	519
Sales for resale-natural gas	521	521
Revenue from transportation of gas of others	524	524
Gas purchases	535	535
Franchise requirements	542	542
Service interruptions and property damage	568-568B	568
Attestation (formerly verification)	Last page unnumbered	Last page unnumbered

* * * *

FPC Form No. 2-A, Schedule Heading	New page	Old page
Attestation (formerly verification)	14	14

3. The exact nature of the proposed revisions of existing schedules is fully set forth in the respective accompanying schedule forms. Generally, all changes would be accomplished primarily through modification of existing schedules. The proposed revision of the schedule, Gas Account-Natural Gas, is designed to provide more detail to facilitate the preparation of an annual national natural gas balance. The national natural gas balance will enable the Commission to determine for each year the amount of natural gas sold in interstate commerce and the extent of Commission jurisdiction over such sales. The proposed revisions of the following schedules deal exclusively with obtaining data for the preparation of the gas balance: Sales of Natural Gas by Communities, Main Line Industrial Sales of Natural Gas, Sales for Resale-Natural Gas, Revenue From Transportation of Gas of Others-Natural Gas, and Gas Purchases. The proposed revision of those schedules require only a summarization of information presently supplied. The proposed retitling and revision of the schedule (p. 568) entitled "Service Interruptions and Property Damage" is designed to provide more comprehensive information with respect to pipeline accidents and failures. The same schedule would be added to Form No. 2-A.

4. The new schedules to be added to Form No. 2 are: "Contingent Gas Purchase Payments," and "Unauthorized Overrun Penalties and Waivers of Penalties." The former requests information from pipeline companies on payments made during the reporting year to each of their respective gas suppliers which are subject to refund by Commission order, including the name of vendor, FPC rate schedule, supplement number, docket number, and the accumulated balances of payments at the beginning and end of each year. This detailed data are needed to make it possible to readily verify any refunds ordered in area rate proceedings, settlements of individual independent producer rate dockets and groups of dockets, and in the disposition of rate matters by the Commission in various certificate proceedings. Although identification of such payments by producers is now required by rate schedules and supplements thereto, and by docket number, the information reported has not been complete or satisfactory. We believe that the pipeline companies have the information readily available so that the reporting burden should not be greatly increased.

The latter, relating to "Unauthorized Overrun Penalties and Waivers," requests data on the volume of unauthorized overrun gas in Mcf (14.73 p.s.i.a.), the dollar amount of the penalty which was charged or waived, the period for which waiver was granted and the reason therefor, the name of the customer and the applicable FPC rate schedule under which service was being rendered, for the following specified periods:

1. On any day when a customer was penalized for taking overrun gas while another customer, on the same day, received overrun gas without penalty.

2. On any day when overrun gas was delivered to a customer while another customer, on the same day, was refused overrun gas.

3. For the heating season (October 1 of the reported year to April 1 of the following year, to the extent that the information is available):

a. During each of the 3 highest days of system peak deliveries.

b. During the highest consecutive 3-day system peak deliveries.

c. During the month of highest system deliveries.

This proposal is in lieu of our proposal in Docket No. R-242 that unauthorized overrun penalty provisions be included in pipeline company rate schedules. In our order terminating that proceeding issued December 17, 1964 (32 FPC ____) we said that "while the regulations originally proposed in this proceeding may not be necessary for general application at this time, it is important that we obtain from the pipeline companies information as to their actual experience and practice in administering the overrun penalty provisions. We have, therefore, instructed the staff to prepare a notice of proposed rulemaking to add a schedule to FPC Form No. 2 for the purpose of obtaining such information."

5. The amendments to the Commission's Regulations Under the Natural Gas Act and to FPC Form No. 2 and FPC Form No. 2-A described herein are proposed to be issued under the authority granted the Federal Power Commission by the Natural Gas Act, particularly sections 8 (a), (b), 9(a), 10 and 16

thereof (52 Stat. 825, 826, 830; 15 U.S.C. 717g (a), (b), 717h(a), 717i and 717o).

6. Any interested person may submit to the Federal Power Commission, Washington, D.C., 20426, not later than November 8, 1965, data, views, comments, and suggestions in writing concerning the proposed revised report forms and regulations. An original and nine conformed copies of any such submittal should be filed. The Commission will consider any such written submittals before acting on the proposed revised report forms and regulations.

By direction of the Commission.

J. H. GUTRIDE,
Secretary.

[F.R. Doc. 65-10233; Filed, Sept. 27, 1965; 8:45 a.m.]

Notices

DEPARTMENT OF JUSTICE

Office of the Attorney General

BENTON COUNTY, MISS.

Certification of the Attorney General Pursuant to Section 6 of the Voting Rights Act of 1965 (Public Law 89–110)

In accordance with section 6 of the Voting Rights Act of 1965, I hereby certify that in my judgment the appointment of examiners is necessary to enforce the guarantees of the 15th amendment to the Constitution of the United States in Benton County, Miss. This county is included within the scope of the determinations of the Attorney General and the Director of the Census made on August 6, 1965, under section 4(b) of the Voting Rights Act of 1965 and published in the FEDERAL REGISTER on August 7, 1965 (30 F.R. 9897).

NICHOLAS DEB. KATZENBACH,
Attorney General of the United States.

SEPTEMBER 24, 1965.

[F.R. Doc. 65–10364; Filed, Sept. 27, 1965; 10:36 a.m.]

BOLIVAR COUNTY, MISS.

Certification of the Attorney General Pursuant to Section 6 of the Voting Rights Act of 1965 (Public Law 89–110)

In accordance with section 6 of the Voting Rights Act of 1965, I hereby certify that in my judgment the appointment of examiners is necessary to enforce the guarantees of the 15th amendment to the Constitution of the United States in Bolivar County, Miss. This county is included within the scope of the determinations of the Attorney General and the Director of the Census made on August 6, 1965, under section 4(b) of the Voting Rights Act of 1965 and published in the FEDERAL REGISTER on August 7, 1965 (30 F.R. 9897).

NICHOLAS DEB. KATZENBACH,
Attorney General of the United States.

SEPTEMBER 24, 1965.

[F.R. Doc. 65–10365; Filed, Sept. 27, 1965; 10:36 a.m.]

CLAY COUNTY, MISS.

Certification of the Attorney General Pursuant to Section 6 of the Voting Rights Act of 1965 (Public Law 89–110)

In accordance with section 6 of the Voting Rights Act of 1965, I hereby certify that in my judgment the appointment of examiners is necessary to enforce the guarantees of the 15th amendment to the Constitution of the United States in Clay County, Miss. This county is included within the scope of the determinations of the Attorney General and the Director of the Census made on August 6, 1965, under section 4(b) of the Voting Rights Act of 1965 and published in the FEDERAL REGISTER on August 7, 1965 (30 F.R. 9897).

NICHOLAS DEB. KATZENBACH,
Attorney General of the United States.

SEPTEMBER 24, 1965.

[F.R. Doc. 65–10366; Filed, Sept. 27, 1965; 10:36 a.m.]

COAHOMA COUNTY, MISS.

Certification of the Attorney General Pursuant to Section 6 of the Voting Rights Act of 1965 (Public Law 89–110)

In accordance with section 6 of the Voting Rights Act of 1965, I hereby certify that in my judgement the appointment of examiners is necessary to enforce the guarantees of the 15th Amendment to the Constitution of the United States in Coahoma County, Miss. This county is included within the scope of the determinations of the Attorney General and the Director of the Census made on August 6, 1965, under section 4(b) of the Voting Rights Act of 1965 and published in the FEDERAL REGISTER on August 7, 1965 (30 F.R. 9897).

NICHOLAS DEB. KATZENBACH,
Attorney General of the United States.

SEPTEMBER 24, 1965.

[F.R. Doc. 65–10367; Filed, Sept. 27, 1965; 10:36 a.m.]

HUMPHREYS COUNTY, MISS.

Certification of the Attorney General Pursuant to Section 6 of the Voting Rights Act of 1965 (Public Law 89–110)

In accordance with section 6 of the Voting Rights Act of 1965, I hereby certify that in my judgment the appointment of examiners is necessary to enforce the guarantees of the 15th amendment to the Constitution of the United States in Humphreys County, Miss. This county is included within the scope of the determinations of the Attorney General and the Director of the Census made on August 6, 1965, under section 4(b) of the Voting Rights Act of 1965 and published in the FEDERAL REGISTER on August 7, 1965 (30 F.R. 9897).

NICHOLAS DEB. KATZENBACH,
Attorney General of the United States.

SEPTEMBER 24, 1965.

[F.R. Doc. 65–10368; Filed, Sept. 27, 1965; 10:36 a.m.]

DEPARTMENT OF THE INTERIOR

Fish and Wildlife Service

[Docket No. S–313]

MICHAEL J. CARR

Notice of Loan Application

Michael J. Carr, Mercer Island, Wash., has applied for a loan from the Fisheries Loan Fund to aid in financing the purchase of a new 32-foot wood vessel to engage in the fishery for salmon.

Notice is hereby given pursuant to the provisions of Public Law 89–85 and Fisheries Loan Fund Procedures (50 CFR Part 250, as revised August 11, 1965) that the above entitled application is being considered by the Bureau of Commercial Fisheries, Fish and Wildlife Service, Department of the Interior, Washington, D.C., 20240. Any person desiring to submit evidence that the contemplated operation of such vessel will cause economic hardship or injury to efficient vessel operators already operating in that fishery must sumbit such evidence in writing to the Director, Bureau of Commercial Fisheries, within 30 days from the date of publication of this notice. If such evidence is received it will be evaluated along with such other evidence as may be available before a determination that the contemplated operations of the vessel will or will not cause such economic injury or hardship.

HAROLD E. CROWTHER,
Acting Director,
Bureau of Commercial Fisheries.

SEPTEMBER 22, 1965.

[F.R. Doc. 65–10252; Filed, Sept. 27, 1965; 8:47 a.m.]

Bureau of Land Management

ALASKA

Notice of Termination of Proposed Withdrawal and Reservation of Lands

SEPTEMBER 17, 1965.

Notice of an application, Serial No. Anchorage 060879, for withdrawal and reservation of lands was published as a part of F.R. Doc. 64–2006 on page 2914 of the issue for March 3, 1964. The applicant agency has canceled its application insofar as it involved the lands described below. Therefore, pursuant to

the regulations contained in 43 CFR Part 2311, such lands will be at 10 a.m., on September 30, 1965, relieved of the segregative effects of the above named application.

The lands involved in this notice of termination are:

SEWARD MERIDIAN

T. 21 N., R. 12 E., (unapproved survey), Sec. 30, lots 2, 5, 6, and 7, and NE¼ NW¼.

The areas described aggregate 134.78 acres.

BURTON W. SILCOCK,
State Director.

[F.R. Doc. 65-10253; Filed, Sept. 27, 1965; 8:47 a.m.]

DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

Food and Drug Administration

DELTA INDUSTRIES, INC.

Notice of Filing of Petition for Food Additive Ammoniated Rice Hulls

Pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (sec. 409(b)(5), 72 Stat. 1786; 21 U.S.C. 348 (b)(5)), notice is given that a petition (FAP 5C1778) has been filed by Delta Industries, Inc., 6735 Avenue West, Houston, Tex., 77011, proposing the issuance of a regulation to provide for the safe use of ammoniated rice hulls as a component of ruminant feeds.

Dated: September 22, 1965.

MALCOLM R. STEPHENS,
Assistant Commissioner for Regulations.

[F.R. Doc. 65-10272; Filed, Sept. 27, 1965; 8:48 a.m.]

KUREHA CHEMICAL INDUSTRY CO., LTD.

Notice of Filing of Petition for Food Additives

Pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (sec. 409(b)(5), 72 Stat. 1786; 21 U.S.C. 348 (b)(5)), notice is given that a petition (FAP 5B1648) has been filed by Kureha Chemical Industry Co., Ltd., 320 Park Avenue, New York, N.Y., 10022, proposing the issuance of a regulation to provide for the use of vinyl chloride-cetyl vinyl ether copolymers in articles that contact food.

Dated: September 22, 1965.

MALCOLM R. STEPHENS,
Assistant Commissioner for Regulations.

[F.R. Doc. 65-10273; Filed, Sept. 27, 1965; 8:48 a.m.]

MERCK SHARP & DOHME RESEARCH LABORATORIES

Notice of Filing of Petition for Food Additive Thiabendazole

Pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (sec. 409(b)(5), 72 Stat. 1786; 21 U.S.C. 348 (b)(5)), notice is given that a petition (FAP 6D1824) has been filed by Merck Sharp & Dohme Research Laboratories, Division of Merck & Co., Inc., Rahway, N.J., 07065, proposing that § 121.260 *Thiabendazole* be amended to provide for the safe use of thiabendazole as an intraruminal injection of cattle at a dosage level of 3 grams per 100 pounds of body weight for treatment of infestations of gastrointestinal roundworms (genera *Trichostrongylus spp., Ostertagia spp., Haemonchus spp.*), and at a dosage level of 5 grams per 100 pounds of body weight for treatment of severe infestations of these organisms and for treatment of infestations of *Cooperia* species. Labeling for such use shall bear a statement that milk taken from treated animals within 96 hours (eight milkings) after the latest treatment must not be used for food and that animals are not to be treated within 30 days of slaughter.

Dated: September 22, 1965.

MALCOLM R. STEPHENS,
Assistant Commissioner for Regulations.

[F.R. Doc. 65-10274; Filed, Sept. 27, 1965; 8:48 a.m.]

SHELL CHEMICAL CO.

Notice of Filing of Petition Regarding Food Additives Cross-Linked Polyester Resins

Pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (sec. 409(b)(5), 72 Stat. 1786; 21 U.S.C. 348 (b)(5)), notice is given that a petition (FAP 5B1753) has been filed by Shell Chemical Co., A Division of Shell Oil Co., 110 West 51st Street, New York, N.Y., 10020, proposing that § 121.2576 *Cross-linked polyester resins* be amended to provide for the use of methacrylic acid and 4,4'-isopropylidenediphenol-epichlorohydrin resins in the production of cross-linked polyester resins used as articles or components of articles intended for repeated use in contact with food. It is further proposed that the catalyst methyl ethyl ketone peroxide be permitted for use at levels up to 2 percent by weight of the finished cross-linked polyester resins.

Dated: September 22, 1965.

MALCOLM R. STEPHENS,
Assistant Commissioner for Regulations.

[F.R. Doc. 65-10275; Filed, Sept. 27, 1965; 8:48 a.m.]

Public Health Service

LICENSED BIOLOGICAL PRODUCTS

Notice is hereby given that pursuant to section 351 of the Public Health Service Act, as amended (42 U.S.C. 262), and regulations issued thereunder (42 CFR Part 73), the following establishment license and product license actions have been taken from January 1, 1965, to June 30, 1965, inclusive.

These lists are supplementary to the lists of licensed establishments and products in effect on January 1, 1965, published on April 6, 1965, in 30 F.R. 4418-4433.

ESTABLISHMENT LICENSES ISSUED

Establishments	License Nos.	Date
N. V. Organon, Oss, The Netherlands	378	2- 5-65
Central Laboratory of The Netherlands Red Cross, Blood Transfusion Service, Amsterdam, The Netherlands	379	2- 5-65
The Roosevelt Hospital, New York, N.Y.	381	3-23-65
Sibley Memorial Hospital, Washington, D.C.	380	3-26-65
Nyegaard & Co., A/S, Oslo, Norway	382	4-21-65
Agricultural Biologicals Corp., Lynbrook, N.Y.	383	6- 4-65
Institut Merieux Marcy l'Etoile, Rhone, France	384	6-29-65

PRODUCT LICENSES ISSUED

Products	Establishments	License Nos.	Date
Packed red blood cells (human)	Hospital, University of Pennsylvania Blood Bank.	289	1-21-65
Poison ivy extract	Broemmel Pharmaceuticals	372	1-29-65
Measles virus vaccine, live, attenuated	Pitman-Moore, Division of The Dow Chemical Co.	110	2- 5-65
Antihuman chorionic gonadotropic serum	N. V. Organon	378	2- 5-65
Immune serum globulin (human)	Central Laboratory of the Netherlands Red Cross, Blood Transfusion Service.	379	2- 5-65
Measles virus vaccine, live, attenuated	Chas. Pfizer & Co., Inc.	164	2-17-65
Packed red blood cells (human)	Interstate Blood Bank, Inc., of Chicago, Ill.	305	2-26-65
Anti-s serum	Hyland Laboratories	140	3-23-65
Allergenic extracts	The Roosevelt Hospital	381	3-23-65
Citrated whole blood (human)	Sibley Memorial Hospital	380	3-26-65
Heparinized whole blood (human)	do		
Measles immune globulin (human)	Eli Lilly & Co.	56	4-19-65
Modified plasma (bovine)	Nyegaard & Co., A/S	382	4-21-65
Heparinized whole blood (human)	Blood Bank of the Alameda-Contra Costa Medical Association.	191	5- 5-65
Poison ivy extract alum precipitated	Dome Chemicals, Inc.	362	5- 6-65
Anti-Rh typing serum, anti-rh" (anti-e)	National Bio Serums, Inc.	349	5-27-65
Collagenase	Agricultural Biologicals Corp.	383	6- 4-65
Diphtheria and tetanus toxoids and pertussis vaccine combined alum precipitated.	Pitman-Moore, Division of The Dow Chemical Co.	110	6-23-65
Tuberculin, old	Institut Merieux	384	6-29-65

ESTABLISHMENT LICENSES SUSPENDED

Establishment	License No.	Date
Metro Blood Service, Inc., Philadelphia, Pa.	382	6-7-65

PRODUCT LICENSES SUSPENDED

Products	Establishments	License No.	Date
Citrated whole blood (human)	Metro Blood Service, Inc.	332	6-7-65
Packed red blood cells (human)	do		

ESTABLISHMENT LICENSES REVOKED WITHOUT PREJUDICE

Establishments	License Nos.	Date
Mid-West Blood Bank and Plasma Service, Kansas City, Mo.	264	3- 4-65
Orangeburg Regional Hospital Blood Bank, Orangeburg, S.C.	340	3-26-65
Ward Laboratories, Durham, N.C.	280	4- 5-65
Charlerot-Monessen Hospital, North Charlerot, Pa.	342	4-15-65
J. Daniels Laboratories, Inc., Little Neck, N.Y.	331	4-15-65
Myers Laboratories, Inc., Warren, Pa.	135	6-14-65

REVOKED FOR CAUSE

Dallas Blood Bank, Dallas, Tex.	353	6- 7-65

PRODUCT LICENSES REVOKED WITHOUT PREJUDICE

Products	Establishments	License Nos.	Date
Antimumps serum (human)	Travenol Laboratories, Inc.	184	1-27-65
Antipertussis serum (human)	do		
Antihemophilic plasma (human)	do		
Immune serum globulin (human)	do		
Normal human plasma	do		
Normal serum albumin (human)	do		
Poliomyelitis immune globulin (human)	do		
Anti-A blood grouping serum	do		
Anti-B blood grouping serum	do		
Anti-A, B blood grouping serum	do		
Absorbed anti-A serum	do		
Anti-Rh typing serum, anti-Rh_o (anti-D)	do		
Anti-Rh typing serum, anti-Rh_o' (anti-CD)	do		
Anti-Rh typing serum, anti-Rh_o'' (anti-DE)	do		
Anti-Rh typing serum, anti-$Rh_o h'rh''$ (anti-CDE).	do		
Anti-Rh typing serum, anti-rh' (anti-C)	do		
Anti-Rh typing serum, anti-rh'' (anti-E)	do		
Anti-Rh typing serum, anti-rh' (anti-c)	do		
Anti-M serum	Travenol Laboratories, Inc.	184	1-27-65
Anti-N serum	do		
Antihuman serum	do		
Antihuman precipitin serum	do		
Citrated whole blood (human)	Mid-West Blood Bank and Plasma Service	264	3- 4-65
Normal human serum	The Philadelphia Blood Center	139	2-23-65
Pertussis immune serum (human)	do		
Citrated whole blood (human)	Orangeburg Regional Hospital Blood Bank	340	3-26-65
Antihuman serum	Ward Laboratories	280	4- 5-65
Anti-Fy^a (serum (antiduffy)	do		
Anti-K serum (anti-kell)	do		
Citrated whole blood (human)	Charlerot-Monessen Hospital	342	4-15-65
Allergenic extracts	J. Daniels Laboratories, Inc.	331	4-15-65
Histoplasmin	Eli Lilly & Co.	56	4-19-65
Bacterial antigens made from staphylococcus albus, staphylococcus aureus, staphylococcus citreus, streptococcus, and pyocyaneus bacillus.	Myers Laboratories, Inc.	135	6-14-65
B. oedematiens antitoxin	Cutter Laboratories	8	6-16-65
Gas gangrene polyvalent antitoxin	do		
Perfringens antitoxin	do		
Tetanus and gas gangrene polyvalent antitoxin.	do		
V. septique antitoxin	do		
Diphtheria and tetanus toxoids alum precipitated and pertussis vaccine combined.	Pitman-Moore, Division of The Dow Chemical Co.	135	6-23-65

REVOKED FOR CAUSE

Citrated whole blood (human)	Dallas Blood Bank	353	6- 7-65
Heparinized whole blood (human)	do		
Packed red blood cells (human)	do		

ESTABLISHMENT LICENSES REVOKED WITHOUT PREJUDICE AND REISSUED

Establishments		License No.	Date
Revoked	Reissued		
Ames Atomigun, Inc. Billerica, Mass.	Ames Atomium, Division of Ames Lab-Tek, Inc., Billerica, Mass.	270	1-13-65
Travenol Laboratories, Inc. Morton Grove, Ill., and Los Angeles, Calif.	Travenol Laboratories, Inc., Morton Grove, Ill., and Cleveland, Miss.	184	1-27-65
Dome Chemicals, Inc., Allergen Laboratories New York, N.Y.	Dome Chemicals, Inc., New York, N.Y.	262	3-15-65

Approved:

ROBERICK MURRAY,
Director, Division of Biologics Standards, National Institutes of Health, Public Health Service, U.S. Department of Health, Education, and Welfare.

Approved:

MARY REGAN ROSS,
Acting Assistant to the Surgeon General for Information, Public Health Service, U.S. Department of Health, Education, and Welfare.

[F.R. Doc. 65-10211; Filed, Sept. 24, 1965; 8:48 a.m.]

CIVIL AERONAUTICS BOARD

[Docket No. 16314]

AEROTRANSPORTES ENTRE RIOS S.R.L.

Notice of Reassignment of Place of Hearing Regarding Foreign Air Carrier Permit

In the matter of the application of Aerotransportes Entre Rios S.R.L. for a foreign air carrier permit.

Notice is hereby given, pursuant to the provisions of the Federal Aviation Act of 1958, as amended, that a hearing in the above-entitled proceeding assigned to be held on October 5, 1965, at 10 a.m., e.d.s.t., in Room 607, Universal Building, Connecticut and Florida Avenues NW., Washington, D.C., is hereby reassigned to be held in Room 925 of said building on October 5, 1965, at 10 a.m. before the undersigned examiner.

Dated at Washington, D.C., September 22, 1965.

[SEAL] EDWARD T. STODOLA,
Hearing Examiner.

[F.R. Doc. 65-10279; Filed, Sept. 27, 1965; 8:48 a.m.]

[Docket No. 11908 etc.]

REOPENED TRANSATLANTIC CHARTER INVESTIGATION (ALL-EXPENSE TOUR PHASE)

Notice of Oral Argument

Notice is hereby given, pursuant to the provisions of the Federal Aviation Act of 1958, as amended, that oral argument in the above-entitled matter is assigned to be held on October 13, 1965, at 10 a.m., e.d.s.t., in Room 1027, Universal Building, Connecticut and Florida Avenues NW., Washington, D.C., before the Board.

Dated at Washington, D.C., September 23, 1965.

[SEAL] FRANCIS W. BROWN,
Chief Examiner.

[F.R. Doc. 65-10280; Filed, Sept. 27, 1965; 8:48 a.m.]

[Docket No. 15353; Order E-22684]

INTERNATIONAL AIR TRANSPORT ASSOCIATION

Order Regarding Fare Matters

Adopted by the Civil Aeronautics Board at its Office in Washington, D.C., on the 22d day of September 1965.

Agreement adopted by the Traffic Conferences of the International Air Transport Association relating to fare matters; Docket 15353, Agreement C.A.B. 18431.

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 has been filed with the Board between various air carriers, foreign air carriers, and other carriers, embodied in the resolutions of the traffic conferences of the International Air Transport Association (IATA). The agreement has been assigned the above-designated C.A.B. Agreement number.

The agreement, adopted pursuant to unprotested notices to the carriers and promulgated in IATA Memorandum JT123/Reso. 1015, amends Resolutions 140 and 278. Resolution 140—Inadmissible Passengers and Deportees—has been amended so as to provide that the return trip fare charged and inadmissible passenger, whether it can be collected immediately or not, will be the difference between the one-way fare paid and the applicable round-trip fare. The amendment to Resolution 278—Involuntary Change of Routing—provides that when a passenger is involuntarily rerouted, the carrier may, without additional charge, reroute the passenger over a routing which has a higher fare than the routing originally ticketed. On the basis of the information available, we do not consider the amended resolutions to be adverse to the public interest in that the amendments appear to satisfy a need for clarity within the basic resolutions.

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.

Accordingly, it is ordered, That Agreement C.A.B. 18431 be approved.

Any air carrier party to the agreement, or any interested person, may, within 15 days from the date of service of this order, submit statements in writing containing reasons deemed appropriate, together with supporting data, in support of or in opposition to the Board's action herein. An original and nineteen copies of the statements should be filed with the Board's Docket Section. The Board may, upon consideration of any such statements filed, modify or rescind its action herein by subsequent order.

This order will be published in the FEDERAL REGISTER.

By the Civil Aeronautics Board.

[SEAL] HAROLD R. SANDERSON,
Secretary.

[F.R. Doc. 65-10281; Filed, Sept. 27, 1965; 8:48 a.m.]

[Docket No. 16236; Order E-22683]

INTERNATIONAL AIR TRANSPORT ASSOCIATION

Order Regarding Specific Commodity Rates

Adopted by the Civil Aeronautics Board at its office in Washington, D.C., on the 22d day of September 1965.

Agreement adopted by Traffic Conference 1 of the International Air Transport Association relating to specific commodity rates; Docket 16236, Agreement C.A.B. 18504, R-3 through R-6.

Pursuant to section 412(a) of the Federal Aviation Act of 1958 (the Act) and Part 261 of the Board's Economic Regulations, there has been filed with the Board 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 dealing with specific commodity rates.

The agreement, adopted pursuant to unprotested notices to the carriers and promulgated in an IATA letter dated September 14, 1965, names additional specific commodity rates, as set forth in the attachment hereto,[1] for existing commodity descriptions. The proposed rates reflect reductions ranging from 45.0 to 68.7 percent of the otherwise applicable rates and are consistent with the present specific commodity rates within this area.

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 C.A.B. 18504, R-3 through R-6, be approved, provided that such approval shall not constitute approval of the specific commodity descriptions contained therein for purposes of tariff publication.

[1] Specific commodity rates attachment filed as part of original document.

Any air carrier party to the agreement, or any interested person, may, within 15 days from the date of service of this order, submit statements in writing containing reasons deemed appropriate, together with supporting data, in support of or in opposition to the Board's action herein. An original and nineteen copies of the statements should be filed with the Board's Docket Section. The Board may, upon consideration of and such statements filed, modify or rescind its action herein by subsequent order.

This order will be published in the FEDERAL REGISTER.

By the Civil Aeronautics Board.

[SEAL] HAROLD R. SANDERSON,
Secretary.

[F.R. Doc. 65-10282; Filed, Sept. 27, 1965; 8:48 a.m.]

[Docket No. 16222 etc.; Order E-22692]

SAN FRANCISCO AND OAKLAND HELICOPTER AIRLINES, INC., ET AL.

Order To Show Cause Regarding Service Mail Rates

Adopted by the Civil Aeronautics Board at its office in Washington, D.C., on the 24th day of September 1965.

Petition of San Franisco & Oakland Helicopter Airlines, Inc., for a service mail rate; service mail rates for Chicago Helicopter Airways, Inc., Los Angeles Airways, Inc., New York Airways, Inc.; Docket 16222, et al.

By Order E-22281, June 9, 1965, the Board, inter alia, instituted a proceeding to review the service mail rates of the four certificated helicopter carriers and directed the carriers and the Postmaster General to show cause why the Board should not establish the domestic multielement rate in lieu of the rate of $2.58 per mail ton-mile then applicable to the helicopter carriers on and after June 19, 1965.

The Postmaster General filed objection to this order on July 9, 1965, stating inter alia: That the multielement rate structure is inappropriate; the proposed rate is unsupported by cost data and is too high; that since the helicopter service mail rate was open, and the services provided by Chicago Helicopter and San Francisco Helicopter were of marginal value, the Post Office Department had terminated shipments of mail by these carriers effective July 7, 1965; and that the flights of Los Angeles Airways and New York Airways were being reviewed for termination of air mail service on those flights which were of marginal value. Subsequently, Chicago Helicopter on August 13, 1965, and Los Angeles Airways, on August 23, 1965, filed motions requesting that the proceeding in Docket 16222, et al., be dismissed as it relates to them and that the existing service mail rate be continued.

In its motion, Chicago Helicopter states that the open rate situation has already resulted in all mail being withdrawn from its operation; that the total mail pay increase under the multielement rate would be only $2,398 a year;

and that the cost of participation in a protracted rate proceeding would run several times the small amount of additional service mail pay involved, as opposed to the $4,903 a year mail compensation it received in 1964.

Los Angeles Airways points out the possible revenue losses which it would incur if the Post Office Department reduces the mail tendered and the problems with respect to the availability of subsidy support in the future.

On August 24, 1965, San Francisco Helicopter filed an answer to Chicago Helicopter's motion stating that it did not oppose the motion contingent upon an understanding that any order of dismissal will not constitute any finding as to the fairness or reasonableness of the service mail rate of $2.58 for helicopter operations.

Action upon the motions of Chicago Helicopter and Los Angeles Airways does not involve any other parties in this Docket and would not establish a precedent for ultimate decision in these proceedings or prejudice any right of San Francisco Helicopter or other party. In addition, there is no competition for the transportation of mail between San Francisco Helicopter and any other helicopter operator and thus the service mail rates established for Chicago Helicopter and Los Angeles Airways have no economic impact upon San Francisco Helicopter. Under these circumstances there is no apparent reason why a finding that a service mail rate of $2.58 per ton-mile is fair and reasonable for the services of Los Angeles and Chicago would adversely affect San Francisco Helicopter in any manner.

Upon consideration of the foregoing, the answer of the Postmaster General, the motions of Chicago Helicopter and Los Angeles Airways for dismissal and the answer of San Francisco Helicopter, and matters officially noticed, the Board proposes to issue an order to include the following findings and conclusions:

1. The fair and reasonable final rate of compensation to be paid Chicago Helicopter Airways, Inc., and Los Angeles Airways, Inc., for the transportation of mail by aircraft, the facilities used and useful therefor, and the services connected therewith between the points which each of the carriers has been, is presently, or hereafter may be authorized to transport mail by its certificate of public convenience and necessity or Board exemption order on and after June 19, 1965, is $2.58 per mail ton-mile.

2. The foregoing rate per mail ton-mile shall be applied to the mail ton-miles flown in each postal accounting period, or lesser period, based upon the direct airport-to-airport mileage between points served for the carriage of mail.

3. Such service mail rates shall be paid in their entirety by the Postmaster General pursuant to section 406(c) of the Federal Aviation Act of 1958, and no part of such amount shall be paid by the Board.

4. Further proceedings in Docket 16222, et al., as they pertain to Chicago Helicopter Airways, Inc., and Los Angeles Airways, Inc., are dismissed.

5. The action proposed herein shall be without prejudice to the rights of any other party in Docket 16222, et al.

Accordingly, pursuant to the Federal Aviation Act of 1958 and particularly sections 204(a) and 406 thereof, and pursuant to the regulations promulgated in 14 CFR Part 302, *It is ordered:*

1. That all interested persons, and particularly Chicago Helicopter Airways, Inc., Los Angeles Airways, Inc., and the Postmaster General, are directed to show cause why the Board should not adopt the foregoing proposed findings and conclusions, and (1) fix, determine and publish the rates stated in numbered paragraph 1 of the foregoing proposed findings and conclusions as the fair and reasonable rates to be paid the aforementioned carriers for the transportation of mail by aircraft, the facilities used and useful therefor, and the services connected therewith between the points which the carriers have been, are presently, or hereafter may be authorized to transport mail by their certificates of public convenience and necessity or Board exemption order on and after the date specified in the above numbered paragraph; and (2) dismiss the proceeding in Docket 16222, et al., insofar as it pertains to the rates applicable to Chicago Helicopter Airways, Inc., and Los Angeles Airways, Inc.;

2. That all further procedures herein shall be in accordance with the rules of practice (14 CFR Part 302); and if there is any objection to the rate or to the other findings and conclusions proposed herein, notice thereof shall be filed within 10 days, and, if notice is filed, written answers and supporting documents shall be filed within 30 days, after the date of service of this order;

3. That if notice of objection is not filed within 10 days, or if notice is filed and answer is not filed within 30 days, after service of this order, all persons shall be deemed to have waived the right to a hearing and all other procedural steps short of a final decision by the Board, and the Board may enter an order incorporating the findings and conclusions proposed herein and fixing and determining the final rate specified herein;

4. That if answer is filed it shall specify the helicopter carrier or carriers to which objection is made to the adoption of the service mail rates proposed herein and such objection relative to any one or more helicopter carriers shall not operate to preclude the Board from adopting a final order establishing the service mail rates proposed herein for any other helicopter carrier or carriers against which no objection is made; and, the issues involved in determining the fair and reasonable final rates shall be limited to those specifically raised by answer, except insofar as other issues are raised in accordance with Rule 307 of the rules of practice (14 CFR 302.307); and

5. That this order be served upon Chicago Helicopter Airways, Inc., Los Angeles Airways, Inc., New York Airways, Inc., San Francisco and Oakland Helicopter Airlines, Inc., and the Postmaster General.

This order will be published in the FEDERAL REGISTER.

By the Civil Aeronautics Board.

[SEAL] HAROLD R. SANDERSON, *Secretary.*

[F.R. Doc. 65-10283; Filed, Sept. 27, 1965; 8:48 a.m.]

[Docket No. 11908 etc.; Order E-22686]

CAPITOL AIRWAYS, INC., ET AL.

Order Regarding Reopened Transatlantic Charter Investigation (All-Expense Tour Phase)

Adopted by the Civil Aeronautics Board at its office in Washington, D.C., on the 23d day of September 1965.

In its original opinion of October 8, 1963,[1] in this case, the Board determined to award transatlantic charter certificates to Capitol Airways, Inc. (Capitol), Saturn Airways, Inc. (Saturn), and Overseas National Airways, Inc. (ONA). At the same time, the Board denied various other applications, including requests for authority to charter to tour operators conducting all-expense tours. On February 18, 1964, the President approved the Board's decision only with respect to the award of transatlantic charter certificates to Capitol and Saturn, and he requested that the Board make a further evaluation of the fitness of ONA.[2] The President did not dispose of the Board's denial of the various other requests in the case, including the issue of all-expense tours. Accordingly, the Board treated as premature requests for reconsideration of its denial of all-expense tour authority (Order E-20776, April 30, 1964).

Two years have now passed since the Board's original determination to deny all-expense tour authority to Capitol and Saturn. In the interval there have been significant changes in the facts relating to the financial position of the U.S.-flag carriers, as well as major improvements in transatlantic traffic, both of which may have an important bearing on the all-expense tour issue. In addition, the Board will shortly have presented to it, in the Supplemental Air Service Proceeding, Docket 13795 et al., the question of whether supplemental

[1] See Appendix A to Orders E-20530 and E-20531.

[2] Pursuant to the President's directive the Board reopened the proceeding on the limited issue of ONA's fitness. (Orders E-20530 and E-20531 issued on Mar. 3, 1964). A full evidentiary hearing was held and the Board then, for the reasons set forth in Order E-21966, Mar. 30, 1965, expanded the issues and reopened the record for further proceedings on the current fitness and comparative qualifications of all supplemental carriers who are applicants for transatlantic charter authority in the case and to determine whether the public convenience and necessity require certification of supplemental air carriers to provide transatlantic charter service in addition to Capitol and Saturn. This proceeding is currently in process, hearings having recently been completed.

carriers should be granted all-expense tour authority in all markets other than the transatlantic market. Therefore, the Board now deems it appropriate to reexamine the question of whether the supplemental air carriers certificated to serve the transatlantic passenger market should be awarded all-expense tour authority.

In order to facilitate decision on this matter the Board will accept briefs from the interested parties and an oral argument will subsequently be held. The briefs should, in particular, include discussion of the following matters:

1. Is the present record adequate for determining the all-expense tour issue or must the Board reopen the record to take further evidence?

2. May the Board, by incorporation by reference, official notice, or other methods lawfully utilize the evidentiary record in the Supplemental Air Service Proceeding, Docket 13795 et al., and, if so, should the Board do so for the purpose of reaching a decision in this reopened proceeding?

Accordingly, it is ordered, That:

1. The Transatlantic Charter Investigation, Docket 11908 et al., be and it hereby is reopened to determine whether the public convenience and necessity require the grant of all-expense tour authority to Capitol, Saturn, and any supplemental air carrier subsequently certificated in the reopened proceeding now in progress; [3]

2. Briefs to the Board in this reopened proceeding shall be filed on October 8, 1965;

3. An oral argument in this reopened proceeding shall be held at a time and place to be hereafter designated; and

4. This order shall be published in the FEDERAL REGISTER.

By the Civil Aeronautics Board.

[SEAL] HAROLD R. SANDERSON,
Secretary.

[F.R. Doc. 65-10284; Filed, Sept. 27, 1965; 8:48 a.m.]

FEDERAL POWER COMMISSION

[Docket No. CP66-73]

ARKANSAS LOUISIANA GAS CO.

Notice of Application

SEPTEMBER 21, 1965.

Take notice that on September 13, 1965, Arkansas Louisiana Gas Co. (Applicant), Shreveport, La., 71102, filed in Docket No. CP66-73 an application pursuant to section 7(b) of the Natural Gas Act for permission and approval to abandon certain service rendered to Arkansas Power & Light Company under Applicant's FPC Gas Rate Schedule XT-22, as more fully set forth in the application which is on file with the Commission and open to public inspection.

Specifically, Applicant seeks permission and approval to abandon the transportation service heretofore rendered by Applicant for Arkansas Power & Light Co. under Applicant's FPC Gas Rate Schedule XT-22 (Original Sheet No. 22, et seq. of Applicant's FPC Gas Tariff First Revised Volume 2) under a service agreement dated November 17, 1952.

Applicant states that the abandonment order is necessitated by the fact that the facilities by means of which the service is rendered are exempt from the provisions of the Natural Gas Act under section 1(c) thereof and an application for an appropriate order confirming such exemption has been filed contemporaneously with the subject application (filed September 13, 1965, in Docket No. CP66-72). Applicant further states that by another companion filing it is canceling its Rate Schedule XT-22, covering this service.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C., 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) and the regulations under the Natural Gas Act (157.10) on or before October 14, 1965.

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

Under the procedure herein provided for, unless otherwise advised, it will be unnecessary for Applicant to appear or be represented at the hearing.

J. H. GUTRIDE,
Secretary.

[F.R. Doc. 65-10234; Filed, Sept. 27, 1965; 8:45 a.m.]

[Project No. 2538]

BEEBE ISLAND CORP.

Notice of Application for License for Constructed Project

SEPTEMBER 20, 1965.

Public notice is hereby given that application has been filed under the Federal Power Act (16 U.S.C. 791a-825r) by Beebe Island Corp. (correspondence to: Mr. Lauman Martin, Niagara Mohawk Power Corp., 300 Erie Boulevard West, Syracuse, N.Y., 13202), for a license for constructed Project No. 2538, known as the Beebe Island Project, located on the Black River, in the city of Watertown, Jefferson County, N.Y.

The existing project consists of: A concrete gravity dam 200 feet long and about 18 feet high; a reservoir having an area of 10 acres; an open flume leading to the powerhouse integral with the dam; a powerhouse containing two generating units rated at 4,000 kw each; and appurtenant facilities.

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 of the Commission (18 CFR 1.8 or 1.10). The last day upon which protests or petitions may be filed is November 2, 1965. The application is on file with the Commission for public inspection.

J. H. GUTRIDE,
Secretary.

[F.R. Doc. 65-10235; Filed, Sept. 27, 1965; 8:45 a.m.]

[Docket No. RP64-9 etc.]

CITIES SERVICE GAS CO. ET AL.

Notice of Further Extension of Time

SEPTEMBER 20, 1965.

Cities Service Gas Co., Docket No. RP64-9; Columbian Fuel Corp., Docket Nos. RI61-316, RI61-518, RI62-49; Cities Service Oil Co., Docket Nos. RI63-485, RI65-269.

Upon consideration of the status of the above-designated matters, and the extension heretofore granted by notice issued August 18, 1965, extending the time within which to file testimony and exhibits;

Notice is hereby given that a further extension of time is granted to and including October 18, 1965, within which Staff Counsel shall serve its testimony and exhibits on all parties; and to and including November 1, 1965, within which intervenors proposing to present evidence on the affiliated purchase gas cost issue shall serve their testimony and exhibits upon all parties.

Further, notice is hereby given that the prehearing conference presently scheduled to commence on October 12, 1965, is postponed to November 16, 1965, at 10 a.m. in a hearing room of the Federal Power Commission, 441 G Street NW., Washington, D.C.

By direction of the Commission.

J. H. GUTRIDE,
Secretary.

[F.R. Doc. 65-10236; Filed, Sept. 27, 1965; 8:45 a.m.]

[Docket No. CP66-76]

EL PASO NATURAL GAS CO.

Notice of Application

SEPTEMBER 21, 1965.

Take notice that on September 16, 1965, El Paso Natural Gas Co. (Applicant), Post Office Box 1492, El Paso, Tex., 79999, filed in Docket No. CP66-76 an application pursuant to section 7(c) of the Natural Gas Act for a certificate of public convenience and necessity authorizing the construction and operation of approximately 6.55 miles of 10¾-inch O.D. pipeline, looping a segment of its South Seattle Lateral in King County, Wash., and related measuring and regulating station modifications, all as more fully set forth in the application on file

[3] See Footnote 1, Supra.

with the Commission and open to public inspection.

The application states that Applicant's South Seattle Lateral is utilized for the sale and delivery of natural gas to Washington Natural Gas Co. (Washington Natural) for resale and distribution in the metropolitan Seattle area. The application further states that the present design capacity of said facilities is approximately 86,900 Mcf daily and that Washington Natural's peak day requirements during the immediately succeeding three years are anticipated to approximate 95,019 Mcf, 109,085 Mcf and 121,689 Mcf, respectively, thus requiring reinforcement of the lateral facilities as proposed in the application. The total estimated cost of the proposed construction is $342,000, which will be financed from working funds.

Applicant states that in conjunction with construction of Applicant's facilities, Washington Natural proposes to modify, at an estimated cost of approximately $61,860, its existing South Seattle Gas Station so as to increase the capacity thereof and to install, at an estimated cost of $6,057,000 over the next three years, distribution system extensions.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C., 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) and the regulations under the Natural Gas Act (157.10) on or before October 15, 1965.

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

Under the procedure herein provided for, unless otherwise advised, it will be unnecessary for Applicant to appear or be represented at the hearing.

J. H. GUTRIDE,
Secretary.

[F.R. Doc. 65-10237; Filed, Sept. 27, 1965; 8:45 a.m.]

[Docket No. CP64-211 etc.]

EL PASO NATURAL GAS CO. ET AL.

Order Consolidating Proceedings

SEPTEMBER 20, 1965.

El Paso Natural Gas Co., et al., Docket No. CP64-211; Socony Mobil Oil Co., Inc., Docket Nos. CP62-176, et al., CI65-1355.

On June 22, 1965, Socony Mobil Oil Co., Inc. (Socony) filed in Docket No. CI65-1355 an application pursuant to section 7(c) of the Natural Gas Act for authorization to sell natural gas to El Paso Natural Gas Co. (El Paso) from acreage in the Coyonosa and Waha Fields, Pecos and Reeves Counties, Tex., as well as a request for a temporary certificate. A notice of application was issued by the Commission on July 1, 1965.

Applicant proposes to make the aforesaid sale pursuant to the terms of an agreement with El Paso dated June 14, 1965, as amended. The application supersedes prior filings made by Socony as amendments to its application for a certificate in Docket No. CI62-825.[1]

The gas proposed to be sold herein will be transported through facilities proposed to be constructed by Applicant in Docket No. CP64-211, a proceeding which was consolidated by the Commission's order of June 14, 1965, with Socony's application in Docket No. CI62-825, together with other related producer dockets. The proposed sale to El Paso in Docket No. CI65-1355 presents the same issues as are involved in the sale proposed under Docket No. CI62-825 and it appears in the public interest that the aforesaid application should be consolidated in the proceeding captioned El Paso Natural Gas Co., et al., Docket Nos. CP64-211, et al.

The Commission finds: It is necessary and appropriate in carrying out the provisions of the Natural Gas Act that the matters in Docket Nos. CI65-1355, CI62-825, and CP64-211 be consolidated for hearing and decision.

The Commission orders:

(A) The above-captioned matters are hereby consolidated for the purpose of hearing and decision.

(B) Those parties who heretofore were permitted to intervene or who noticed intervention in the consolidated proceeding, Docket No. CP64-211, et al., will be considered interveners in these proceedings, without further action on their part.

By the Commission.

[SEAL] J. H. GUTRIDE,
Secretary.

[F.R. Doc. 65-10238; Filed, Sept. 27, 1965; 8:45 a.m.]

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[1] The acreage covered by the June 14, 1965, contract involved herein had been previously dedicated to El Paso under an earlier contract dated Dec. 28, 1960. The acreage was dedicated to the 1960 contract with El Paso by two amendments dated Sept. 16 and Dec. 31, 1963. No service had been rendered from the acreage covered by the amendatory agreements and on June 14, 1965, El Paso and Socony entered into agreements terminating the two amendments and rededicating the acreage involved to a new gas purchase contract. The new contract provides for the same rate as the earlier contract and contains basically the same terms and conditions of delivery. Socony filed for permission to withdraw that portion of its application in Docket No. CI62-825 related to the acreage now covered under the 1965 contract, and filed a new application in Docket No. CI65-1355 on June 22, 1965, for authorization to render the sale to El Paso. By letter dated July 27, 1965, Socony was advised that its notice of withdrawal became effective on July 22, 1965.

[Docket No. CI65-1241]

HUNT OIL CO.

Notice of Extension of Time

SEPTEMBER 21, 1965.

Upon consideration of the request filed September 17, 1965, for an extension of time to accept the temporary certificate issued August 20, 1965, in the above-designated matter;

Notice is hereby given that an extension is granted to and including October 15, 1965, within which Applicant shall accept the temporary certificate issued August 20, 1965, in the above-designated matter.

J. H. GUTRIDE,
Secretary.

[F.R. Doc. 65-10239; Filed, Sept. 27, 1965; 8:45 a.m.]

[Docket No. CP66-74]

NATURAL GAS PIPELINE CO. OF AMERICA

Notice of Application

SEPTEMBER 20, 1965.

Take notice that on September 15, 1965, Natural Gas Pipeline Co. of America (Applicant), 122 South Michigan Avenue, Chicago, Ill., 60603, filed in Docket No. CP66-74 an application pursuant to section 7(c) of the Natural Gas Act for a certificate of public convenience and necessity authorizing the sale and delivery of an additional Daily Contract Quantity of 1,000 Mcf to Central Illinois Electric & Gas Co. (Central Illinois), an existing customer of Applicant, all as more fully set forth in the application on file with the Commission and open to public inspection.

The application states that Central Illinois has advised Applicant by letter dated August 23, 1965, that it desires and will contract for an additional Daily Contract Quantity of 1,000 Mcf of natural gas. The application also states that Central Illinois has further advised Applicant that its latest estimate of numbers of customers and firm peak day requirements exceeds by 1,000 Mcf its now available 1965-66 peak day supply.

Subject to receipt of the authorization requested, Applicant states that it has agreed to supply Central Illinois with the additional quantity of gas requested with commencement of delivery thereof to coincide with commencement of increased deliveries authorized in Docket Nos. CP65-169, issued August 13, 1965, and CP65-404, issued August 24, 1965.

The application states that no additional facilities would be required to make the proposed delivery. The additional volumes proposed to be sold and delivered by Applicant to Central Illinois would be delivered at the existing Rockford meter station and used by that company to serve its existing market area in Stephenson, Winnebago, and Boone Counties, Ill.

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 pro-

cedure (18 CFR 1.8 or 1.10) and the regulations under the Natural Gas Act (157.10) on or before October 15, 1965.

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

Under the procedure herein provided for, unless otherwise advised, it will be unnecessary for Applicant to appear or be represented at the hearing.

J. H. GUTRIDE,
Secretary.

[F.R. Doc. 65-10241; Filed, Sept. 27, 1965; 8:45 a.m.]

[Project No. 2539]

NIAGARA MOHAWK POWER CORP.

Notice of Application for License for Constructed Project

SEPTEMBER 20, 1965.

Public notice is hereby given that application has been filed under the Federal Power Act (16 U.S.C. 791a–825r) by Niagara Mohawk Power Corp. (correspondence to: Lauman Martin, Vice President and General Counsel, Niagara Mohawk Power Corp., 300 Erie Boulevard West, Syracuse, N.Y., 13202) for a license for constructed Project No. 2539, known as the School Street Project, located on the Mohawk River, in the City of Cohoes and the Town of Colonie, Albany County, and the Town of Waterford, Saratoga County, State of New York.

The existing project consists of: A gravity dam of masonry construction with a concrete cap, about 1,280 feet long and about 16 feet high; a reservoir with an area of 100 acres whose waters are conveyed through an intake into a canal to a forebay, thence through a gate house which controls the flow into the penstocks leading to the turbines; a powerhouse containing four generating units rated at 7,200 kw and one rated at 10,000 kw; and appurtenant facilities.

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 of the Commission (18 CFR 1.8 or 1.10). The last day upon which protests or petitions may be filed is November 3, 1965. The application is on file with the Commission for public inspection.

J. H. GUTRIDE,
Secretary.

[F.R. Doc. 65-10242; Filed, Sept. 27, 1965; 8:45 a.m.]

[Docket No CP66-71]

NORTHERN NATURAL GAS CO.

Notice of Application

SEPTEMBER 20, 1965.

Take notice that on September 13, 1965, Northern Natural Gas Co. (Applicant), 2223 Dodge Street, Omaha 2, Nebr., filed in Docket No. CP66-71 an application pursuant to sections 7(b) and 7(c) of the Natural Gas Act for permission and approval to abandon certain natural gas facilities and a certificate of public convenience and necessity authorizing the construction and operation of other facilities, all as more fully set forth in the application which is on file with the Commission and open to public inspection.

Applicant states that the St. Peter, Minn. (St. Peter), town border station (TBS) and a portion of the 7.3-mile 6-inch St. Peter branchline are located on land subjected to serious flooding conditions. Applicant further states that the line has deteriorated to such an extent that replacement of approximately 2,000 feet per year would be required to keep this branchline in service.

As a solution, Applicant proposes to make a tap at a point on its 16-inch Portland Avenue line which extends from the Welcome Compressor Station to Minneapolis, Minn., construct 3.1 miles of new 4-inch line over a new route and construct a new St. Peter TBS. Applicant states that the new facilities will be located on higher ground and will remedy the flooding problem.

The application states that Applicant's Peoples Division (Peoples) is presently serving nine (9) right-of-way easement grantors from farm tap settings located on that section of branchline proposed to be abandoned. The application further states that due to the poor condition of the line and the high maintenance costs incident thereto, the continued operation for the limited purpose described above cannot be justified. Pursuant to the terms of the contracts, Applicant proposes that Peoples serve contract cancellation notices on each customer at least thirty (30) days prior to discontinuance of service.

Applicant anticipates that the farm tap customers will convert to propane or oil at an estimated average cost of $300 each. Peoples proposes to make a cash settlement with these customers approximating the cost of converting to another fuel.

Applicant estimates the cost of constructing the proposed facilities to be $69,900, which amount will be financed from cash on hand.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C., 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) and the regulations under the Natural Gas Act (157.10) on or before October 14, 1965.

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

Under the procedure herein provided for, unless otherwise advised, it will be unnecessary for Applicant to appear or be represented at the hearing.

J. H. GUTRIDE,
Secretary.

[F.R. Doc. 65-10243; Filed, Sept. 27, 1965; 8:45 a.m.]

[Docket No. CP66-75]

NORTHERN NATURAL GAS CO.

Notice of Application

SEPTEMBER 21, 1965.

Take notice that on September 15, 1965, Northern Natural Gas Co. (Applicant), 2223 Dodge Street, Omaha, Nebr., filed in Docket No. CP66-75 a "budget-type" application pursuant to section 7(c) of the Natural Gas Act, as implemented by § 157.7(b) of the regulations under the Act, for a certificate of public convenience and necessity authorizing the construction and operation of certain natural gas facilities, all as more fully set forth in the application on file with the Commission and open to public inspection.

Specifically, Applicant seeks authorization to construct and operate certain facilities, during the calendar year 1966, necessary to transport and receive into its main pipeline system new supplies of gas available from producing areas located adjacent to its system.

Applicant also requests authority to construct and operate horsepower and pipeline additions to present gathering systems. Such additions will be located between the last point of gathering and the mainline in order to maintain mainline design pressures and to transport additional volumes of gas developed in these existing areas.

The application proposes total construction not to exceed $5,000,000 with single project limitation not to exceed $500,000. The proposed facilities will be financed from cash on hand or from cash generated from operations.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C., 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) and the regulations under the Natural Gas Act (157.10) on or before October 15, 1965.

Take further notice that, pursuant to the authority contained in and subject to the jurisdiction conferred upon the Federal Power Commission by sections 7 and 15 of the Natural Gas Act and the Commission's rules of practice and procedure, a hearing will be held without

further notice before the Commission on this application if no protest or petition to intervene is filed within the time required herein, if the Commission on its own review of the matter finds that a grant of the certificate is required by the public convenience and necessity. If a protest or petition for leave to intervene is timely filed, or if the Commission on its own motion believes that a formal hearing is required, further notice of such hearing will be duly given.

Under the procedure herein provided for, unless otherwise advised, it will be unnecessary for Applicant to appear or be represented at the hearing.

J. H. GUTRIDE,
Secretary.

[F.R. Doc. 65-10244; Filed, Sept. 27, 1965; 8:45 a.m.]

[Docket No. CI64-1076]

PINEY POINT PETROLEUMS ET AL.

Order Amending Order Issuing Certificate, Redesignating FPC Gas Rate Schedule, and Accepting Supplements to FPC Gas Rate Schedule for Filing

SEPTEMBER 16, 1965.

On June 1, 1965, Piney Point Petroleums (Applicant) filed in Docket No. CI64-1076 an application pursuant to section 7(c) of the Natural Gas Act to amend the order issuing a certificate of public convenience and necessity in said docket by substituting Applicant in lieu of Tenneco Oil Company (Operator), et al. (Tenneco) as certificate holder and by authorizing the sale of natural gas from additional acreage, all as more fully set forth in the application.

Applicant proposes to sell oil-well gas as successor in interest to Tenneco and oil-well and gas-well gas from acreage acquired from Tennessee Gas Transmission Company (Tennessee). The gas will be sold to Tennessee from the Deckers Prairie Field, Montgomery County, Tex.

Concurrently with the application Applicant submitted Tenneco's notice of succession to FPC Gas Rate Schedule No. 130.

After due notice no petition to intervene, notice of intervention or protest to the granting of the application has been received.

The Commission finds: It is necessary and appropriate in carrying out the provisions of the Natural Gas Act and the public convenience and necessity require that the order issuing a certificate in Docket No. CI64-1076 should be amended as hereinafter ordered and that the related rate schedule should be redesignated and supplements thereto accepted for filing.

The Commission orders:

(A) The order issuing a certificate of public convenience and necessity in Docket No. CI64-1076 is amended by substituting Applicant in lieu of Tenneco as certificate holder and by authorizing the sale of natural gas from additional acreage, all as hereinbefore described and as more fully described in the application herein; and in all other respects said order shall remain in full force and effect.

(B) Tenneco's rate schedule is redesignated as Piney Point Petroleum's FPC Gas Rate Schedule No. 1, and supplements thereto, and are accepted for filing effective March 19, 1965, as follows:

Description and date of instrument	Designation	
	FPC gas rate schedule No.	Supplement No.
Tenneco Oil Co. (Operator), et al., FPC gas rate schedule No. 130	1	
Notice of succession May 25, 1965		
Assignment Mar. 19, 1965 [1]	1	1
Agreement Apr. 13, 1965 [2]	1	2

[1] Assigns to Applicant oil-well gas covered by Tenneco's FPC gas rate schedule No. 130 and gas-well gas from Tennessee's on-system properties.
[2] Ratifies and amends gas purchase contract.

By the Commission.

[SEAL] GORDON M. GRANT,
Acting Secretary.

[F.R. Doc. 65-10245; Filed, Sept. 27, 1965; 8:45 a.m.]

CERTAIN ARIZONA LANDS

Order Vacating Withdrawal in Project No. 1649

SEPTEMBER 20, 1965.

Recreational Purchase Application Arizona 034008 of the City of Phoenix, Ariz., has been referred for Commission consideration under section 24 of the Federal Power Act, inasmuch as it involves, among other lands, lands of the United States withdrawn in transmission line Project No. 1649 pursuant to the filing of an application for license by Central Arizona Light & Power Co.

The lands affected by the subject application, and which, in part, remain withdrawn in Project No. 1649, are described as portions of the SE¼NE¼ section 34 and portions of the W½NW¼ section 35, T. 3 N., R. 3 E., G. & S.R.M., Arizona. In addition thereto, portions of the E½SW¼, SW¼SW¼ section 26, next adjoining, also remain withdrawn for Project No. 1649.

Our records show that by order issued on November 12, 1941, the Commission rescinded its July 9, 1940 order authorizing a license for the transmission line project, dismissed the application for license for the line for want of jurisdiction, and the application for license was returned to the applicant for submission to the appropriate district land office of the Bureau of Land Management, Department of the Interior. We are advised by the Phoenix District Land office that the right-of-way for the transmission line was approved October 2, 1942, under the Serial Phoenix 080589.

The Commission finds: Inasmuch as the withdrawal made upon the filing of application for license for Project No. 1649 serves no useful purpose, the withdrawal pertaining to the lands should be vacated.

The Commission orders: The power withdrawal made upon the filing of application for license for Project No. 1649, is hereby vacated.

By the Commission.

[SEAL] J. H. GUTRIDE,
Secretary.

[F.R. Doc. 65-10240; Filed, Sept. 27, 1965; 8:45 a.m.]

SECURITIES AND EXCHANGE COMMISSION

[812-1242]

EUROFUND, INC.

Application for Supplemental Order of Exemption With Respect to Custodian Arrangements

SEPTEMBER 22, 1965.

Notice is hereby given that Eurofund, Inc. ("applicant"), 14 Wall Street, New York, N.Y., 10005, a registered closed-end investment company, has filed an application pursuant to section 6(c) of the Investment Company Act of 1940 ("Act") requesting a supplemental order of the Commission granting an exemption from section 17(f)(1) of the Act to permit part of applicant's assets to be held in a securities custody account to be opened and maintained by Bankers Trust Co. ("Bankers"), applicant's custodian, with R. Mees & Zoonen, Hope & Co., R. Mees & Zoonen Assurantien ("R. Mees & Zoonen"), a banking institution located in Amsterdam and Rotterdam, Holland, which will act as agent for Bankers. All interested persons are referred to the application on file with the Commission for a statement of applicant's representations which are summarized below:

By orders dated March 1, 1960, and September 12, 1963 (Investment Company Act Releases Nos. 2980 and 3761), the Commission granted exemptions from the provisions of section 17(f)(1) of the Act to permit the holding of certain of applicant's assets in similar custody accounts maintained by Bankers, with Banque de Bruxelles, Credit Commercial de France, Dresdner Bank, Banca Commerciale Italiana and Banco Urquijo. Bankers does not presently maintain an office in the Netherlands and applicant's Dutch securities are held in Banque de Bruxelles. This has resulted in delays in deliveries of securities, difficulties in certain servicing and additional costs for processing, shipping and insurance.

Applicant states that R. Mees & Zoonen is one of the largest private banking institutions in Holland; is familiar with applicant's requirements in purchase and sale transactions and with applicant's operations and organization; and has a long established reputation in securities operations and great experience in servicing securities and executing transactions on the Dutch stock exchanges. The charges of R. Mees & Zoonen for holding and servicing Dutch securities will not be greater than the charges of Banque de Bruxelles for performing the same functions. As in the case of the five other European banks, applicant's domestic auditors will make periodic physical examinations of its securities held by R.

Mees & Zoonen, Bankers will assume the same duty of care and responsibility for applicant's property held by R. Mees & Zoonen as Bankers would have if such property were held by a Netherlands branch of Bankers, and R. Mees & Zoonen will act as agent of Bankers.

Sections 17(f)(1) and 2(a)(5) of the Act together provide, among other things, that every registered management company shall maintain its securities and similar investments in the custody of a bank organized or doing business under the laws of any State or of the United States and subject to supervision by State or Federal authorities. Section 6(c) of the Act authorizes the Commission to exempt, conditionally or unconditionally, any transaction from any provision of the Act or any rule or regulation thereunder, if and to the extent that the Commission finds that such exemption is necessary or appropriate in the public interest and consistent with the protection of investors and the purposes fairly intended by the policy and provisions of the Act.

Notice is further given that any person may, not later than October 8, 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 (airmail 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.

By the Commission (pursuant to delegated authority).

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

[F.R. Doc. 65-10254; Filed, Sept. 27, 1965; 8:47 a.m.]

TARIFF COMMISSION

COTTON TYPEWRITER-RIBBON CLOTH

Report to the President

SEPTEMBER 23, 1965.

The Tariff Commission, in a report sent to the President today on recent developments in the trade in cotton typewriter-ribbon cloth, observed that the downward movement in U.S. production that began in 1963 was halted when the domestic output in the first half of 1965 rose above that in the corresponding period of 1964. The largest domestic producer, whose market position has become even more dominant this year than in earlier years, now accounts for nearly all of the domestic output of cotton typewriter-ribbon cloth.

Sales in the United States of imported cotton typewriter-ribbon cloth have declined significantly since 1959. Such sales accounted for more than half of the domestic consumption in the late 1950's, compared with 29 percent in 1964 and 19 percent in the first 6 months of 1965.

The Commission's report was submitted to the President in accordance with section 351(d)(1) of the Trade Expansion Act of 1962, which provides that—

> So long as any increase in, or imposition of, any duty or other import restriction pursuant to this section or pursuant to section 7 of the Trade Agreements Extension Act of 1951 remains in effect, the Tariff Commission shall keep under review developments with respect to the industry concerned, and shall make annual reports to the President concerning such developments.

Under the escape-clause procedure of the Trade Agreements Extension Act of 1951, the President increased the rates of duty applicable to cotton typewriter-ribbon cloth, effective September 23, 1960. The report submitted today is the fourth annual report involving such cloth since the President's action (the third since the provisions of section 351(d)(1) became effective).

Certain portions of the report to the President may not be made public since they contain information that would reveal the operations of individual concerns. The Commission, therefore, is releasing the report to the public with those portions omitted.

Copies of the public report (the release of which was authorized by the President) are available upon request as long as the limited supply lasts. Requests should be addressed to the Secretary, U.S. Tariff Commission, Eighth and E Streets NW., Washington, D.C., 20436.

By direction of the Commission.

[SEAL] DONN N. BENT, *Secretary.*

[F.R. Doc. 65-10264; Filed, Sept. 27, 1965; 8:48 a.m.]

INTERSTATE COMMERCE COMMISSION

[Notice 48]

FINANCE APPLICATIONS

SEPTEMBER 23, 1965.

The following publications are governed by the Interstate Commerce Commission's general requirements governing notice of filing of applications under sections 20a except (12) and 214 of the Interstate Commerce Act. The Commission's order of May 20, 1964, providing for such publication of notice, was published in the FEDERAL REGISTER issue of July 31, 1964 (29 F.R. 11126), and became effective October 1, 1964.

All hearings and prehearing conferences, if any, will be called at 9:30 a.m., U.S. standard time unless otherwise specified.

F.D. No. 23812—By special application the Chesapeake & Ohio Railway Co., 3100 Terminal Tower, Cleveland, Ohio, 44101, seeks exemption from competitive bidding requirements applicable to the proposed issuance by noncarrier subsidiary of applicant of $15,000,000 principal amount of unsecured promissory notes, as to which applicant proposes to assume obligation and liability as guarantor. Applicant's attorney: Mr. C. C. Kimball, general attorney, Post Office Box 6419, Cleveland, Ohio, 44101. Protests must be filed no later than 15 days from date of publication in the FEDERAL REGISTER.

F.D. No. 23813—By application filed September 21, 1965, Louisville, Henderson & St. Louis Railway Co., 908 West Broadway, Louisville, Ky., 40201, seeks authority under section 20a of the Interstate Commerce Act to extend to October 1, 2015, the maturity date of its first consolidated mortgage 50-year, 5 percent gold bonds dated October 1, 1915, the maturity of which is October 1, 1965, and authority to Louisville & Nashville Railroad Co., address same as above, to assume obligation and liability of said bonds, which are of the aggregate principal amount of $700,000. Applicants' attorney: C. Hayden Edwards, secretary and general attorney, Louisville & Nashville Railroad Co., 908 West Broadway, Louisville, Ky., 40201. Protests must be filed no later than 15 days from date of publication in the FEDERAL REGISTER.

F.D. No. 23817—By application filed September 22, 1965, Norfolk Southern Railway Co., 2424 North Boulevard, Raleigh, N.C., seeks authority under section 20a of the Interstate Commerce Act to issue 89,346 shares of common stock, par value $1 per share. Applicant's attorneys: John Meredith Simms, Esq., Norfolk Southern Railway Co., 2424 North Boulevard, Raleigh, N.C., and Henry P. Riordan, Esq., Cravath, Swaine & Moore, 1 Chase Manhattan Plaza, New York, N.Y., 10005. Protests must be filed no later than 15 days from date of publication in the FEDERAL REGISTER.

F.D. No. 23814—By application filed September 21, 1965, New York Central Railroad Co., 466 Lexington Avenue, New York, N.Y., 10017, seeks authority under section 20a of the Interstate Commerce Act to assume obligation and liability in respect of $5,175,000 par value of its third equipment trust of 1965 equipment trust certificates. Applicant's attorney: Mark L. Schwartz, attorney, the New York Central Railroad Co., 466 Lexington Avenue, New York, N.Y., 10017. Protests must be filed no later than 15 days from date of publication in the FEDERAL REGISTER.

By the Commission.

[SEAL] H. NEIL GARSON, *Secretary.*

[F.R. Doc. 65-10266; Filed, Sept. 27, 1965; 8:48 a.m.]

[Notice 53]

MOTOR CARRIER TEMPORARY AUTHORITY APPLICATIONS

SEPTEMBER 23, 1965.

The following are notices of filing of applications for temporary authority under section 210a(a) of the Interstate Commerce Act provided for under the new rules in Ex Parte No. MC 67 (49 CFR Part 240), published in the FEDERAL REGISTER, issue of April 27, 1965, effective July 1, 1965. These rules provide that protests to the granting of an application must be filed with the field official named in the FEDERAL REGISTER publication, within 15 calendar days after the date notice of the filing of the application is published in the FEDERAL REGISTER. One copy of such protests must be served on the applicant, or its authorized representative, if any, and the protests must certify that such service has been made. The protest must be specific as the service which such protestant can and will offer, and must consist of a signed original and six (6) copies.

A copy of the application is on file, and can be examined, at the Office of the Secretary, Interstate Commerce Commission, Washington, D.C., and also in the field office to which protests are to be transmitted.

MOTOR CARRIERS OF PROPERTY

No. MC 2421 (Sub-No. 4 TA), filed September 20, 1965. Applicant: NEWTON TRANSPORTATION COMPANY, INC., Greer Street, Post Office Box 678, Lenoir, N.C., 28645. Applicant's representative: Francis J. Ortman, National Press Building, Washington, D.C., 20004. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *New furniture and furniture parts*, from points in Rutherford County, N.C., to points in Ohio, Indiana, Illinois, Kentucky, West Virginia, and St. Louis, Mo., and *rejected, damaged, refused and returned shipments*, on return, for 180 days. Supporting shipper: Broyhill Furniture Factories, Lenoir, N.C., 28645. Send protests to: Jack R. Huff, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, Room 206–327 North Tryon Street, Charlotte, N.C., 28202.

No. MC 45656 (Sub-No. 12 TA), filed September 20, 1965. Applicant: ANDERSON TRUCK LINE, INC., 115 Powell Avenue, Lenoir, N.C., 28645. Applicant's representative: Francis J. Ortman, National Press Building, Washington, D.C., 20004. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *New furniture and furniture parts* from points in Rutherford County, N.C., to points in South Carolina, Virginia, Tennessee, Maryland, the District of Columbia, and points in that part of Georgia on and north of U.S. Highway 280, and *rejected, damaged, refused and returned shipments*, on return, for 180 days. Supporting shipper: Broyhill Furniture Factories, Lenoir, N.C., 28645. Send protests to: Jack K. Huff, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, Room 206-327, North Tryon Street, Charlotte, N.C., 28202.

No. MC 55236 (Sub-No. 111 TA), filed September 20, 1965. Applicant: OLSON TRANSPORTATION COMPANY, 1970 South Broadway, Post Office Box 1187, Green Bay, Wis., 54304. Applicant's representative: K. L. Laird (same address as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Animal and poultry feed ingredients*, in bulk, and in bags, from Montpelier, Iowa, and points within 5 miles thereof, to points in Arkansas, Kentucky, Michigan, Mississippi, Ohio, Pennsylvania, and Tennessee, for 150 days. Supporting shipper: Hooker Chemical Corp., Jeffersonville, Ind., 47130, Samuel W. Bard, traffic manager. Send protests to: W. F. Sibbald, Jr., District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, 108 West Wells Street, Room 511, Milwaukee, Wis., 53203.

No. MC 61484 (Sub-No. 16 TA), filed September 20, 1965. Applicant: BUSH MOTOR FREIGHT, INC., West Avenue, Post Office Box 551, Lenoir, N.C., 28645. Applicant's representative: Francis J. Ortman, National Press Building, Washington, D.C., 20004. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *New furniture and furniture parts*, from points in Rutherford County, N.C., to points in Virginia, Maryland, Pennsylvania, New Jersey, Delaware, New York, N.Y., and points in New York within 15 miles of Columbus Circle, N.Y.; District of Columbia, Spartanburg, Greenville, Anderson, and Morgantown, W. Va., Knoxville Town, Clarksburg, and Morgantown, W. Va.; Knoxville and Chattanooga, Tenn., and *rejected, damaged, refused, and returned shipments*, on return, for 180 days. Supporting shipper: Broyhill Furniture Factories, Lenoir, N.C., 28645. Send protests to: Jack K. Huff, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, Room 206–327 North Tryon Street, Charlotte, N.C., 28202.

No. MC 91306 (Sub-No. 12 TA), filed September 20, 1965. Applicant: JOHNSON BROTHERS TRUCKERS, INC., 109 Main Street, Post Office Box 530, Elkin, N.C., 28621. Applicant's representative: Francis J. Ortman, National Press Building, Washington, D.C., 20004. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *New furniture and furniture parts* from points in Rutherford County, N.C., to Delaware, New Jersey, New York, Pennsylvania, District of Columbia, that part of Virginia on and east of U.S. 220 starting at the N.C.-Va. State line to Roanoke and on and east of U.S. 11 to the Va.-W. Va. State line, points in West Virginia on and east of U.S. Highway 11 and points in Maryland on and east of U.S. Highway 11, and *rejected, damaged, refused and returned shipments*, on return, for 180 days. Supporting shipper: Broyhill Furniture Factories, Lenoir, N.C., 28645. Send protests to: Jack K. Huff, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, Room 206–327 North Tryon Street, Charlotte, N.C., 28202.

No. MC 101219 (Sub-No. 47 TA), filed September 21, 1965. Applicant: MERIT DRESS DELIVERY, INC., 524 West 36th Street, New York, N.Y., 10018. Applicant's representative: Herman B. J. Weckstein, 1060 Broad Street, Newark, N.J., 07102. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Wearing apparel on hangers*, and *wearing apparel in cartons* when moving in the same vehicle and at the same time with shipments of wearing apparel on hangers, between New York, N.Y., and Great Barrington, Mass., and Handley, Mass., for 150 days. Supporting shipper: Zayre Corp., 1 Mercer Road, Natick, Mass. Send protests to: Stephen P. Tomany, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, 346 Broadway, New York, N.Y., 10013.

No. MC 103993 (Sub-No. 234 TA), filed September 22, 1965. Applicant: MORGAN DRIVE-AWAY, INC., 2800 West Lexington Avenue, Elkhart, Ind. Applicant's representative: Kenneth G. Crowel (same address as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Trailers*, designed to be drawn by passenger automobiles in initial movements, from Greeley, Colo., to points in Wyoming, South Dakota, Nebraska, Utah, Arizona, Texas, Oklahoma, and Kansas, for 180 days. Supporting shipper: Central Industries, Inc., 237 22d Street, Greeley, Colo. Send protests to: John G. Edmunds, Bureau of Operations and Compliance, Interstate Commerce Commission, 308 Federal Building, Fort Wayne, Ind., 46802.

No. MC 109060 (Sub-No. 61 TA), filed September 20, 1965. Applicant: JULIA L. HAGAN, doing business as HAGAN TRUCK LINE, 3405 Bainbridge Boulevard, South Norfolk, Va., Post Office Box 5037, Chesapeake, Va. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Portable metal buildings*, from Virginia Beach, Va., to points in Delaware, Maryland, New Jersey, and North Carolina, for 180 days. Supporting shipper: J. K. Parker, 120 Parker Lane, Virginia Beach, Va. Send protests to: Robert W. Waldron, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, 10–502 Federal Building, Richmond, Va., 23240.

No. MC 109689 (Sub-No. 167 TA), filed September 20, 1965. Applicant: W. S. HATCH CO., 643 South 800 West Street, Woods Cross, Utah, 84087, Mail: Post Office Box 1825, Salt Lake City, Utah. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meat and bonemeal mixture*, in bulk, in dump vehicles, from Phoenix, Ariz., to points in Los Angeles, San Bernardino, Riverside, San Diego, and Orange Counties, Calif., for 150 days. Supporting shipper: Maricopa Tallow Works, Inc., Post Office Box 430, Tempe, Ariz., 85282. Send protests to: John T. Vaughan, District Su-

pervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, 2224 Federal Building, Salt Lake City, Utah, 84111.

No. MC 111015 (Sub-No. 6 TA), filed September 21, 1965. Applicant: L. P. M. CORPORATION, 52 Westway, Chappaqua, N.Y. Applicant's representative: Lester P. Marasco (same address as above). Authority sought to operate as a *contract carrier*, by motor carrier, over irregular routes, transporting: *Such merchandise as is dealt in by manufacturers and refiners of, and dealers in, precious metals and precious metal alloys*, and, in connection therewith, *materials, supplies and equipment used in the conduct of such business*, between Fairchild, Conn., and Denver, Colo., for 180 days. Supporting shipper: Handy & Marman, 850 Third Avenue, New York, N.Y., 10022. Send protests to: Stephen P. Tomany, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, 346 Broadway, New York, N.Y., 10013.

No. MC 111103 (Sub-No. 13 TA), filed September 21, 1965. Applicant: PROTECTIVE MOTOR SERVICE COMPANY, INC., 725–29 South Broad Street, Philadelphia, Pa., 19147. Applicant's representative: Edward D. Marsh (same address as above). Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Checks in the process of collection, payroll checks, coupons issued for the payments of loans, bills or invoices issued by doctors and other professional practitioners and by commercial or industrial concerns; bank statements, ledger sheets, trial balance statements and related accounting statements used in bank operations; deposit and withdrawal slips, counter checks and related depositor statements used in the processing of demand and saving deposits; and other related and valuable papers used in the automated processing of bank and commercial and industrial accounting operations*, for the account of Philadelphia National Bank, Philadelphia, Pa., 19101, between the Data Center of the Philadelphia National Bank, located on Pennsylvania Highway 641, near its intersection with Interstate Highway 81, in Cumberland County, Pa., and points in the Maryland counties of Allegheny, Baltimore, Carroll, Frederick, Montgomery, and Washington; the Virginia counties of Fairfax and Frederick; the West Virginia counties of Berkley, Jefferson, and Mineral, and points in the District of Columbia, for 180 days. Supporting shipper: Philadelphia National Bank, Philadelphia, Pa., 19101. Send protests to: Peter R. Guman, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, 900 U.S. Customhouse, Philadelphia, Pa., 19106.

No. MC 113855 (Sub-No. 116 TA), filed September 20, 1965. Applicant: INTERNATIONAL TRANSPORT, INC., South Highway 52, Rochester, Minn., 55902. Applicant's representative: Gene P. Johnson, First National Bank Building, Fargo, N. Dak., 58102. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Lumber*, from Hayfork, Calif., to points in Missouri on and east of U.S. Highway 65, for 150 days. Supporting shipper: Osher & Co., 111 South Bemiston, St. Louis, Mo., 63105. Send protests to: C. H. Bergquist, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, 448 Federal Building and U.S. Courthouse, 110 South Fourth Street, Minneapolis, Minn., 55401.

No. MC 115364 (Sub-No. 9 TA), filed September 20, 1965. Applicant: GOODMAN MOTOR TRANSPORT CO., LTD., 5650 Kingston Road, Vancouver 8, British Columbia, Canada. Applicant's representative: George R. LaBissoniere, 333 Central Building, Seattle, Wash., 98104, Phone: Main 4–5224. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Lumber*, from points in Pierce, King, Snohomish, and Skagit Counties, Wash., to port of entry between the United States and Canada at Blaine, Wash., for 180 days. Supporting shipper: Timber Preservers, Ltd., New Westminster, British Columbia, Canada, Attention: J. M. Gurd, vice president. Send protests to: E. J. Casey, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, 6130 Arcade Building, Seattle, Wash., 98101.

No. MC 115793 (Sub-No. 4 TA), filed September 20, 1965. Applicant: CALDWELL FREIGHT LINES, INC., Post Office Box 672, Lenoir, N.C., 28645. Applicant's representative: Francis J. Ortman, National Press Building, Washington, D.C., 20004. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *New furniture and furniture parts*, from points in Rutherford County, N.C., to points in Tennessee, and points in Washington, Scott, Lee, Russell, Wise and Dickenson Counties, Va., and *rejected, damaged, refused and returned shipments*, on return, for 180 days. Supporting shipper: Broyhill Furniture Factories, Lenoir, N.C., 29645. Send protests to: Jack K. Huff, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, Room 206–327 North Tryon Street, Charlotte, N.C., 28202.

No. MC 116063 (Sub-No. 78 TA), filed September 22, 1965. Applicant: WESTERN-COMMERCIAL TRANSPORT, INC., 2400 Cold Springs Road, Post Office Box 270, Fort Worth, Tex., 76111. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Animal and poultry feed*, in bags and in bulk, from Sherman, Tex., to points in Kansas, for 150 days. Supporting shipper: N. J. Meinhardt, Traffic Department, The Quaker Oats Co., Merchandise Mart Plaza, Chicago, Ill., 60654. Send protests to: Ralph Bezner, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, 816 T & P Building, Fort Worth, Tex., 76102.

No. MC 117765 (Sub-No. 33 TA), filed September 20, 1965. Applicant: HAHN TRUCK LINE, INC., 5800 North Eastern Avenue, Oklahoma City, Okla., 73111. Applicant's representative: R. E. Hagan, 5800 North Eastern, Oklahoma City, Okla. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Metal window frames and window* inserts and parts, from Harper, Kans., to points in Utah, for 180 days. Supporting shipper: Building Specialities Co., Post Office Box 432, Harper, Kans. (Mr. Bob Esping). Send protests to: C. L. Phillips, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, Room 350, American General Building, 210 Northwest Sixth, Oklahoma City, Okla.

No. MC 125915 (Sub-No. 3 TA), filed Sept. 20, 1965. Applicant: WAYNE INGERSOLL, doing business as INGERSOLL TRANSFER, Rural Route No. 1, Waverly, Iowa, 50677. Applicant's representative: William A. Landau, 1307 East Walnut Street, Des Moines, Iowa, 50316. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Beverage preparations* (dry), from Chilton, Wis., to Waverly, Iowa, for 120 days. Supporting shippers: Carnation Co., Carnation Building, Los Angeles, Calif., 90036. Send protests to: Chas. C. Biggers, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, 235 U.S. Post Office Building, Davenport, Iowa, 52801.

No. MC 126049 (Sub-No. 3 TA), filed September 20, 1965. Applicant: DODEN TRUCKING COMPANY, INC., Woden, Iowa. Applicant's representative: Clayton L. Wornson, 206 Brick and Tile Building, Mason City, Iowa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Salted sheepskins*, from Mason City, Iowa, to Houston, Galveston, and San Antonio, Tex., and, from San Angelo, Fort Worth, and San Antonio, Tex., to Mason City, Iowa, for 180 days. Supporting shipper: Paul Gallagher & Co., Inc., Peabody, Mass. Send protests to: Ellis L. Annett, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, 227 Federal Office Building, Des Moines, Iowa.

No. MC 127563 (Sub-No. 1 TA), filed September 20, 1965. Applicant: HAL BUTLER LUMBER WHOLESALE, INC., Post Office Box 447, Show Low, Ariz. Applicant's representative: Richard Minne, Luhrs Building, Phoenix, Ariz. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Lumber*, from Whiteriver, Ariz., to Alamogordo, Albuquerque, Belen, Grants, Las Cruces, Roswell, and Silver City, N. Mex., and El Paso, Tex., for 180 days. Supporting shippers: White Mountain Apache Tribe, Post Office Box 708, Whiteriver, Ariz., 85941; revko Forest Products, division of Kachina Lumber Sales, Inc., Box 1741, Albuquerque, N. Mex., 87103. Send protests to: A. V. Baylor, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, 5045 Federal Building, Phoenix, Ariz., 85025.

No. 127584 TA, filed September 20, 1965. Applicant: AERO TRANSPORT-

ERS, INC., Box 551, Ellenville, N.Y. Applicant's representative: Martin Werner, 2 West 45th Street, New York, N.Y., 10036. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Aluminum and such commodities as are produced by an aluminum mill, and materials and supplies* used in the manufacture, production or distribution of aluminum, and *such commodities as are produced by an aluminum mill*, between the town of Wawarsing, Ulster County, N.Y., on the one hand, and, on the other, points in New Jersey, and Pennsylvania, New York City, Nassau, and Suffolk Counties, N.Y., New Haven and Stamford, Conn., Baltimore, Md., and Boston, Easthampton, Lawrence, Randolph, Salem, and Waverly, Mass., for 150 days. Supporting shipper: V.A.W. United Aluminum Workers of America, Inc., Ellenville, New York. Send protests to: Wilmot E. James, Jr., District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, 518 Federal Building, Albany, N.Y., 12207.

No. MC 127585 TA, filed September 20, 1965. Applicant: JAMES G. CROWLEY, doing business as E. G. CROWLEY & SON, 2504 A Street, Garden City, Kans. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Finished, assembled and knocked down silage loading, mixing and conveying equipment, and other agricultural implements* manufactured by Oswalt Industries, Inc., from Garden City, Kans., to points in the United States (except Hawaii and Alaska), for 180 days. Supporting shipper: Oswalt Industries, Inc., North Highway 83, Post Office Box 1074, Garden City, Kans., 67846. Send protests to: M. E. Taylor, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, 906 Schweiter Building, Wichita, Kans., 67202.

By the Commission.

[SEAL] H. NEIL GARSON, *Secretary.*

[F.R. Doc. 65-10267; Filed, Sept. 27, 1965; 8:48 a.m.]

[Notice 1237]

MOTOR CARRIER TRANSFER PROCEEDINGS

SEPTEMBER 23, 1965.

Application filed for temporary authority under section 210(a)(b) in connection with transfer application under section 212(b) and Transfer Rules, 49 CFR Part 179:

No. MC-FC-68191. By application filed September 20, 1965, PARCEL DELIVERY & TRANSFER, INC., 1620 Post Road, Anchorage, Alaska, seeks to temporarily lease the operating rights and property of JOHN P. KNUDSEN, doing business as KNUDSEN FAST FREIGHT, 1614 Post Road (formerly 6200 DeBarr Road), Anchorage, Alaska, under section 210a(b). The transfer to PARCEL DELIVERY & TRANSFER, INC., of the operating rights and property of JOHN P. KNUDSEN, doing business as KNUDSEN FAST FREIGHT, is pending.

[SEAL] H. NEIL GARSON, *Secretary.*

[F.R. Doc. 65-10268; Filed, Sept. 27, 1965; 8:48 a.m.]

FOURTH SECTION APPLICATIONS FOR RELIEF

SEPTEMBER 23, 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. 40033—*Iron or steel articles to New Orleans, La.* Filed by O. W. South, Jr., agent (No. A4773), for interested rail carriers. Rates on iron or steel articles, in carloads, from Newport, Ky., and Cincinnati, Ohio, to New Orleans, La.

Grounds for relief—Barge-rail competition.

Tariff—Supplement 22 to Southern Freight Association, agent, tariff ICC S-502.

FSA No. 40034—*Plaster and gypsum wallboard from Himes, Wyo.* Filed by Western Trunk Line Committee, agent (No. A-2424), for interested rail carriers. Rates on plaster and/or gypsum wallboard and related articles, in carloads, from Himes, Wyo., to points in Minnesota, North Dakota, and South Dakota.

Grounds for relief—Market competition.

Tariff—Supplement 64 to Western Trunk Line Committee, agent, tariff ICC A-4421.

FSA No. 40035—*Stone rubble from points in southern territory.* Filed by O. W. South, Jr., agent (No. A4772), for interested rail carriers. Rates on stone rubble, in carloads, from producing points in Alabama, Georgia, North Carolina, and Tennessee, to points in official (including Illinois) territory.

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

Tariff—Southern Freight Association, agent, tariff ICC S-564.

By the Commission.

[SEAL] H. NEIL GARSON, *Secretary.*

[F.R. Doc. 65-10269; Filed, Sept. 27, 1965; 8:48 a.m.]

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