

# FEDERAL REGISTER

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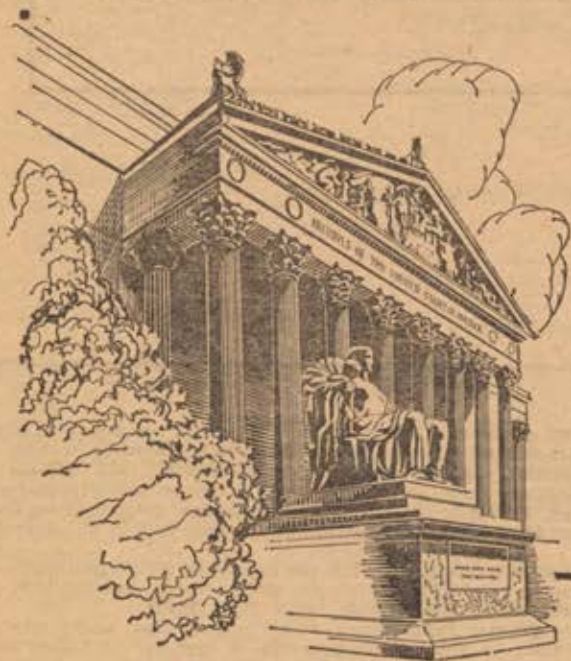
Saturday, December 4, 1965 • Washington, D.C.

Pages 15011-15051

**Agencies in this issue—**

Agricultural Stabilization and  
Conservation Service  
Atomic Energy Commission  
Civil Aeronautics Board  
Commerce Department  
Commodity Credit Corporation  
Consumer and Marketing Service  
Equal Employment Opportunity  
Commission  
Federal Aviation Agency  
Federal Housing Administration  
Federal Maritime Commission  
Federal Power Commission  
Fish and Wildlife Service  
Immigration and Naturalization  
Service  
Internal Revenue Service  
Interstate Commerce Commission  
Land Management Bureau  
Mines Bureau  
State Department

Detailed list of Contents appears inside.



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# Contents

## AGRICULTURAL STABILIZATION AND CONSERVATION SERVICE

### Rules and Regulations

Sugarcane; Florida; fair and reasonable wage rates..... 15028

## AGRICULTURE DEPARTMENT

See Agricultural Stabilization and Conservation Service; Commodity Credit Corporation; Consumer and Marketing Service.

## ATOMIC ENERGY COMMISSION

### Notices

Discontinuance of AEC regulatory authority and assumption thereof by States through agreement; criteria for guidance of States and AEC..... 15044

## CIVIL AERONAUTICS BOARD

### Notices

Christmas packages bearing surface parcel postage destined to the military port of embarkation in San Francisco for shipment to Vietnam; domestic service mail rate..... 15045

## COMMERCE DEPARTMENT

### Notices

State and Technical Services Office; functions and responsibilities..... 15042  
Under Secretary of Commerce for Transportation; duties and responsibilities..... 15042

## COMMODITY CREDIT CORPORATION

### Rules and Regulations

Flaxseed loan and purchase program, 1965; support rates..... 15033  
Grains and similarly handled commodities:  
Eligible producers..... 15032  
Support rates; correction..... 15033

## CONSUMER AND MARKETING SERVICE

### Rules and Regulations

Florida; shipment limitations:  
Grapefruit..... 15031  
Oranges..... 15030  
Tangelos..... 15029  
Tangerines..... 15029

### Handling limitations:

Lemons grown in California and Arizona..... 15032  
Navel oranges grown in Arizona and designated part of California..... 15031

## EQUAL EMPLOYMENT OPPORTUNITY COMMISSION

### Proposed Rule Making

Employer reporting requirements; hearing; correction..... 15040

## FEDERAL AVIATION AGENCY

### Rules and Regulations

Control zone and transition areas; alteration and designation..... 15015  
IFR altitudes; miscellaneous changes..... 15024  
Standard instrument approach procedures; miscellaneous amendments..... 15016  
Transition area; designation (2 documents)..... 15015

### Proposed Rule Making

Clearances and instructions..... 15040

### Notices

Quincy Cablevision, Inc.; notice of petition for and grant of discretionary review..... 15045

## FEDERAL HOUSING ADMINISTRATION

### Rules and Regulations

Miscellaneous amendments to chapter..... 15033

## FEDERAL MARITIME COMMISSION

### Notices

Absorption of port handling charges on rail car traffic; notice of investigation and suspension..... 15046

## FEDERAL POWER COMMISSION

### Notices

Michigan Gas and Electric Co.; notice of hearing..... 15046

## FISH AND WILDLIFE SERVICE

### Notices

Loan applications:  
Finley, John L..... 15041  
Parks Canning Co., Inc..... 15042

## HOUSING AND URBAN DEVELOPMENT DEPARTMENT

See Federal Housing Administration.

## IMMIGRATION AND NATURALIZATION SERVICE

### Rules and Regulations

Deportation of aliens in the United States; correction..... 15033

## INTERIOR DEPARTMENT

See Fish and Wildlife Service; Land Management Bureau; Mines Bureau.

## INTERNAL REVENUE SERVICE

### Rules and Regulations

Excise taxes; exemption certificates for use in obtaining supplies for vessels and aircraft tax free; correction..... 15039

## INTERSTATE COMMERCE COMMISSION

### Notices

Fourth section application for relief..... 15047  
Freight car distribution:  
New York, New Haven and Hartford Railroad Co. et al... 15046  
Southern Pacific Co. and Chicago, Rock Island and Pacific Railroad Co..... 15047  
Motor carrier:  
Temporary authority applications..... 15048  
Transfer proceedings (2 documents)..... 15049, 15050

## JUSTICE DEPARTMENT

See Immigration and Naturalization Service.

## LAND MANAGEMENT BUREAU

### Rules and Regulations

Alaska; public land order..... 15039

## MINES BUREAU

### Notices

Minerals research; redelegation of authority..... 15041

## STATE DEPARTMENT

### Notices

Murphy Oil Corp.; application for Presidential permit..... 15041

## TREASURY DEPARTMENT

See Internal Revenue Service.

## List of CFR Parts Affected

(Codification Guide)

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

A cumulative guide is published separately at the end of each month. The guide lists the parts and sections affected by documents published since January 1, 1965, and specifies how they are affected.

<b>7 CFR</b>		<b>14 CFR</b>		<b>26 CFR</b>	
863.....	15028	71 (3 documents).....	15015	145.....	15039
905 (4 documents).....	15029-15031	95.....	15024		
907.....	15031	97.....	15016	<b>29 CFR</b>	
910.....	15032	PROPOSED RULES:		PROPOSED RULES:	
1421 (3 documents).....	15032, 15033	1.....	15040	1602.....	15040
		91.....	15040		
<b>8 CFR</b>		<b>24 CFR</b>		<b>43 CFR</b>	
243.....	15033	200.....	15033	PUBLIC LAND ORDERS:	
		1000.....	15033	1745 (revoked by PLO 3893).....	15039
				3893.....	15039

# Rules and Regulations

## Title 14—AERONAUTICS AND SPACE

### Chapter I—Federal Aviation Agency

#### SUBCHAPTER E—AIRSPACE

[Airspace Docket No. 65-EA-52]

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

#### Designation of Transition Area

On pages 11395 and 11396 of the FEDERAL REGISTER for September 8, 1965, the Federal Aviation Agency published proposed regulations which would designate a 700-foot floor transition area over Leesburg Municipal (Godfrey) Airport, Leesburg, Va.

Interested parties were given 45 days after publication in which to submit written data or views. No objections to the proposal were received.

In view of the foregoing, the proposed regulations are hereby adopted effective 0001 e.s.t. February 3, 1966.

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

Issued in Jamaica, N.Y., on November 19, 1965.

WAYNE HENDERSHOT,  
Deputy Director, Eastern Region.

1. Amend § 71.181 of Part 71 of the Federal Aviation Regulations so as to designate a 700-foot floor Leesburg, Va., transition area described as follows:

#### LEESBURG, VA.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of the center, 39°04'45" N., 77°33'26" W., of Leesburg Municipal (Godfrey) Airport and within 2 miles each side of a bearing 079° from the Poolesville, Va., RBN extending from the 6-mile radius area to 8 miles east of the RBN, excluding the portion within the Washington, D.C., transition area.

[F.R. Doc. 65-12998; Filed, Dec. 3, 1965; 8:45 a.m.]

[Airspace Docket No. 65-EA-55]

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

#### Alteration and Designation of Control Zone and Transition Areas

On pages 11393 and 11394 of the FEDERAL REGISTER for September 8, 1965, the Federal Aviation Agency published proposed regulations which would alter the Lebanon, N.H., control zone, designate a 700-foot floor transition area over the Lebanon Regional Airport, Lebanon, N.H., and Hartness Airport, Springfield, Vt., and designate a 1,200-foot floor, Lebanon, N.H., transition area.

In reviewing the criteria for the Lebanon control zone, it was determined that an additional 5.5 mile extension was required for aircraft departing via Runway 18 en route Victor Airway 151. It is proposed to add an extension premised on Runway 18, which will only extend beyond the basic 5-mile radius zone less than a mile. It is also intended to correct a typographical error in the latitude coordinate of the center of the Lebanon Regional Airport.

Interested parties were given 45 days after publication in which to submit written data or views. All comments received were favorable. Since the proposed changes to the notice are minor in nature, notice and public procedure thereon are unnecessary.

In view of the foregoing, the proposed regulations are hereby adopted effective 0001 e.s.t. February 3, 1966, except as follows:

1. In Items 1 and 2, delete the latitude coordinate of the Lebanon Regional Airport and insert in lieu thereof, "43°37'35" N".

2. In Item 1 in the text, delete the period at the end of the description and insert in lieu thereof a semicolon and add the phrase, "within 2 miles either side of the center line of Runway 18 extended 5.5 miles from the end of the runway".

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

Issued in Jamaica, N.Y., on November 19, 1965.

WAYNE HENDERSHOT,  
Deputy Director, Eastern Region.

1. Amend § 71.171 of Part 71 of the Federal Aviation Regulations so as to delete the description of the Lebanon, N.H., control zone and insert in lieu thereof:

#### LEBANON, N.H.

Within a 5-mile radius of the center, 43°37'35" N., 72°18'10" W., of Lebanon Regional Airport, Lebanon, N.H.; within 2 miles each side of the Lebanon VOR 231° and 051° radials extending from the 5-mile radius zone to 2 miles northeast of the VOR; within 2 miles each side of the Lebanon VOR 104° radial extending from the VOR to 3.5 miles east of the VOR and within 2 miles each side of the Lebanon VOR 134° radial extending from the VOR to 4 miles southeast of the VOR; within 2 miles either side of the centerline of runway 18 extended 5.5 miles from the end of the runway.

2. Amend § 71.181 of Part 71 of the Federal Aviation Regulations so as to designate a 700- and 1,200-foot floor Lebanon, N.H., transition area described as follows:

#### LEBANON, N.H.

That airspace extending upward from 700 feet above the surface within a 9-mile radius of the center, 43°47'35" N., 72°18'10" W. of Lebanon Regional Airport, Lebanon, N.H., extending clockwise from the 210° to the 030° bearing from the airport and within a

15-mile radius of Lebanon Regional Airport extending clockwise from the 030° to the 210° bearing from the airport.

That airspace extending upward from 1,200 feet above the surface bounded by a line beginning at: 43°11'00" N., 72°39'00" W. to 43°47'00" N., 72°39'00" W. to 43°55'00" N., 72°16'00" W. to 43°43'00" N., 71°50'00" W. to 43°35'00" N., 71°55'00" W. to 42°55'00" N., 72°00'00" W. to 43°05'00" N., 72°13'00" W. to the point of beginning.

3. Amend § 71.181 of Part 71 of the Federal Aviation Regulations so as to designate a 700-foot floor Springfield, Vt., transition area described as follows:

#### SPRINGFIELD, VT.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Hartness Airport (latitude 43°20'40" N., longitude 72°31'15" W.); within 2 miles each side of the Keene VOR 341° radial extending from the 5-mile radius area to 5.5 miles SE of the Springfield RBN; within 2 miles each side of the 185° bearing from the Springfield RBN extending from the 5-mile radius area to 8 miles S of the RBN. This transition area is effective from sunrise to sunset, daily.

[F.R. Doc. 65-12999; Filed, Dec. 3, 1965; 8:45 a.m.]

[Airspace Docket No 65-EA-65]

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

#### Designation of Transition Area

On page 11396 of the FEDERAL REGISTER for September 8, 1965, the Federal Aviation Agency published proposed regulations which would amend the Federal Aviation Regulations so as to designate a 700-foot floor transition area over Miller Airport, Alliance, Ohio.

Interested parties were given 45 days after publication in which to submit written data or views. No objections to the proposal were received.

In view of the foregoing, the proposed regulations are hereby adopted effective 0001 e.s.t., February 3, 1966.

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

Issued in Jamaica, N.Y., on November 19, 1965.

OSCAR BAIKKE,  
Director, Eastern Region.

1. Amend § 71.181 of Part 71 of the Federal Aviation Regulations so as to designate a 700-foot floor Alliance, Ohio, transition area described as follows:

#### ALLIANCE, OHIO

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, 40°58'55" N., 81°02'22" W., of Miller Airport, Alliance, Ohio, and within 2 miles each side of the Akron VOR 136° radial extending from the 5-mile radius area to the VOR, excluding the portion within the Akron, Ohio, transition area.

[F.R. Doc. 65-13000; Filed, Dec. 3, 1965; 8:45 a.m.]

## SUBCHAPTER F—AIR TRAFFIC AND GENERAL OPERATING RULES

[Reg. Docket No. 6990; Amdt. 453]

## 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 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	

## PROCEDURE CANCELED, EFFECTIVE 27 NOV. 1965, OR UPON DECOMMISSIONING OF LBT RBN.

City, Aiken; State, S.C.; Airport name, Municipal; Elev., 530'; Fac. Class., MHW; Ident., IAK; Procedure No. 1, Amdt. Orig.; Eff. date, 21 Mar. 64

Snake Int.	AIA RBN	Direct	5600	T-dn	300-1	300-1	200-1½
				Minimums when control zone is effective:			
				C-dn	400-1	500-1	500-1½
				S-dn	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2
				Minimums when control zone not effective:			
				C-dn	500-1	600-1	600-1½
				S-dn	500-1	500-1	500-1
				A-dn	NA	NA	NA

Procedure turn E side of crs, 133° Outbd, 313° Inbd, 5600' within 10 miles.

Minimum altitude over facility on final approach crs, 4700'.

Crs and distance, facility to airport, 312°—2.1 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3 miles after passing the AIA RBN, make right turn, climbing to 5600' on 133° bearing from AIA RBN within 10 miles, make left turn and return to the AIA RBN.

NOTES: (1) Approach from holding pattern at RBN not authorized; procedure turn required. (2) Altimeter setting from BFF FSS when control zone is not effective.

No lights on Runways 17/35.

\*These minimums apply at all times for air carriers with approved weather reporting service.

MSA within 25 miles of facility: 000°-090°—5600'; 090°-180°—5900'; 180°-270°—6900'; 270°-360°—5200'.

City, Alliance; State, Nebr.; Airport name, Alliance Municipal; Elev., 3930'; Fac. Class., HW; Ident., AIA; Procedure No. 1, Amdt. Orig.; Eff. date, 27 Nov. 65

Fort Myers VOR	FMY RBN	Direct	1500	T-dn	300-1	300-1	200-1½
				C-dn	400-1	500-1	500-1½
				S-dn-4	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn S side of crs, 221° Outbd, 041° Inbd, 1500' within 10 miles.

Minimum altitude over facility on final approach crs, 600'.

Crs and distance, facility to airport, 041°—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 FMY RBN, climb to 1500' on crs of 057° from FMY RBN within 20 miles.

MSA within 25 miles of facility: 000°-090°—2100'; 090°-180°—1400'; 180°-270°—1200'; 270°-360°—1500'.

City, Fort Myers; State, Fla.; Airport name, Page Field; Elev., 17'; Fac. Class., BH; Ident., FMY; Procedure No. 1, Amdt. 3; Eff. date, 27 Nov. 65; Sup. Amdt. No. 2; Dated, 2 June 62

DHN VORTAC	OZ LOM	Direct	2000	T-dn	300-1	300-1	200-1½
Hartford Int	OZ LOM	Direct	2000	C-dn	500-1	500-1	500-1½
ETP RBN	OZ LOM	Direct	2000	S-dn-6	400-1	400-1	400-1
Abbeville Int	OZ LOM	Direct	2000	A-dn	800-2	800-2	800-2
Opp Int	OZ LOM	Direct	2000				
Darlington Int	OZ LOM	Direct	2000				

Radar available.

Procedure turn W side of crs, 239° Outbd, 059° Inbd, 2000' within 10 miles. Nonstandard due to airway 8.

Minimum altitude over facility on final approach crs, 2000'.

Crs and distance, facility to airport, 059°—5.8 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.8 miles after passing OZ LOM, turn left, climb to 2000' and proceed direct to ETP RBN or, when directed by ATC, turn left and return to OZ LOM at 2000'.

NOTES: (1) Authorized for military use only except by prior arrangement. (2) Teardrop procedure turn authorized, same altitude utilizing crs of 257° Outbd, 059° Inbd.

MSA within 25 miles of facility: 000°-360°—1800'.

City, Fort Rucker; State, Ala.; Airport name, Cairns AAF; Elev., 305'; Fac. Class., LOM; Ident., OZ; Procedure No. 1, Amdt. 6; Eff. date, 27 Nov. 65; Sup. Amdt. No. 5; Dated, 14 Sept. 63

ADF STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
DHN VORTAC.....	OZ LOM.....	Direct.....	2000	T-dn.....	300-1	300-1	200-1½
Hartford Int.....	OZ LOM.....	Direct.....	2000	C-dn.....	500-1	500-1	500-1½
ETP RBn.....	OZ LOM.....	Direct.....	2000	S-dn-6.....	400-1	400-1	400-1
Abbeville Int.....	OZ LOM.....	Direct.....	2000	A-dn.....	800-2	800-2	800-2
Opp Int.....	OZ LOM.....	Direct.....	2000				
Darlington Int.....	OZ LOM.....	Direct.....	2000				

Radar available.  
 Procedure turn teardrop, 262° Outbnd, 059° Inbnd. Initial penetration 15,000' or below; penetration turn left, 8000', complete at 2000' within 20 miles.  
 Minimum altitude over facility on final approach crs, 2000'.  
 Crs and distance, facility to airport, 059°—5.8 miles.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.8 miles after passing OZ LOM, turn left, climb to 2000' and proceed direct to ETP RBn.  
 NOTES: (1) Rate of descent not to exceed 4000 Lp.m. and 200 K. (2) Direction of penetration turn nonstandard due ATC requirements. (3) Authorized for military use only except by prior arrangement.  
 MSA within 25 miles of facility: 000°-360°—1800'.

City, Fort Rucker; State, Ala.; Airport name, Cairns AAF; Elev., 305'; Fac. Class., MHW; Ident., OZ; Procedure No. 2, Amdt. 2; Eff. date, 27 Nov. 65; Sup. Amdt. No. 1; Dated, 14 Sept. 63

				T-dn.....	300-1	300-1	200-1½
				C-dn.....	500-1	500-1	500-1½
				S-dn-13°.....	800-1	800-1	800-1
				A-dn.....	800-2	800-2	800-2

Radar required.  
 No procedure turn due R-2103.  
 Minimum altitude over facility on final approach crs, 1600'.  
 Crs and distance, facility to airport, 134°—4.5 miles.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.5 miles after passing LOR RBn, climb to 2000' and proceed direct to DHN VOR via R 264°, DHN VOI.  
 NOTES: (1) This procedure to be utilized only by aircraft having operating VOR and ADF receivers. (2) Authorized for military use only except by prior arrangement.  
 Other change: Deletes note regarding procedure not authorized unless Cairns radar operating.  
 \*Reduction of landing visibility below ¾ mile not authorized.  
 MSA within 25 miles of facility: 000°-060°—3000'; 090°-180°—2600'; 180°-270°—1700'; 270°-360°—1700'.

City, Fort Rucker; State, Ala.; Airport name, Cairns AAF; Elev., 305'; Fac. Class., MHW; Ident., LOR; Procedure No. 3, Amdt. 1; Eff. date, 27 Nov. 65; Sup. Amdt. No. 1; Dated, 5 Oct. 63

DHN VORTAC.....	LOR RBn.....	Direct.....	2000	T-dn.....	300-1	300-1	200-1½
Hartford Int.....	LOR RBn.....	Direct.....	2000	C-dn.....	500-1	500-1	500-1½
ETP RBn.....	LOR RBn.....	Direct.....	2000	A-dn.....	800-2	800-2	800-2
Abbeville Int.....	LOR RBn.....	Direct.....	2000				
Opp Int.....	LOR RBn.....	Direct.....	2000				
Darlington Int.....	LOR RBn.....	Direct.....	2000				

Radar available.  
 Procedure turn N side of crs, 239° Outbnd, 059° Inbnd, 1600' within 10 miles. Nonstandard due traffic Cairns AAF.  
 Minimum altitude over facility on final approach crs, 1100'.  
 Crs and distance, facility to airport, 089°—1.5 miles.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 1.5 miles after passing LOR RBn, turn right, climb to 2000', proceed direct to Enterprise RBn.  
 NOTES: Authorized for military use only except by prior arrangement.  
 Other changes: Deletes transition Cairns LOM.  
 MSA within 25 miles of facility: 000°-090°—2100'; 090°-180°—2100'; 180°-270°—1700'; 270°-360°—1700'.

City, Fort Rucker; State, Ala.; Airport name, Lowe AAF; Elev., 244'; Fac. Class., MHW; Ident., LOR; Procedure No. 1, Amdt. 2; Eff. date, 27 Nov. 65; Sup. Amdt. No. 1; Dated, 14 Mar. 64

PROCEDURE CANCELED, EFFECTIVE 27 Nov. 1965, or upon decommissioning of LBT RBn.

City, Lumberton; State, N.C.; Airport name, Lumberton Municipal; Elev., 126'; Fac. Class., MHW; Ident., LBT; Procedure No. 1, Amdt. Orig.; Eff. date, 25 Jan. 64

Macon VOR.....	LOM.....	Direct.....	1600	T-dn.....	300-1	300-1	200-1½
Powersville Int.....	LOM (final).....	Direct.....	1500	C-dn.....	500-1	500-1	500-1½
				S-dn-6°.....	500-1	500-1	500-1
				A-dn.....	800-2	800-2	800-2

Radar available.  
 Procedure turn S side SW crs, 227° Outbnd, 047° Inbnd, 1600' within 10 miles. Beyond 10 miles not authorized.  
 Minimum altitude over facility on final approach crs, 1500'.  
 Crs and distance, facility to airport, 047°—3.5 miles.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.5 miles after passing LOM, climb to 2200' on crs, 047° within 20 miles or, when directed by ATC, turn left, climbing to 2000' direct to LOM.  
 Other changes: Deletes missed approach note.  
 MSA within 25 miles of facility: 000°-090°—2200'; 090°-180°—1800'; 180°-270°—1000'; 270°-360°—2100'.  
 \*Reduction in landing visibility below ¾ mile not authorized.

City, Macon; State, Ga.; Airport name, Macon Municipal; Elev., 254'; Fac. Class., LOM; Ident., MC; Procedure No. 1, Amdt. 9; Eff. date, 27 Nov. 65; Sup. Amdt. No. 8; Dated, 31 July 66

## RULES AND REGULATIONS

## ADF STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

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

Radar required.

Procedure turn not authorized.

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

Crs and distance, facility to airport, 214°—8.4 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 8.4 miles after passing Dulles LOM, make right-climbing turn to 3000', then proceed direct to Casanova VOR. Hold SW, R 207°, 1-minute left turns.

MSA within 25 miles of facility: 000°-090°—3100'; 090°-180°—1600'; 180°-270°—3400'; 270°-360°—3900'.

City, Manassas; State, Va.; Airport name, Manassas Municipal (Harry P. Davis Field); Elev., 186'; Fac. Class., LOM; Ident., DI; Procedure No. 1, Amdt. Orig.; Eff. date, 27 Nov. 65

SCK VOR.....	LOM.....	Direct.....	2000	T-dn.....	300-1	300-1	300-1½
Woodward Int.....	LOM.....	Direct.....	2000	C-d.....	500-1	500-1	500-1½
Tracy Int.....	LOM.....	Direct.....	2000	S-dn-29R.....	500-1	500-1	500-1
				A-dn.....	800-2	800-2	800-2

Procedure turn N side of crs, 111° Outbnd, 291° Inbnd, 2000' within 10 miles of LOM.

Minimum altitude over facility on final approach crs, 2000'.

Crs and distance, facility to airport, 291°—5.4 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.4 miles after passing LOM, turn left, climb to 2000' on 233° crs from LOM within 15 miles.

MSA within 25 miles of facility: 000°-090°—3200'; 090°-180°—3500'; 180°-270°—4400'; 270°-360°—2000'.

City, Stockton; State, Calif.; Airport name, Stockton Metropolitan; Elev., 29'; Fac. Class., LOM; Ident., SC; Procedure No. 1, Amdt. 3; Eff. date, 27 Nov. 65; Sup. Amdt. No. 2; Dated, 12 Dec. 64

Chardon VOR.....	Lost Nation RBn.....	Direct.....	3000	T-dn.....	300-1	300-1	300-1
Mentor Int.....	Lost Nation RBn.....	Direct.....	3000	C-dn.....	1200-1	1200-1	1200-1½
Fairport Int.....	Lost Nation RBn.....	Direct.....	3000	S-dn-27.....	1200-1	1200-1	1200-1
				A-dn.....	NA	NA	NA
				If Falstaff Int is received, the following minimums apply:			
				C-dn.....	600-1	600-1	600-1½
				S-dn-27.....	500-1	500-1	500-1

Radar available.

Procedure turn N side of crs, 062° Outbnd, 272° Inbnd, 3000' within 10 miles of Falstaff Int.

Minimum altitude over Falstaff Int on final approach crs, 1500'.

Crs and distance, Falstaff Int to airport, 272°—4.3 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile of LNN RBn or 4.3 miles after passing Falstaff Int, climb to 3000' on crs of 272° within 10 miles and return to LNN RBn, hold W, 062° Inbnd.

NOTE: Facility owned and operated by Lost Nation Airport.

CAUTION: Stack, 929°—1.7 miles WSW of airport. High lines along E boundary of airport.

Other change: Deletes radar transition and vectoring note. Deletes note on communications and weather.

MSA within 25 miles of facility: 000°-090°—2300'; 090°-180°—2700'; 180°-270°—3000'; 270°-360°—1600'.

City, Willoughby; State, Ohio; Airport name, Lost Nation; Elev., 626'; Fac. Class., MH; Ident., LNN; Procedure No. 1, Amdt. 5; Eff. date, 27 Nov. 65; Sup. Amdt. No. 4; Dated, 27 Mar. 1965

Mentor Int.....	Lost Nation RBn.....	Direct.....	3000	T-dn.....	300-1	300-1	300-1
Chardon VOR.....	Lost Nation RBn.....	Direct.....	3000	C-dn.....	800-1	800-1	800-1½
Fairport Int.....	Lost Nation RBn.....	Direct.....	3000	A-dn.....	NA	NA	NA

Radar available.

Procedure turn N side of crs, 272° Outbnd, 092° Inbnd, 3000' within 10 miles. Nonstandard due to ATC.

Minimum altitude over facility on final approach crs, 1400'.

Facility located on the airport.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile of LNN RBn, make left-climbing turn to 3000', return to RBn, hold W, 092° Inbnd.

NOTE: Facility owned and operated by Lost Nation Airport.

CAUTION: Stack, 929°—1.7 miles WSW of airport. High lines along E boundary of airport.

Other change: Deletes radar transition and vectoring note. Deletes note on weather and communications.

MSA within 25 miles of facility: 000°-090°—2300'; 090°-180°—2700'; 180°-270°—3000'; 270°-360°—1600'.

City, Willoughby; State, Ohio; Airport name, Lost Nation; Elev., 626'; Fac. Class., MH; Ident., LNN; Procedure No. 2, Amdt. 3; Eff. date, 27 Nov. 65; Sup. Amdt. No. 2; Dated, 27 Mar. 65



2. 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	
Skipperville Int.	HEY VOR	Direct	2000	T-dn	300-1		
Abbeville Int.	HEY VOR	Direct	2000	C-dn	900-1		
DHN VORTAC	HEY VOR	Direct	2000	S-dn-17*	900-1		
OZ LOM	HEY VOR	Direct	2000	A-dn	900-2		
				If Ewell Int received, minimums become:			
				C-dn	400-1		
				S-dn-17	400-1		
				A-dn	800-2		

Radar available.  
 Procedure turn E side of crs, 356° Outbd, 176° Inbd, 2000' within 10 miles.  
 Minimum altitude over Ewell Int on final approach crs, 1200'; over facility, 800'.  
 Crs and distance, facility to airport, 176°—1.1 miles.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 1.1 miles after passing HEY VOR, turn left, climb to 1700', return direct to HEY VOR.

Notes: (1) Procedure authorized for rotary wing aircraft only. (2) Authorized for military use only except by prior arrangement.

\*Reduction of landing visibility not authorized.

MSA within 25 miles of facility: 090°-090°—1800'; 090°-180°—2600'; 180°-270°—1700'; 270°-360°—1700'.

City, Fort Rucker; State, Ala.; Airport name, Hanchey AHP; Elev., 311'; Fac. Class., T-VOR; Ident., HEY; Procedure No. 1, Amdt. 3; Eff. date, 27 Nov. 65; Sup. Amdt. No. 2; Dated, 14 Mar. 65

T-dn	300-1	300-1	200-1/2
C-dn	400-1	500-1	500-1 1/2
S-dn-15L and R*	400-1	400-1	400-1
A-dn	800-2	800-2	800-2

Radar available.  
 Procedure turn W side of crs, 332° Outbd, 152° Inbd, 1900' within 10 miles.  
 Minimum altitude over facility on final approach crs, 1900'; over JA LOM, 6.4-mile DME/Radar Fix, or Ruth Int, 1300'.  
 Crs and distance, facility to Runway 15L, 152°—11.7 miles; JA LOM, 6.4-mile DME/Radar Fix, or Ruth Int to Runway 15L, 152°—5.3 miles.  
 Crs and distance, facility to Runway 15R, 155°—12.2 miles; JA LOM, 6.4-mile DME/Radar Fix, or Ruth Int to Runway 15R, 155°—5.9 miles.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, Runway 15L: Within 11.7 miles after passing JAN VORTAC, turn right, climb to 2000' on JAN VORTAC, R 164° within 20 miles. Runway 15R: Within 12.2 miles after passing JAN VORTAC, turn right, climb to 2000' on JAN VORTAC, R 164° within 20 miles.

NOTE: When authorized by ATC, DME may be used within 30 miles at 3100', to position aircraft for a straight-in approach with the elimination of a procedure turn.

\*400-1/2 authorized, except for 4-engine turbojet aircraft, with operative high-intensity runway lights. Runways 15L and R. 400-1/2 authorized, except for 4-engine turbojet aircraft, with operative ALS, Runway 15L.

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. 1, Amdt. 4; Eff. date, 27 Nov. 65; Sup. Amdt. No. 3; Dated, 15 Aug. 64

Linden VOR	Stockton VOR	Direct	2000	T-dn	300-1	300-1	200-1/2
Orange Int.	Stockton VOR	Direct	2000	C-dn	500-1	500-1	500-1 1/2
Woodward Int.	Stockton VOR	Direct	2000	S-dn-29R*	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn N side of crs, 123° Outbd, 303° Inbd, 2000' within 10 miles.  
 Minimum altitude over facility on final approach crs, 1200'.  
 Crs and distance, facility to airport, 304°—4 miles.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4 miles after passing VOR, turn left, climb to 2000' on SCK VOR, R 229° within 15 miles.

\*400-1/2 authorized, except for 4-engine turbojet aircraft, with operative high-intensity runway lights.

MSA within 25 miles of facility: 000°-090°—3200'; 090°-180°—3700'; 180°-270°—4400'; 270°-360°—2000'.

City, Stockton; State, Calif.; Airport name, Stockton Metropolitan; Elev., 29'; Fac. Class., BVORTAC; Ident., SCK; Procedure No. 1, Amdt. 6; Eff. date, 27 Nov. 65; Sup. Amdt. No. 5; Dated, 12 Dec. 64

3. 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		Course and distance	Minimum altitude (feet)	Condition	Ceiling and visibility minimums		
From—	To—				2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Snake Int.....	AIA VOR.....	Direct.....	5200	T-dn..... Minimums when control zone is effective: C-dn-6%..... S-dn-12%..... A-dn..... Minimums when control zone is not effective: C-dn..... S-dn-12..... A-dn.....	300-1 300-1 500-1 500-1 800-2 700-1 700-1 NA	300-1 500-1 500-1 800-2 700-1 700-1 NA	200-1/4 500-1 1/4 500-1 800-2 700-1 1/4 700-1 NA

Procedure turn W side of crs, 287° Outbd, 167° Inbd, 5200' within 10 miles.  
 Minimum altitude over facility on final approach crs, 4630'.  
 Facility on airport, crs and distance, breakoff point to Runway 12, 120°—0.6 mile.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile after passing AIA VOR, make right turn, climbing to 5200' on R 133° within 10 miles, turn left and return to AIA VOR.  
 Note: Altimeter setting from BFF FSS when control zone is not effective.  
 %No lights on Runways 17/35.  
 #These minimums apply at all times for air carriers with approved weather reporting service.  
 MSA within 25 miles of facility: 000°-090°—5600'; 090°-180°—5900'; 180°-270°—5600'; 270°-360°—5200'.

City, Alliance; State, Nebr.; Airport name, Alliance Municipal; Elev., 3930'; Fac. Class., T-BVOR; Ident., AIA; Procedure No. TerVOR-12, Amdt. Orig.; Eff. date, 27 Nov. 65

Transition		Course and distance	Minimum altitude (feet)	Condition	Ceiling and visibility minimums		
From—	To—				2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Snake Int.....	AIA VOR.....	Direct.....	5200	T-dn..... Minimums when control zone is effective: C-dn-6%..... S-dn-30%..... A-dn..... If AIA RBN received, following minimums apply: C-dn-6%..... S-dn-30%..... Minimums when control zone is not effective: C-dn..... S-dn-30..... A-dn..... If AIA RBN received, following minimums apply: C-dn..... S-dn-30.....	300-1 600-1 600-1 800-2 400-1 400-1 800-1 800-1 NA 600-1 500-1	300-1 600-1 600-1 800-2 500-1 400-1 800-1 800-1 NA 600-1 500-1	200-1/4 600-1 1/4 600-1 800-2 500-1 1/4 400-1 800-1 1/4 800-1 NA 600-1 1/4 600-1

Procedure turn E side of crs, 133° Outbd, 313° Inbd, 5200' within 10 miles.  
 Minimum altitude over facility on final approach crs, 4730'.  
 Crs and distance, AIA RBN to airport, 312°—2.1 miles; breakoff point to Runway 30, 301°—0.5 mile.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile after passing AIA VOR, or 2.1 miles after passing AIA RBN, make left turn, climbing to 5200' on R 287° within 10 miles, turn left, and return to AIA VOR.  
 Note: Altimeter setting from BFF FSS when control zone not effective.  
 #These minimums apply at all times for air carriers with approved weather reporting service.  
 %No lights on Runways 17/35.  
 MSA within 25 miles of facility: 000°-090°—5600'; 090°-180°—5900'; 180°-270°—5900'; 270°-360°—5200'.

City, Alliance; State, Nebr.; Airport name, Alliance Municipal; Elev., 3930'; Fac. Class., T-BVOR; Ident., AIA; Procedure No. TerVOR-30, Amdt. 3; Eff. date, 27 Nov. 65; Sup. Amdt. No. 2; Dated, 17 Apr. 65

PROCEDURE CANCELED, EFFECTIVE 27 NOV. 1965.

City, Fort Myers; State, Fla.; Airport Name, Page Field; Elev., 17'; Fac. Class., BVOR; Ident., FMY; Procedure No. TerVOR-4, Amdt. 1; Eff. Date, 4 Jan. 64; Sup. Amdt. No. Orig.; Dated, 5 May 62

Transition		Course and distance	Minimum altitude (feet)	Condition	Ceiling and visibility minimums		
From—	To—				2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
DHN VORTAC.....	OZR VOR.....	Direct.....	2000	T-dn.....	300-1	300-1	200-1/4
Hartford Int.....	OZR VOR.....	Direct.....	2000	C-dn.....	500-1	500-1	500-1 1/4
ETP RBN.....	OZR VOR.....	Direct.....	2000	S-dn-6%.....	500-1	500-1	500-1 1/4
Abbeville Int.....	OZR VOR.....	Direct.....	2000	A-dn.....	800-2	800-2	800-2
Opp Int.....	OZR VOR.....	Direct.....	2000	If aircraft equipped with VOR and ADF, and Bellwood Int received, the following minimums apply:			400-1
Darlington Int.....	OZR VOR.....	Direct.....	2000	S-dn-6%.....	400-1	400-1	400-1

Radars available.  
 Procedure turn N side of crs, 231° Outbd, 051° Inbd, 1700' within 10 miles.  
 Minimum altitude over facility on final approach crs, 800' (700' if Bellwood Int identified).  
 Crs and distance, facility to airport, 065°—0.4 mile.  
 Crs and distance, breakoff point to end of Runway 6, 059°—1 mile.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile of OZR VOR, turn right, climb to 2000' on R 165°, OZR VOR to Hartford Int, hold SW, 1-minute right turns, or when directed by ATC, turn right, climb to 2000' on R 085°, OZR VOR to DHN VORTAC, hold SE on R 150°, DHN VORTAC, 1-minute left turns.  
 Note: Authorized for military use only except by prior arrangement.  
 Other change: Deletes transition from Skippersville Int.  
 \*Reduction of landing visibility below 3/4 mile not authorized.  
 #400-34 authorized, except for 4-engine turbojet aircraft, with operative high-intensity runway lights.  
 MSA within 25 miles of facility: 000°-090°—2900'; 090°-180°—2600'; 180°-270°—1700'; 270°-360°—1700'.

City, Fort Rucker; State, Ala.; Airport name, Calms AAF; Elev., 305'; Fac. Class., VOR; Ident., OZR; Procedure No. TerVOR-6, Amdt. 6; Eff. date, 27 Nov. 65; Sup. Amdt. No. 5; Dated, 16 Jan. 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	
DHN VORTAC	OZR VOR	Direct	2000	T-dn	300-1	300-1	200-1/2
Hartford Int.	OZR VOR	Direct	2000	C-dn	500-1	500-1	500-1 1/2
ETP RBn	OZR VOR	Direct	2000	S-dn-24#	400-1	400-1	400-1
Abbeville Int.	OZR VOR	Direct	2000	A-dn	800-2	800-2	800-2
Opp Int.	OZR VOR	Direct	2000				
Darlington Int.	OZR VOR	Direct	2000				

Radar available.  
 Procedure turn S side of crs, 091° Outbnd, 241° Inbnd, 1700' within 10 miles of Newton Int.  
 Minimum altitude over Newton Int on final approach crs, 1700'.  
 Crs and distance, Newton Int to VOR, 241°—5.5 miles.  
 Crs and distance, breakoff point to end of Runway 24, 239°—1 mile.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 6 mile of OZR VOR, turn left, climb to 2000' on R 165°, OZR VOR to Hartford Int, hold SW, 1-minute right turns, or when directed by ATC, turn left, climb to 2000' on R 085°, OZR VOR to DHN VORTAC, hold SE on R 150°, DHN VORTAC, 1-minute left turns.  
 NOTE: Authorized for military use only except by prior arrangement.  
 #400-34 authorized, except for 4-engine turbojet aircraft, with operative high-intensity runway lights.  
 MSA within 25 miles of facility: 000°-090°—2000'; 090°-180°—2600'; 180°-270°—1700'; 270°-360°—1700'.

City, Fort Rucker; State, Ala.; Airport name, Cairns AAF; Elev., 305'; Fac. Class., VOR; Ident., OZR; Procedure No. Ter-VOR-24, Amdt. 4; Eff. date, 27 Nov. 65; Sup. Amdt. No. 3; Dated, 16 Jan. 65

				T-dn	300-1	300-1	200-1/2
				C-dn	500-1	500-1	500-1 1/2
				S-dn-13#	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2

Radar available.  
 Procedure turn W side of crs, 324° Outbnd, 144° Inbnd, 2000' within 10 miles.  
 Minimum altitude over facility on final approach crs, 900'.  
 Crs and distance, breakoff point to approach end of Runway 13, 129°—0.22 mile.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 6 mile of MCN VOR, turn right and climb to 2000' on R 334° within 15 miles.  
 \*Reduction in landing visibility below 3/4 mile not authorized.  
 #Maintain 1000' Inbnd until after passing 190° bearing to MC LOM. If 190° bearing to MC LOM not received, ceiling minimums become 600' and descent below 1000' not authorized.  
 MSA within 25 miles of facility: 000°-090°—2200'; 090°-180°—1800'; 180°-270°—1900'; 270°-360°—2100'.

City, Macon; State, Ga.; Airport name, Macon Municipal; Elev., 354'; Fac. Class., BVORTAC; Ident., MCN; Procedure No. TerVOR-13, Amdt. 5; Eff. date, 27 Nov. 65; Sup. Amdt. No. 4; Dated, 10 Oct. 64

Flat Rock VOR	Biltmore Int	Direct	2000	T-dn	300-1	300-1	200-1/2
Biltmore Int	RIC VOR (final)	Direct	600	C-dn	600-1	600-1	600-1 1/2
Manakin RBn	RIC VOR	Direct	2000	S-dn-15	600-1	600-1	600-1
5-mile Radar Fix	RIC VOR (final)	Direct	600	A-dn	800-2	800-2	800-2
				If aircraft equipped with dual VOR receivers and Biltmore Int or 5-mile Radar Fix received, the following minimums apply:			
				S-dn-15*	400-1	400-1	400-1

Radar available.  
 Procedure turn N side of crs, 347° Outbnd, 167° Inbnd, 1700' within 10 miles.  
 Minimum altitude over Biltmore Int on final approach crs, 800'; over facility, 600'.  
 Crs and distance, breakoff point to approach end of runway, 154°—0.6 mile.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 6 mile of RIC VOR, climb to 2000' on R 167°, RIC VOR within 10 miles, return to RIC VOR. Hold SW, 220° Outbnd, 040° Inbnd, 1-minute right turns.  
 #400-34 authorized, except for 4-engine turbojet aircraft, with operative high-intensity runway lights.  
 MSA within 25 miles of facility: 000°-180°—1600'; 180°-360°—2100'.

City, Richmond; State, Va.; Airport name, Richard E. Byrd Flying Field; Elev., 167'; Fac. Class., BVOR; Ident., RIC; Procedure No. TerVOR-15, Amdt. 14; Eff. date, 27 Nov. 65; Sup. Amdt. No. 18; Dated, 8 May 65

4. 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	
Fort Myers RBN.....	FMY VOR.....	Direct.....	1500	T-dn..... C-dn..... S-dn-4..... A-dn.....	300-1 600-1 600-1 800-2	300-1 600-1 600-1 800-2	200-1½ 600-1½ 600-1 800-2
				If aircraft equipped with operating DME or ADF receivers and FMY RBN or the 4.4-mile DME Fix identified, the following minimums apply: C-dn..... 400-1 500-1 500-1½ S-dn-4..... 400-1 400-1 400-1			

Procedure turn S side of crs, 214° Outbd, 034° Inbd, 1500' within 10 miles.

Minimum altitude over the 4.4-mile DME Fix or FMY RBN on final approach crs, 600'; over FMY VOR, 400'.

Crs and distance, 4.4-mile DME Fix or FMY RBN to breakoff point, 034°—3.3 miles; breakoff point to approach end of runway, 046°—0.8 mile.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile of VOR, make right turn, intercept R 060°, FMY VOR, climb to 1500' within 20 miles of FMY VOR.

NOTE: When authorized by ATC, Fort Myers DME may be used for an 8-mile orbit from R 115° clockwise thru R 354° at 1500' to position aircraft for a straight-in approach with the elimination of the procedure turn.

MSA within 25 miles of facility: 000°-090°—2100'; 090°-180°—2100'; 180°-270°—1200'; 270°-360°—1500'.

City, Fort Myers; State, Fla.; Airport name, Page Field; Elev., 17'; Fac. Class., L-BVORTAC; Ident., FMY; Procedure No. VOR/DME No. 1, Amdt. Orig.; Eff. date, 27 Nov. 65

Key West RBN.....	Key West VORTAC.....	Direct.....	1500	T-dn..... C-dn..... A-dn.....	300-1 500-1 800-2	300-1 500-1 800-2	200-1½ 500-1½ 800-2
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Procedure turn W side of crs, 308° Outbd, 128° Inbd, 1500' within 10 miles.

Minimum altitude over facility on final approach crs, 500'.

Crs and distance, facility to airport, 128°—2.8 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 2.8 miles after passing EYW VORTAC, turn left, climb to 1500' on R 090° within 20 miles of EYW VOR.

NOTES: (1) FAA control tower not operating on 24-hour basis. (2) When authorized by ATC, Key West DME, 8-mile orbit may be used from R 040° counter clockwise through R 308° at 1500' in order to position aircraft for an approach with the elimination of the procedure turn.

MSA within 25 miles of facility: 000°-360°—1400'.

City, Key West; State, Fla.; Airport Name, Key West International; Elev., 4'; Fac. Class., H-BVORTAC; Ident., EYW; Procedure No. VOR/DME 1, Amdt. 1; Eff. date, 27 Nov. 65; Sup. Amdt. No. Orig.; Dated, 6 Nov. 65

6-mile Fix, R 324°.....	6-mile Fix, R 324° (final).....	Direct.....	2000	T-dn..... C-dn..... S-dn-13°..... A-dn.....	300-1 500-1 500-1 800-2	300-1 500-1 500-1 800-2	200-1½ 500-1½ 500-1 800-2
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Radar available.

Procedure turn W side of crs, 334° Outbd, 144° Inbd, 2000' between 6 and 16 miles of VOR. Beyond 16 miles not authorized.

Facility on airport.

Minimum altitude over 6-mile Fix, R 324° on final approach crs, 2000'.

Crs and distance, breakoff point to approach end of Runway 13, 129°—0.22 mile.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile of VOR, turn right and climb to 2000' on R 324° within 16 miles.

NOTE: When authorized by ATC, DME may be used within 16 miles at 2000' in all directions to position aircraft for a final approach with the elimination of a procedure turn.

\*Reduction in landing visibility below ¼ mile not authorized.

MSA within 25 miles of facility: 000°-090°—2200'; 090°-180°—1800'; 180°-270°—1900'; 270°-360°—2100'.

City, Macon; State, Ga.; Airport name, Macon Municipal; Elev., 364'; Fac. Class., BVORTAC; Ident., MCN; Procedure No. 1, Amdt. 3; Eff. date, 27 Nov. 65; Sup. Amdt. No. 2; Dated, 10 Oct. 64

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

ILS STANDARD INSTRUMENT APPROACH PROCEDURE

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

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

Transition		Course and distance	Minimum altitude (feet)	Condition	Ceiling and visibility minimums		
From—	To—				2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
DHN VORTAC	OZ LOM	Direct	2000	T-dn	300-1	300-1	200-1½
Hartford Int.	OZ LOM	Direct	2000	C-dn	500-1	500-1	500-1½
ETP R/Bs	OZ LOM	Direct	2000	S-dn-6*	200-1½	200-1½	200-1½
Abbeville Int.	OZ LOM	Direct	2000	A-dn	600-2	600-2	600-2
Opp Int.	OZ LOM	Direct	2000				
Darlington Int.	OZ LOM	Direct	2000				

Radar available.

Procedure turn W side of crs, 239° Outbnd, 059° Inbnd, 2000' within 10 miles. Nonstandard due to airway S.

Minimum altitude at glide slope interception Inbnd, 2000'.

Altitude of glide slope and distance to approach end of runway at OM, 1984'-5.8 miles; at MM, 497'-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 R 165°, OZR VOR to Hartford Int., hold SW, 1-minute, right turns, or when directed by ATC, turn right, climb to 2000' on R 083°, OZR VOR to DHN VORTAC, hold SE on R 130°, DHN VORTAC, 1-minute, left turns.

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

Other change: Deletes transition from Echo Int.

\*400-¾ required when glide slope not utilized.

City, Fort Rucker; State, Ala.; Airport name, Cairns AAF; Elev., 305'; Fac. Class., ILS; Ident., I-OZR; Procedure No. ILS-6, Amdt. 3; Eff. date 27 Nov. 65; Sup. Amdt. No. 2; Dated, 10 Jan. 65

Macon VOR	LOM	Direct	1600	T-dn	300-1	300-1	200-1½
Powersville Int.	LOM (final)	Direct	1600	C-dn	500-1	500-1	500-1½
				S-dn-5*	200-1½	200-1½	200-1½
				A-dn	600-2	600-2	600-2

Radar available.

Procedure turn S side SW crs, 227° Outbnd, 047° Inbnd, 1600' within 10 miles. Beyond 10 miles not authorized.

Minimum altitude at glide slope interception Inbnd, 1600'.

Altitude of glide slope and distance to approach end of runway at OM, 1450'-3.8 miles; at MM, 340'-0.5 mile.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished climb to 2200' on crs, 047° within 15 miles of LMM or, when directed by ATC, turn left, climbing to 2000' direct to LOM.

CAUTION: 1200' tower, 5.5 miles NE of airport on missed approach crs.

Other changes: Deletes missed approach radar note.

\*500-¾ required when glide slope not utilized. Reduction in landing visibility not authorized.

City, Macon; State, Ga.; Airport name, Macon Municipal; Elev., 354'; Fac. Class., ILS; Ident., I-MCN; Procedure No. ILS-5, Amdt. 10; Eff. date, 27 Nov. 65; Sup. Amdt. No. 9; Dated, 4 Sept. 65

Linden VOR	LOM	Direct	2000	T-dn	300-1	300-1	200-1½
Woodward Int.	LOM	Direct	2000	C-dn	500-1	500-1	500-1½
SCK VOR	LOM	Direct	2000	S-dn-29R	400-¾	400-¾	400-¾
Orange Int.	LOM	Direct	2000	A-dn	600-2	600-2	600-2

Procedure turn N side of crs, 111° Outbnd, 291° Inbnd, 2000' within 10 miles of OM.

Minimum altitude at glide slope interception Inbnd, 2000'.

Altitude of glide slope and distance to approach end of runway at OM, 1828'-5.4 miles; at MM, 248'-0.6 mile.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, turn left, climb to 2000' on SCK VOR, R 229° or SCK LOM bearing, 233° within 15 miles.

Note: No approach lights.

City, Stockton; State, Calif.; Airport name, Stockton Metropolitan; Elev., 29'; Fac. Class., ILS; Ident., I-SCK; Procedure No. ILS-29R, Amdt. 5; Eff. date, 27 Nov. 65; Sup. Amdt. No. 4; Dated, 13 Feb. 65

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

RADAR STANDARD INSTRUMENT APPROACH PROCEDURE

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

If a radar instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes 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		Course and distance	Minimum altitude (feet)	Condition	Ceiling and visibility minimums		
From—	To—				2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	

PROCEDURE CANCELED, EFFECTIVE 27 NOV. 1965.

City, Anchorage; State, Alaska; Airport name, Anchorage International; Elev., 124'; Fac. Class., and Ident., Anchorage Radar; Procedure No. 1, Amdt. 11; Eff. Date, 4 Sept. 65; Sup. Amdt. No. 10; Dated, 24 Apr. 65

RADAR 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	
000°	360°	Within:	2000		Precision approach		
045°	345°	20 miles	3000	S-dn-6	200-1/2	200-1/2	200-1/2
345°	045°	20-40 miles	4000	S-dn-18, 36	300-3/4	300-3/4	300-3/4
		20-40 miles		A-dn	600-2	600-2	600-2
					Surveillance approach		
				T-dn	300-1	300-1	300-1/2
				C-dn-6, 24, 36	500-1	500-1	500-1 1/2
				C-dn-18	600-1	600-1	600-1 1/2
				S-dn-6, 24, 36#	400-1	400-1	400-1
				S-dn-18*	600-1	600-1	600-1
				A-dn	800-2	800-2	800-2

All bearings and distances are from radar antenna with sector azimuth progressing clockwise.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, Runway 6 or 36, turn right (Runways 18 or 24, turn left), climb to 2000' on R 165°, OZR VOR to Hartford Int, hold SW, 1-minute right turns, or when directed by ATC (Runways 6 or 36, turn right; Runways 18 or 24, turn left), climb to 2000' on R 085°, OZR VOR to DHN VORTAC, hold SE on R 150°, DHN VORTAC, 1-minute left turns.  
 NOTE: Authorized for military use only except by prior arrangement.  
 #400-34 authorized, except for 4-engine turbojet aircraft, with operative high-intensity runway lights.  
 \*Reduction of landing visibility not authorized.

City, Fort Rucker, State, Ala.; Airport name, Cairns AAF; Elev., 305'; Fac. Class. and Ident., Cairns Radar; Procedure No. 1, Amdt. 6; Eff. date, 27 Nov. 65; Sup. Amdt. No. 5; Dated, 16 Jan. 66

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	
000	360	20	2000												Precision approach		
														S-dn-17	200-1/2		
															Surveillance approach		
														T-dn	300-1		
														C-dn	400-1		
														S-dn-17	400-1		
														A-dn	800-2		

All bearings and distances are from radar antenna with sector azimuths progressing clockwise.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, turn left, climb to 2000' return direct to HEY VOR.  
 NOTES: (1) Radar handoff procedures authorized between Cairns RAPCON and Hanchey GCA within 20 miles. (2) Procedure authorized for rotary wing aircraft only.  
 (3) Authorized for military use only except by prior arrangement.

City, Fort Rucker, State, Ala.; Airport name, Hanchey AHP; Elev., 311'; Fac. Class. and Ident., Hanchey Radar; Procedure No. 1, Amdt. 1; Eff. date, 27 Nov. 65; Sup. Amdt. No. Orig.; Dated, 7 Dec. 63

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 October 21, 1965.

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

[F.R. Doc. 65-11648; Filed, Dec. 3, 1965; 8:45 a.m.]

[Reg. Docket No. 7039; Amdt. 95-135]

PART 95—IFR ALTITUDES

Miscellaneous Changes

The purpose of this amendment to Part 95 of the Federal Aviation Regulations is to make changes in the IFR altitudes at which all aircraft shall be flown over a specified route or portion thereof. These altitudes, when used in conjunction with the current change-over points for the routes or portions thereof, also assure navigational coverage that is adequate and free of frequency interference for that route or portion thereof.

As a situation exists which demands immediate action in the interest of

safety, 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 consideration of the foregoing and pursuant to the authority delegated to me by the Administrator (24 F.R. 5662), Part 95 of the Federal Aviation Regulations is amended, effective January 6, 1966, as follows:

- By amending Subpart C as follows:
  - Section 95.292 *Red Federal airway 92* is deleted;
  - Section 95.1001 *Direct routes—United States* is amended to delete:

From, to, and MEA

- Bimini, British West Indies, VOR; \*Dolphin INT, Fla., via control 1150; 2,000. \*2,500—MRA.
- Dolphin INT, Fla., via control 1,150; Hallbut INT, Fla.; 2,500.
- Panama City, Fla., VOR; Dead Lake INT, Fla. (PFN 100/PAM 050); \*1,600. \*1,300—MOCA.
- Dead Lake INT, Fla.; Teresa INT, Fla.; \*5,000. \*1,500—MOCA.

Bahama Routes

- 56V:
- Nassau, Bahama, VOR; \*Thompson INT, Bahama; \*\*2,000. \*5,800—MRA. \*\*1,200—MOCA.
- Thompson INT, Bahama; High Rock INT, Bahama; \*8,000. \*1,000—MOCA.
- High Rock INT, Bahama; \*Abaco INT, Bahama; \*\*10,000. \*10,000—MRA. \*\*1,000—MOCA.

Section 95.1001 *Direct routes—United States* is amended by adding:

*From, to, and MEA*

Baltimore, Md., VOR; Frederick, Md., VOR; 2,600.  
 Chico, Calif., VOR; Jewell INT, Calif., north-bound; \*3,000. Southwestbound; \*2,500. \*2,400—MOCA. MAA—12,000.  
 Chico, Calif., VOR; Red Bluff, Calif., VOR; \*2,500. \*2,400—MOCA. MAA—12,000.  
 Marysville, Calif., VOR; Chico, Calif., VOR; 2,500. MAA—12,000.  
 Marysville, Calif., VOR; Grimes INT, Calif.; \*2,000. \*1,300—MOCA. MAA—12,000.  
 Marysville, Calif., VOR; Yuba City INT, Calif., westbound; \*3,000, eastbound; \*2,500. \*1,300—MOCA. MAA—12,000.  
 Red Bluff, Calif., VOR; Redding, Calif., VOR; \*3,000. \*2,800—MOCA. MAA—12,000.  
 Panama City, Fla., VOR; Wilma INT, Fla.; \*1,600. \*1,500—MOCA.  
 Wilma INT, Fla.; Teresa INT, Fla.; \*5,000. \*1,300—MOCA.  
 Bimini, Bahama, VOR; Hallbut INT, Fla.; 2,500.  
 Caesar INT, Miss.; Gulfport, Miss., VOR; \*1,700. \*1,500—MOCA.  
 Caesar INT, Miss.; Poplarville INT, Miss.; \*1,900. \*1,400—MOCA.

*Bahama Routes*

56V:  
 Nassau, Bahama, VOR; \*Major INT, Bahama; \*4,500. \*3,000—MRA. \*\*1,200—MOCA.  
 Major INT, Bahama; \*Abaco INT, Bahama; \*\*8,500. \*10,000—MRA. \*\*1,100—MOCA.

63V:  
 Palm Beach, Fla., VOR; Hallbut INT, Bahama; \*2,500. \*1,400—MOCA.

64V:  
 Fort Lauderdale, Fla., VOR; Pike INT, Fla.; \*2,000. \*1,400—MOCA.  
 Pike INT, Fla.; Freeport, Bahama, VOR; \*4,500. \*1,100—MOCA.

65V:  
 Nassau, Bahama, VOR; \*Major INT, Bahama; \*\*4,500. \*3,000—MRA. \*\*1,200—MOCA.  
 Major INT, Bahama; Freeport, Bahama, VOR; \*2,000. \*1,100—MOCA.  
 Freeport, Bahama, VOR; \*Mullet INT, Bahama; \*\*4,500. \*6,500—MRA. \*\*1,100—MOCA.

12 Lima:  
 Nassau, Bahama, RBN; Rock Sound, Bahama, RBN; \*2,000. \*1,400—MOCA. #3,800 required without HF airborne communication equipment.

Section 95.1001 *Direct route—United States* is amended to read in part:

Miami, Fla., LF/RBN; Palm Beach, Fla., LF/RBN; 2,000.  
 Miami, Fla., LF/RBN; Fort Lauderdale, Fla., LF/RBN; 2,000.  
 Oceanside, Calif., VOR; United States-Mexican border; \*6,000. \*5,900—MOCA.  
 Fort Myers, Fla., LF/RBN; Palm Beach, Fla., LF/RBN; 2,000.  
 Palm Beach, Fla., LF/RBN; Fort Lauderdale, Fla., LF/RBN; 2,000.  
 Palm Beach, Fla., LF/RBN; \*Kingfish INT, Fla.; 2,000. \*2,500—MRA.  
 Palm Beach, Fla., VOR; Bonita INT, Fla.; 2,000.  
 Palm Beach, Fla., VOR; Pike INT, Fla.; 2,000.  
 Palm Beach, Fla., VOR; Mackerel INT, Fla.; \*2,000. \*1,400—MOCA.  
 Palm Beach, Fla., VOR; St. Petersburg, Fla., VOR; 18,000. MAA—45,000.  
 Palm Beach, Fla., VOR; \*Sturgeon INT, Fla. (via control 1,150); 14,000. \*13,000—MRA.

*From, to, and MEA*

*Bahama Routes*

58V:  
 Nassau, Bahama, VOR; \*Morely INT, Bahama; \*\*2,000. \*8,000—MRA. \*\*1,200—MOCA.

4 Lima:  
 Palm Beach, Fla., RBN; Bimini, Bahama, RBN; 2,000.

7 Lima:  
 Grand Bahama, AAFB, Bahama, RBN; Hallbut INT, Bahama; \*2,000. \*1,400—MOCA.  
 Hallbut INT, Bahama; Palm Beach, Fla., RBN; \*2,000. \*1,400—MOCA.

10 Lima:  
 Miami, Fla., RBN; Grand Bahama, AAFB, Bahama, RBN; \*2,000. \*1,400—MOCA.

Section 95.6001 *VOR Federal airway 1* is amended to delete:

Int, 170° M rad, Kennedy VOR and 053° M rad, Barnegat VOR; Kennedy, N.Y., VOR; \*2,000. \*1,500—MOCA.

Section 95.6001 *VOR Federal airway 1* is amended to read in part:

Jacksonville, Fla., VOR; \*Cinch INT, Fla.; \*\*1,500. \*3,000—MRA. \*\*1,200—MOCA.  
 Cinch INT, Fla.; \*Starfish INT, Fla.; \*\*2,000. \*3,000—MRA. \*\*1,000—MOCA.  
 Starfish INT, Fla.; Tybee INT, Ga.; \*5,000. \*1,000—MOCA.  
 Tybee INT, Ga.; Royal INT, S.C.; \*6,000. \*1,000—MOCA.  
 Royal INT, S.C.; \*Bay Point INT, S.C.; \*\*2,000. \*3,000—MRA. \*\*1,200—MOCA.  
 Bay Point INT, S.C.; \*Rockville INT, S.C.; \*\*2,000. \*3,000—MRA. \*\*1,200—MOCA.  
 Rockville INT, S.C.; Charleston, S.C., VOR; \*2,000. \*1,400—MOCA.

Section 95.6003 *VOR Federal airway 3* is amended to read in part:

\*Sombrero INT, Fla.; Eagle INT, Fla.; \*\*6,000. \*6,000—MRA. \*\*1,100—MOCA.  
 Brunswick, Ga., VOR; \*Fairhope INT, Ga.; \*\*1,500. \*3,000—MRA. \*\*1,400—MOCA.  
 Bethany INT, Conn.; Hartford, Conn., VOR; \*2,700. \*2,100—MOCA.

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

Louisville, Ky., VOR; Lexington, Ky., VOR; 2,500.

Section 95.6005 *VOR Federal airway 5* is amended to read in part:

Austin INT, Ky., via E alter.; New Hope, Ky., VOR via E alter.; 3,000.  
 Louisville, Ky., VOR; Cincinnati, Ohio, VOR; 2,400.

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

Pontiac, Ill., VOR; Joliet, Ill., VOR; \*2,500. \*2,100—MOCA.

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

Kirksville, Mo., VOR; Luray INT, Mo.; \*2,700. \*2,400—MOCA.

Section 95.6013 *VOR Federal airway 13* is amended to read in part:

New Waverly INT, Tex., via W alter.; Lufkin, Tex., VOR via W alter.; \*3,300. \*1,700—MOCA.  
 Lufkin, Tex., VOR; Carthage INT, Tex.; \*3,000. \*2,000—MOCA.  
 Nashville INT, Mo.; Nevada INT, Mo.; \*2,700. \*2,000—MOCA.

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

*From, to, and MEA*

Houston, Tex., VOR via W alter.; Sealy INT, Tex., via W alter.; \*2,000. \*1,800—MOCA.  
 Sioux City, Iowa, VOR; Canton INT, S. Dak.; \*3,300. \*3,000—MOCA.  
 Canton INT, S. Dak.; Sioux Falls, S. Dak., VOR; 2,900.

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

Blythe, Calif., VOR; Buckeye, Ariz., VOR; \*6,000. \*5,600—MOCA.  
 Phoenix, Ariz., VOR; \*Toltec INT, Ariz.; 5,000. \*5,500—MOCA Toltec INT, eastbound.  
 Hope INT, Ark.; Grapevine INT, Ark.; \*3,000. \*1,800—MOCA.  
 Sulphur Springs, Tex., VOR via S alter.; Texarkana, Ark., VOR via S alter.; \*2,100. \*1,900—MOCA.  
 Coyle, N.J., VOR; Riverhead, N.Y., VOR; 3,000.  
 Foster INT, R.I.; Woonsocket INT, R.I.; \*2,400. \*1,900—MOCA.  
 Woonsocket INT, R.I.; Millis INT, Mass.; \*2,300. \*1,700—MOCA.  
 Millis INT, Mass.; Walpole INT, Mass.; \*2,300. \*1,600—MOCA.  
 Walpole INT, Mass.; Boston, Mass., VOR; \*2,300. \*1,800—MOCA.

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

McAllen, Tex., VOR; McCook INT, Tex.; 1,500. MAA—9,000.  
 McCook INT, Tex.; \*Jennings INT, Tex.; \*\*2,500. MAA—9,000. \*4,500—MRA. \*\*1,800—MOCA.  
 Jennings INT, Tex.; Laredo, Tex., VOR; \*2,500. \*1,900—MOCA. MAA—9,000.

Section 95.6020 *VOR Federal airway 20* is amended to delete:

South Boston, Va., VOR via N alter.; Flat Rock, Va., VOR via N alter.; 2,500.

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

\*Arvin INT, Calif., via E alter.; Bakersfield, Calif., VOR via E alter.; \*\*4,000. \*7,300—MCA Arvin INT, southbound. \*\*3,000—MOCA.

Section 95.6030 *VOR Federal airway 30* is amended to delete:

Colts Neck, N.J., VOR; Int, 100° M rad, Colts Neck VOR and 207° M rad, Kennedy VOR; 2,000.

Int, 100° M rad, Colts Neck VOR and 207° M rad, Kennedy VOR; Kennedy, N.Y., VOR; 1,700.

Kennedy, N.Y., VOR; Beach INT, N.Y.; \*6,000. \*1,500—MOCA.  
 Beach INT, N.Y.; Hampton, N.Y., VOR; \*5,000. \*1,500—MOCA.  
 Hampton, N.Y., VOR; Montauk INT, N.Y.; 1,900.  
 Montauk INT, N.Y.; Norwich, Conn., VOR; \*2,300. \*1,700—MOCA.

Section 95.6039 *VOR Federal airway 39* is amended to read in part:

Myrtle Beach, N.C., VOR; \*Longwood INT, S.C.; \*\*1,800. \*2,500—MRA. \*\*1,300—MOCA.  
 Longwood INT, S.C.; \*Dock INT, S.C.; \*\*1,800. \*3,000—MRA. \*\*1,300—MOCA.

Section 95.6044 *VOR Federal airway 44* is amended to read in part:

Dry Ridge INT, Ky.; Palmouth, Ky., VOR; 2,500.

## From, to, and MEA

Falmouth, Ky., VOR; York, Ky., VOR; 3,000.  
York, Ky., VOR; Parkersburg, W. Va., VOR;  
2,600.

Barnegat, N.J., VOR; Int, 053° M rad, Barne-  
gat VOR and 088° M rad, Coyle VOR;  
\*3,000. \*1,600—MOCA.  
Int, 053° M rad, Barnegat VOR and 088° M  
rad, Coyle VOR; Riverhead, N.Y., VOR;  
3,000.

Section 95.6045 VOR Federal airway 45  
is amended by adding:

Saginaw, Mich., VOR; Alpena, Mich., VOR;  
\*2,800. \*2,200—MOCA.

Saginaw, Mich., VOR via W alter.; Alpena,  
Mich., VOR via W alter.; \*2,800. \*2,100—  
MOCA.

Alpena, Mich., VOR; Pellston, Mich., VOR;  
\*2,800. \*2,100—MOCA.

Section 95.6045 VOR Federal airway 45  
is amended to read in part:

Jackson, Mich., VOR; Lansing, Mich., VOR;  
\*3,000. \*2,900—MOCA.

Lansing, Mich., VOR; Saginaw, Mich., VOR;  
\*2,800. \*2,300—MOCA.

Section 95.6046 VOR Federal airway 46  
is amended to delete:

Kennedy, N.Y., VOR; Deer Park, N.Y., VOR;  
2,000.

Section 95.6047 VOR Federal airway 47  
is amended to read in part:

Moorefield INT, Ind.; Cincinnati, Ohio, VOR;  
2,400.

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

Kirksville, Mo., VOR; Quincy, Ill., VOR;  
\*2,700. \*2,400—MOCA.

Section 95.6053 VOR Federal airway 53  
is amended to read in part:

Lexington, Ky., VOR; Louisville, Ky., VOR;  
2,500.

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

Texarkana, Ark., VOR via N alter.; \*Pike INT,  
Ark., via N alter.; \*\*3,500. \*4,000—MRA.  
\*\*2,000—MOCA.

Pike INT, Ark., via N alter.; Marcus INT,  
Ark., via N alter.; \*3,500. \*2,000—MOCA.  
Marcus INT, Ark., via N alter.; Hot Springs,  
Ark., VOR via N alter.; \*2,500. \*2,400—  
MOCA.

Memphis, Tenn., VOR; Slayden INT, Miss.;  
\*1,900. \*1,600—MOCA.

Slayden INT, Miss.; Muscle Shoals, Ala.,  
VOR; \*3,000. \*2,000—MOCA.

Quitman, Tex., VOR; Texarkana, Ark., VOR;  
\*2,100. \*1,900—MOCA.

Section 95.6056 VOR Federal airway 56  
is amended to read in part:

Macon, Ga., VOR; Gordon INT, Ga.; 2,200.  
Gordon INT, Ga.; \*Anna INT, Ga.; \*\*2,000.  
\*2,600—MRA. \*\*1,800—MOCA.  
Anna INT, Ga.; Augusta, Ga., VOR; \*2,000.  
\*1,800—MOCA.

Section 95.6062 VOR Federal airway 62  
is amended to read in part:

Cisco INT, Tex.; \*Mill INT, Tex.; \*\*5,500.  
\*3,500—MRA. \*\*3,900—MOCA.

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

Imperial, Calif., VOR; Yuma, Ariz., VOR;  
3,000.

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

## From, to, and MEA

Pontiac, Ill., VOR; Joliet, Ill., VOR; \*2,500.  
\*2,100—MOCA.

Section 95.6071 VOR Federal airway 71  
is amended to read in part:

El Dorado, Ark., VOR; Sparkman INT, Ark.;  
\*2,500. \*1,600—MOCA.

Sparkman INT, Ark.; Caney INT, Ark.; \*3,500.  
\*1,400—MOCA.

Caney INT, Ark.; Hot Springs, Ark., VOR;  
2,400.

\*Woodville INT, La.; Natchez, Miss., VOR;  
\*\*2,000. \*3,000—MRA. \*\*1,800—MOCA.

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

Barber INT, Ark., via S alter.; Paron INT,  
Ark., via S alter.; \*4,500. \*3,600—MOCA.  
Paron INT, Ark., via S alter.; Little Rock,  
Ark., VOR via S alter.; 2,500.

Section 95.6076 VOR Federal airway 76  
is amended to read in part:

Eagle Lake Tex., VOR via S alter.; Houston,  
Tex., VOR via S alter.; 2,100.

Austin, Tex., VOR; Industry, Tex., VOR;  
\*2,200. \*2,100—MOCA.

Sealy INT, Tex.; Houston, Tex., VOR; \*2,000.  
\*1,800—MOCA.

Llano, Tex., VOR; Lake Travis INT, Tex.;  
\*3,000. \*2,600—MOCA.

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

Casa Grande, Ariz., VOR; \*Toltec INT, Ariz.;  
\*\*5,000. \*5,500—MCA Toltec INT, east-  
bound. \*\*4,300—MOCA.

Dyess, Tex., VOR; \*Mill INT, Tex.; \*\*5,500.  
\*3,500—MRA. \*\*3,900—MOCA.

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

Phoenix, Ariz., VOR via W alter.; \*Knob INT,  
Ariz., via W alter., northbound; 8,000.  
Southbound; 6,000. \*8,000—MRA.

Phoenix, Ariz., VOR; \*Tonto INT, Ariz.,  
\*\*10,000. \*12,000—MRA. \*\*9,900—MOCA.

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

Sioux City, Iowa, VOR; Fort Dodge, Iowa,  
VOR; \*3,200. \*2,800—MOCA.

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

\*Phoenix, Ariz., VOR; \*\*Cactus, INT, Ariz.,  
northbound; 8,000. Southbound; 5,000.  
\*5,200—MCA Phoenix VOR, northwest-  
bound. \*\*8,000—MRA.

Cactus INT, Ariz.; \*Cavecreek INT, Ariz.,  
northbound; 8,000. Southbound; 5,000.  
\*8,000—MRA.

Phoenix, Ariz., VOR via E alter.; \*Knob INT,  
Ariz., via E alter., northbound; 8,000.  
Southbound; 6,000. \*8,000—MRA.

Section 95.6114 VOR Federal airway  
114 is amended to read in part:

Logansport INT, La.; Converse INT, La.;  
\*3,500. \*1,700—MOCA.

Kingston INT, La., via N alter.; Converse  
INT, La., via N alter.; \*3,500. \*1,800—  
MOCA.

Section 95.6115 VOR Federal airway  
115 is amended to read in part:

Parkersburg, W. Va., VOR; Allegheny, Pa.,  
VOR; 3,200.

Section 95.6119 VOR Federal airway  
119 is amended to read in part:

## From, to, and MEA

Henderson, W. Va., VOR; \*Reedsville INT,  
W. Va.; 2,700. \*3,000—MRA.  
Reedsville INT, W. Va.; Parkersburg, W. Va.,  
VOR; 2,700.

Section 95.6128 VOR Federal airway  
128 is amended to read in part:

California INT, Ky.; Tyler INT, Ohio; 2,500.  
Foster INT, Ky., via S alter.; York, Ky., VOR  
via S alter.; 3,000.

Cincinnati, Ohio, VOR via N alter.; Lindale  
INT, Ohio, via N alter.; 2,500.

Lindale INT, Ohio, via N alter.; York, Ky.,  
VOR via N alter.; 3,000.

Section 95.6141 VOR Federal airway  
141 is amended to read in part:

Craigville INT, Mass.; Hyannis, Mass., VOR;  
\*1,900. \*1,300—MOCA.

Hyannis, Mass., VOR; Brant Rock INT, Mass.;  
\*3,000. \*1,400—MOCA.

Brant Rock INT, Mass.; Cohasset INT, Mass.;  
\*2,000. \*1,400—MOCA.

\*West Bangor INT, N.Y.; Massena, N.Y., VOR;  
3,400. \*4,500—MRA. \*3,700—MCA West  
Bangor INT, eastbound.

Ipewich INT, Mass.; Manchester, N.H., VOR;  
\*2,300. \*1,700—MOCA.

Section 95.6143 VOR Federal airway  
143 is amended to delete:

Montebello, Va., VOR; Luray INT, Va.; 5,600.  
Luray INT, Va.; Cassanova, Va., VOR; 6,000.  
Cassanova, Va., VOR; Manassas INT, Va.;  
2,400.

Manassas INT, Va.; Nottingham, Md., VOR;  
1,900.

Section 95.6156 VOR Federal airway  
156 is amended to read in part:

Elkins, W. Va., VOR via N alter.; Kessel,  
W. Va., VOR via N alter.; 6,000.

Kessel, W. Va., VOR via N alter.; Luray INT,  
Va., via N alter.; 6,000.

Luray INT, Va., via N alter.; Rochelle INT,  
Va., via N alter.; 5,500.

Rochelle INT, Va., via N alter.; Gordonsville,  
Va., VOR via N alter., northwestbound;  
6,000. Southeastbound; 4,000.

Section 95.6157 VOR Federal airway  
157 is amended to read in part:

Rocky Mount, N.C., VOR; Lawrenceville, Va.,  
VOR; \*2,000. \*1,700—MOCA.

Section 95.6157 VOR Federal airway  
157 is amended to delete:

Richmond, Va., VOR via W alter.; Brooke,  
Va., VOR via W alter.; 2,000.

Brooke, Va., VOR via W alter.; Ironsides INT,  
Md., via W alter.; 2,000.

Ironsides INT, Md., via W alter.; Doncaster  
INT, Va., via W alter.; 2,000.

Doncaster INT, Va., via W alter.; Washing-  
ton, D.C., VOR via W alter.; \*1,800.  
\*1,400—MOCA.

Colts Neck, N.J., VOR; Int, 100° M rad, Colts  
Neck VOR and 207° M rad, Kennedy VOR;  
2,000.

Int, 100° M rad, Colts Neck VOR and 207° M  
rad, Kennedy VOR; Kennedy, N.Y., VOR;  
1,700.

Section 95.6159 VOR Federal airway  
159 is amended to read in part:

Hopkins INT, Fla., via E alter.; Orlando, Fla.,  
VOR via E alter.; \*2,000. \*1,500—MOCA.

Section 95.6167 VOR Federal airway  
167 is amended to read in part:

Coyle, N.J., VOR; Kennedy, N.Y., VOR; 1,900.



Section 95.6180 VOR Federal airway 180 is amended to read in part:

From, to, and MEA

San Antonio, Tex., VOR; Clear Springs INT, Tex.; \*2,700. \*2,200—MOCA.  
Clear Springs INT, Tex.; Weimar INT, Tex.; \*2,500. \*1,800—MOCA.

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

San Antonio, Tex., VOR; Clear Springs INT, Tex.; \*2,700. \*2,200—MOCA.  
Clear Springs INT, Tex.; Weimar INT, Tex.; \*2,500. \*1,800—MOCA.  
Eagle Lake, Tex., VOR; Houston, Tex., VOR; 2,100.

Section 95.6212 VOR Federal airway 212 is amended to read in part:

San Antonio, Tex., VOR; Clear Springs INT, Tex.; \*2,700. \*2,200—MOCA.  
Clear Springs INT, Tex.; Weimar INT, Tex.; \*2,500. \*1,800—MOCA.

Section 95.6222 VOR Federal airway 222 is amended to delete:

Gordonsville, Va., VOR; Grubbs INT, Va.; \*2,000. \*1,500—MOCA.

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

San Antonio, Tex., VOR; Redwood INT, Tex.; 2,600.  
Sealy INT, Tex.; Houston, Tex., VOR; \*2,000. \*1,800—MOCA.

Section 95.6226 VOR Federal airway 226 is amended to delete:

Stillwater, N.J., VOR; Int, 061° M rad, Solberg VOR and 155° M rad, Sparta VOR; 3,000.  
Int, 061° M rad, Solberg VOR and 155° M rad, Sparta VOR; Kennedy N.Y., VOR; 2,500.

Section 95.6226 VOR Federal airway 226 is amended by adding:

Stillwater, N.J., VOR; Budd Lake INT, N.J.; 3,000.

Section 95.6232 VOR Federal airway 232 is amended to delete:

Tannersville, Pa., VOR; Kennedy, N.Y., VOR; 2,600.

Section 95.6232 VOR Federal airway 232 is amended to read in part:

Mentor INT, Ohio; Chardon, Ohio, VOR; 3,000.

Section 95.6232 VOR Federal airway 232 is amended by adding:

Tannersville, Pa.; Int, 124° M rad, Tannersville VOR and 061° M rad, Solberg VOR; 2,600.

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

\*Conchas Dam INT, N. Mex.; Dalhart, Tex., VOR; \*\*11,000. \*9,900—MCA  
Conchas Dam INT, northeastbound. \*\*7,000—MOCA.

Section 95.6249 VOR Federal airway 249 is amended to delete:

Colts Neck, N.J.; Boonton INT, N.J.; 2,000.  
Boonton INT, N.J.; Sparta, N.J., VOR; 3,000.

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

\*Phoenix, Ariz., VOR; \*\*Cactus INT, Ariz., northbound; 8,000. Southbound; 5,000.  
\*5,200—MCA Phoenix VOR, northwestbound. \*\*8,000—MRA.  
Cactus INT, Ariz.; \*Cavecreek INT, Ariz., northbound; 8,000. Southbound; 5,000.  
\*8,000—MRA.

Section 95.6258 VOR Federal airway 258 is amended to read in part:

From, to, and MEA

Beckley, W. Va., VOR; Roanoke, Va., VOR; 6,000.  
Pigg INT, Va.; Kentuck INT, Va.; 4,000.  
Kentuck INT, Va.; Danville, Va., VOR; 3,000.

Section 95.6260 VOR Federal airway 260 is amended to read in part:

Roanoke, Va., VOR; Goose INT, Va.; 5,000.  
Goose INT, Va.; Lynchburg, Va., VOR; westbound; 5,000. Eastbound; 3,000.

Section 95.6276 VOR Federal airway 276 is amended to read in part:

Robbinsville, N.J., VOR; Dutch INT, N.J.; 4,000.

Section 95.6292 VOR Federal airway 292 is amended to read in part:

Bethany INT, Conn.; Hartford, Conn., VOR; \*2,700. \*2,100—MOCA.  
Hartford, Conn., VOR; Framingham INT, Mass.; \*2,600. \*2,000—MOCA.

Section 95.6305 VOR Federal airway 305 is amended to read:

El Dorado, Ark., VOR; Sheridan INT, Ark.; \*2,500. \*1,600—MOCA.  
Sheridan INT, Ark.; Little Rock, Ark., VOR; 3,300.

Section 95.6307 VOR Federal airway 307 is amended to read:

United States-Canadian border; Annette Island, Alaska, VOR; 4,200.  
Annette Island, Alaska, VOR; Tokeen INT, Alaska; 6,000.  
Tokeen INT, Alaska; Port Walter INT, Alaska; \*9,000. \*5,500—MOCA.  
Port Walter INT, Alaska; Biorka Island, Alaska, VOR; \*6,000. \*5,500—MOCA.  
Biorka Island, Alaska, VOR; Sisters Island, Alaska, VOR; 6,500.

Section 95.6308 VOR Federal airway 308 is amended to read in part:

Morrefield INT, W. Va.; Casanova, Va., VOR; 6,700.  
Casanova, Va., VOR; Manassas INT, Va.; 2,400.  
Manassas INT, Va.; Nottingham, Md., VOR; 1,900.

Section 95.6309 VOR Federal airway 309 is added to read:

Charleston, W. Va., VOR; Int, 070° M rad, Parkersburg VOR and 220° M rad, Allegheny, VOR; 5,000.  
Int, 070° M rad, Parkersburg VOR and 220° M rad, Allegheny VOR; Allegheny, Pa., VOR; 3,200.

Section 95.6312 VOR Federal airway 312 is added to read:

Coyle, N.J., VOR; Int, 053° M rad, Barnegat VOR and 088° M rad, Coyle VOR; 3,000.  
Int, 053° M rad, Barnegat VOR and 088° M rad, Coyle VOR; Dutch INT, N.J.; 6,000.

Section 95.6317 VOR Federal airway 317 is added to read:

United States Canadian border; Annette Island, Alaska, VOR; 5,000.  
Annette Island, Alaska, VOR; Level Island, Alaska, VOR; \*7,000. \*5,800—MOCA.  
Level Island, Alaska, VOR; Sisters Island, Alaska, VOR; \*9,000. \*6,600—MOCA.  
Sisters Island, Alaska, VOR; \*Cape Spencer, Alaska, LF/RBN; \*\*6,000. \*14,200—MCA  
Cape Spencer LF/RBN, westbound. \*\*5,500—MOCA.  
Cape Spencer, Alaska, LF/RBN; \*Harbor Point INT, Alaska; \*\*15,000. \*16,000—MRA. \*\*5,300—MOCA.

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

From, to, and MEA

Marshall, Mo., VOR; Macon, Mo., VOR; \*2,600. \*2,100—MOCA.

Section 95.6437 VOR Federal airway 437 is amended to delete:

Charleston, S.C., VOR; Florence, S.C., VOR; \*2,400. \*1,500—MOCA.  
Charleston, S.C., VOR via W alter.; \*Gillyard INT, S.C., via W alter.; 1,300. \*1,500—MRA.  
Gillyard INT, S.C., via W alter.; Lane INT, S.C., via W alter.; 1,300.

Lane INT, S.C., via W alter.; Florence, S.C., VOR via W alter.; \*2,000. \*1,500—MOCA.

Section 95.6437 VOR Federal airway 437 is amended by adding:

Charleston, S.C., VOR via E alter.; Florence, S.C., VOR via E alter.; \*2,400. \*1,500—MOCA.  
Charleston, S.C., VOR; \*Gillyard INT, S.C.; 1,300. \*1,500—MRA.  
Gillyard INT, S.C.; Weessels INT, S.C.; 1,300.  
Weessels INT, S.C.; Florence, S.C., VOR; \*2,000. \*1,500—MOCA.

Section 95.6439 VOR Federal airway 439 is amended to delete:

Annette Island, Alaska, VOR; Indian Point INT, Alaska; \*16,000. \*5,700—MOCA.

Section 95.6440 VOR Federal airway 440 is amended by adding:

United States-Canadian border; Biorka Island, Alaska, VOR; \*15,000. \*4,000—MOCA.

Section 95.6455 VOR Federal airway 455 is amended to read in part:

Hattiesburg, Miss., VOR via W alter.; Louin INT, Miss., via W alter.; \*2,000. \*1,800—MOCA.

Section 95.6457 VOR Federal airway 457 is amended by adding:

Hampton, N.Y., VOR; Montauk INT, N.Y.; 1,900.  
Montauk INT, N.Y.; Norwich, Conn., VOR; \*2,300. \*1,700—MOCA.

Section 95.6457 VOR Federal airway 457 is amended to read in part:

Millis INT, Mass.; Walpole INT, Mass.; \*2,300. \*1,600—MOCA.  
Walpole INT, Mass.; Boston, Mass., VOR; \*2,300. \*1,800—MOCA.

Section 95.6477 VOR Federal airway 477 is amended to read in part:

New Waverly INT, Tex., via E alter.; Leona, Tex., VOR via E alter.; \*2,500. \*1,800—MOCA.

Section 95.6478 VOR Federal airway 478 is amended to read in part:

Falmouth, Ky., VOR; Newcombe, Ky., VOR; 3,000.

Section 95.6488 VOR Federal airway 488 is amended to read in part:

Tanana, Alaska, VOR; Minto INT, Alaska; \*7,000. \*4,700—MOCA.  
Minto INT, Alaska; Fairbanks, Alaska, VOR; \*4,000. \*3,800—MOCA.

Section 95.6490 VOR Federal airway 490 is amended to read in part:

Manchester, N.H., VOR; Ipswich INT, Mass.; \*2,300. \*1,700—MOCA.

Section 95.6495 VOR Federal airway 495 is deleted.

## From, to, and MEA

Section 95.6512 VOR Federal airway 512 is deleted.

Section 95.6802 VOR Federal airway 802 is deleted.

Section 95.6804 VOR Federal airway 804 is deleted.

Section 95.6805 VOR Federal airway 805 is deleted.

Section 95.6806 VOR Federal airway 806 is deleted.

Section 95.6807 VOR Federal airway 807 is deleted.

Section 95.6810 VOR Federal airway 810 is deleted.

Section 95.6819 VOR Federal airway 819 is deleted.

Section 95.6830 VOR Federal airway 830 is deleted.

Section 95.6837 VOR Federal airway 837 is deleted.

Section 95.6839 VOR Federal airway 839 is deleted.

Section 95.6843 VOR Federal airway 843 is deleted.

Section 95.6845 VOR Federal airway 845 is deleted.

Section 95.6846 VOR Federal airway 846 is deleted.

Section 95.6853 VOR Federal airway 853 is deleted.

Section 95.6854 VOR Federal airway 854 is deleted.

Section 95.6855 VOR Federal airway 855 is deleted.

Section 95.6859 VOR Federal airway 859 is deleted.

Section 95.6861 VOR Federal airway 861 is deleted.

Section 95.6863 VOR Federal airway 863 is deleted.

Section 95.6875 VOR Federal airway 875 is deleted.

Section 95.6879 VOR Federal airway 879 is deleted.

Section 95.6880 VOR Federal airway 880 is deleted.

Section 95.6881 VOR Federal airway 881 is deleted.

Section 95.6887 VOR Federal airway 887 is deleted.

Section 95.6888 VOR Federal airway 888 is deleted.

## From, to, MEA, and MAA

Section 95.7002 Jet Route No. 2 is amended to read in part:

Fort Stockton, Tex., VORTAC; \*Sonora INT, Tex.; 20,000; 45,000. \*24,000—MRA.

Sonora INT, Tex.; San Antonio, Tex., VORTAC; 22,000; 45,000.

Section 95.7007 Jet Route No. 7 is amended to read in part:

Great Falls, Mont., VORTAC; United States-Canadian border; 18,000; 45,000.

Section 95.7015 Jet Route No. 15 is amended to read in part:

Austin, Tex., VORTAC; \*Sonora INT, Tex.; 22,000; 45,000. \*24,000—MRA.

Sonora INT, Tex.; Wink, Tex., VORTAC; 24,000; 45,000.

Section 95.7053 Jet Route No. 53 is amended to read in part:

Miami, Fla., VORTAC; Palm Beach, Fla., VORTAC; 18,000; 45,000.

Palm Beach, Fla., VORTAC; Vero Beach, Fla., VORTAC; 18,000; 45,000.

Vero Beach, Fla., VORTAC; Daytona Beach, Fla., VORTAC; 18,000; 45,000.

## From, to, MEA, and MAA

Daytona Beach, Fla., VORTAC; Jacksonville, Fla., VORTAC; 18,000; 45,000.

Section 95.7076 Jet Route No. 76 is amended to read in part:

Tuba City, Ariz., VORTAC; Las Vegas, N. Mex., VORTAC; 27,000; 45,000.

Section 95.7077 Jet Route No. 77 is amended to read in part:

Miami, Fla., VORTAC; Palm Beach, Fla., VORTAC; 18,000; 45,000.

Section 95.7077 Jet Route No. 77 is amended by adding:

Jacksonville, Fla., VORTAC; Charleston, S.C., VORTAC; 18,000; 45,000.

Charleston, S.C., VORTAC; Wilmington, N.C., VORTAC; 18,000; 45,000.

Section 95.7079 Jet Route No. 79 is amended to read in part:

Miami, Fla., VORTAC; Palm Beach, Fla., VORTAC; 18,000; 45,000.

Section 95.7079 Jet Route No. 79 is amended by adding:

Palm Beach, Fla., VORTAC; Vero Beach, Fla., VORTAC; 18,000; 45,000.

Vero Beach, Fla., VORTAC; Daytona Beach, Fla., VORTAC; 18,000; 45,000.

Daytona Beach, Fla., VORTAC; Charleston, S.C., VORTAC; 18,000; 45,000.

Charleston, S.C., VORTAC; Wilmington, N.C., VORTAC; 18,000; 45,000.

Section 95.7079 Jet Route No. 79 is amended to delete:

Continental boundary; Wilmington, N.C., VORTAC; 18,000; 45,000.

Section 95.7103 Jet Route No. 103 is amended by adding:

Orlando, Fla., VORTAC; Daytona Beach, Fla., VORTAC; 18,000; 45,000.

Daytona Beach, Fla., VORTAC; Savannah, Ga., VORTAC; 18,000; 45,000.

2. By amending Subpart D as follows:

Section 95.8003 VOR Federal airway changeover points:

Airway segment: From; to—Changeover point: Distance; from

V-1 is amended by adding:

Jacksonville, Fla., VOR; Charleston, S.C., VOR; 79; Jacksonville.

V-96 is amended to delete:

Kokomo, Ind., VOR; Fort Wayne, Ind., VOR; 27; Fort Wayne.

V-298 is amended by adding:

Santa Catalina, Calif., VOR; Oceanside, Calif., VOR; 20; Santa Catalina.

V-252 is amended by adding:

Geneseo, N.Y., VOR; Binghamton, N.Y., VOR; 34; Geneseo.

V-307 is amended by adding:

Sandspit, British Columbia, VOR; Annette Island, Alaska, VOR; 45; Sandspit.

Annette Island, Alaska, VOR; Biorka Island, Alaska, VOR; 103; Annette Island.

Biorka Island, Alaska, VOR; Sisters Island, Alaska, VOR; 48; Biorka Island.

V-317 is amended by adding:

Annette Island, Alaska, VOR; Level Island, Alaska, VOR; 64; Annette Island.

Level Island, Alaska, VOR; Sisters Island, Alaska, VOR; 68; Level Island.

V-440 is amended by adding:

Sandspit, British Columbia, VOR; Biorka Island, Alaska, VOR; 113; Sandspit.

V-495 is amended to delete:

Biorka Island, Alaska, VOR; Sisters Island, Alaska, VOR; 48; Biorka Island.

## Airway segment: From; to—Changeover point: Distance; from

V-830 is amended to delete:

Memphis, Tenn., VOR; Jacks Creek, Tenn., VOR; 46; Memphis.

V-839 is amended to delete:

Fort Mill, S.C., VOR; Pulaski, Va., VOR; 86; Fort Mill.

V-843 is amended to delete:

Scotland, Ind., VOR; Bowling Green, Ky., VOR; 63; Scotland.

V-887 is amended to delete:

Jacks Creek, Tenn., VOR; Memphis, Tenn., VOR; 42; Jacks Creek.

J-15 is amended to delete:

San Antonio, Tex., VORTAC; Wink, Tex., VOR; 160; San Antonio.

(Secs. 307 and 1110 of the Federal Aviation Act of 1958; 49 U.S.C. 1348, 1510)

Issued in Washington, D.C., on November 23, 1965.

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

[F.R. Doc. 65-12859; Filed, Dec. 3, 1965; 8:45 a.m.]

## Title 7—AGRICULTURE

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

## SUBCHAPTER H—DETERMINATION OF WAGE RATES

[Sugar Determination 863.17; Interpretation]

## PART 863—SUGARCANE; FLORIDA

## Fair and Reasonable Wage Rates

Pursuant to the provisions of section 301(c) (1) of the Sugar Act of 1948, as amended (herein referred to as "act"), the following interpretation is made to clarify the regulations contained in the determination of fair and reasonable wage rates for sugarcane fieldworkers in Florida as set forth in § 863.17 of Chapter VIII of Title 7 of the Code of Federal Regulations (30 F.R. 13764), published October 29, 1965:

**Interpretation.** The wage rate as set forth in 7 CFR 863.17 for "Tractor drivers and operators of mechanical harvesting and loading equipment," was designed and intended and is interpreted to apply to the prime operators of mechanical harvesting or loading equipment. Other workers employed to assist in the operation of such equipment, such as harvester cutter blade operators, shall be paid not less than the wage rate set forth in the regulation for "All Other Workers."

**Statement of bases and considerations.** This interpretation provides that the minimum wage set forth in the wage determination for tractor drivers and operators of harvesting or loading equipment is applicable to the prime operators of such equipment. Other workers employed on mechanical harvesting or loading machines, such as a harvester topper blade operator, must be paid not less than the rate specified in the regulation for the classification "All Other Workers."

Florida sugarcane producers are developing mechanical harvesting ma-

chines to reduce the substantial number of workers required for the hand cutting of sugarcane. One of the major problems encountered in mechanical harvesting is the removal in the field of the tops of the sugarcane stalks. This extraneous material must be removed before the milling operation since it contains impurities which adversely affect sugar recoveries. One method followed by producers in Florida is to employ hand labor in the field to cut off the tops of sugarcane stalks with a machete. Another method is to attach to the harvesting machine a platform and cutting knives which are raised or lowered, depending upon the height of the cane, to sever the tops of the sugarcane stalks. The work of this harvester topper blade operator is relatively unskilled and requires a minimum of instruction or training. This classification of workers was not contemplated prior to the beginning of the 1965 crop harvesting season but has been a development resulting from the experimental work being conducted with harvesting machines. In the transitional stage of this experimental work it is possible that other worker classifications of lower skill than the prime operator may be required. In such event the applicable minimum wage for such other workers would be that established for the classification "All Other Workers."

(Sec. 403, 61 Stat. 932; 7 U.S.C. 1153; sec. 301, 61 Stat. 929, as amended; 7 U.S.C. 1132)

**Effective date.** December 1, 1965.

Signed at Washington, D.C., on November 30, 1965.

ORVILLE L. FREEMAN,  
Secretary.

[P.R. Doc. 65-13019; Filed, Dec. 3, 1965; 8:47 a.m.]

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

[Tangelo Reg. 29]

**PART 905—ORANGES, GRAPEFRUIT, TANGERINES, AND TANGELOS GROWN IN FLORIDA**

**Limitation of Shipments**

**§ 905.478 Tangelo Regulation 29.**

(a) *Findings.* (1) Pursuant to the marketing agreement, as amended, and Order No. 905, as amended (7 CFR Part 905; 30 F.R. 13933), regulating the handling of oranges, grapefruit, tangerines, and tangelos grown in Florida, effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601-674), and upon the basis of the recommendations of the committees established under the aforesaid amended marketing agreement and order, and upon other available information, it is hereby found that the limitation of shipments of tangelos, as hereinafter provided, will tend to effectuate the declared policy of the act.

(2) It is hereby further found that it is impracticable and contrary to the public interest to give preliminary notice, engage in public rule-making procedure, and postpone the effective date of this section until 30 days after publication thereof in the FEDERAL REGISTER (5 U.S.C. 1001-1011) because the time intervening between the date when information upon which this section is based became available and the time when this section must become effective in order to effectuate the declared policy of the act is insufficient; a reasonable time is permitted, under the circumstances, for preparation for such effective time; and good cause exists for making the provisions hereof effective as hereinafter set forth. Shipments of tangelos, grown in the production area, are presently subject to regulation by grades and sizes, pursuant to the amended marketing agreement and order; the recommendation and supporting information for regulation during the period specified herein were promptly submitted to the Department after an open meeting of the Growers Administrative Committee on November 30, 1965, such meeting was held to consider recommendations for regulation, after giving due notice of such meeting, and interested persons were afforded an opportunity to submit their views at this meeting; the provisions of this section, including the effective time hereof, are identical with the aforesaid recommendation of the committee, and information concerning such provisions and effective time has been disseminated among handlers of such tangelos; it is necessary, in order to effectuate the declared policy of the act, to make this section effective during the period hereinafter set forth so as to provide for the continued regulation of the handling of tangelos, and compliance with this section will not require any special preparation on the part of the persons subject thereto which cannot be completed by the effective time hereof.

(b) *Order.* (1) Terms used in the amended marketing agreement and order shall, when used herein, have the same meaning as is given to the respective term in said amended marketing agreement and order; and terms relating to grade, diameter, standard pack, and standard box, as used herein, shall have the same meaning as is given to the respective term in the U.S. Standards for Florida Oranges and Tangelos (§§ 51.1140-51.1178 of this title).

(2) Tangelo Regulation 28 (30 F.R. 12635) is hereby terminated at 12:01 a.m., e.s.t., December 6, 1965.

(3) During the period beginning at 12:01 a.m., e.s.t., December 6, 1965, and ending at 12:01 a.m., e.s.t., December 23, 1965, and beginning at 12:01 a.m., e.s.t., December 30, 1965, and ending at 12:01 a.m., e.s.t., August 1, 1966, no handler shall ship between the production area and any point outside thereof in the continental United States, Canada, or Mexico:

(i) Any tangelos, grown in the production area, which do not grade at least U.S. No. 1 Russet; or

(ii) Any tangelos, grown in the production area, which are of a size smaller than 2 $\frac{3}{16}$  inches in diameter, except that a tolerance of 10 percent, by count, of tangelos smaller than such minimum diameter shall be permitted, which tolerance shall be applied in accordance with the provisions for the application of tolerances specified in said U.S. Standards for Florida Oranges and Tangelos.

(4) During the period beginning at 12:01 a.m., e.s.t., December 23, 1965, and ending at 12:01 a.m., e.s.t., December 30, 1965, no handler shall ship between the production area and any point outside thereof in the continental United States, Canada, or Mexico, any tangelos, grown in the production area.

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

Dated: December 1, 1965.

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

[P.R. Doc. 65-13055; Filed, Dec. 3, 1965; 8:47 a.m.]

[Tangerine Reg. 30]

**PART 905—ORANGES, GRAPEFRUIT, TANGERINES, AND TANGELOS GROWN IN FLORIDA**

**Limitation of Shipments**

**§ 905.477 Tangerine Regulation 30.**

(a) *Findings.* (1) Pursuant to the marketing agreement, as amended, and Order No. 905, as amended (7 CFR Part 905; 30 F.R. 13933), regulating the handling of oranges, grapefruit, tangerines, and tangelos grown in Florida, effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601-674), and upon the basis of the recommendations of the committees established under the aforesaid amended marketing agreement and order, and upon other available information, it is hereby found that the limitation of shipments of tangerines, as hereinafter provided, will tend to effectuate the declared policy of the act.

(2) It is hereby further found that it is impracticable and contrary to the public interest to give preliminary notice, engage in public rule-making procedure, and postpone the effective date of this section until 30 days after publication thereof in the FEDERAL REGISTER (5 U.S.C. 1001-1011) because the time intervening between the date when information upon which this section is based became available and the time when this section must become effective in order to effectuate the declared policy of the act is insufficient; a reasonable time is permitted, under the circumstances, for preparation for such effective time; and good cause exists for making the provisions hereof effective as hereinafter set forth. Shipments of tangerines, grown in the production area, are presently subject to regulation by grades and sizes, pursuant to the amended marketing agreement and order; the recommendation and sup-

porting information for regulation during the period specified herein were promptly submitted to the Department after an open meeting of the Growers Administrative Committee on November 30, 1965, such meeting was held to consider recommendations for regulation, after giving due notice of such meeting, and interested persons were afforded an opportunity to submit their views at this meeting; the provisions of this section, including the effective time hereof, are identical with the aforesaid recommendation of the committee, and information concerning such provisions and effective time has been disseminated among handlers of such tangerines; it is necessary, in order to effectuate the declared policy of the act, to make this section effective during the period hereinafter set forth so as to provide for the continued regulation of the handling of tangerines, and compliance with this section will not require any special preparation on the part of the persons subject thereto which cannot be completed by the effective time hereof.

(b) *Order.* (1) Terms used in the amended marketing agreement and order shall, when used herein, have the same meaning as is given to the respective term in said amended marketing agreement and order; and terms relating to grade, diameter, and standard pack, as used herein, shall have the same meaning as is given to the respective term in the U.S. Standards for Florida Tangerines (§§ 51.1810-51.1834 of this title).

(2) Tangerine Regulation 29 (30 F.R. 14263) is hereby terminated at 12:01 a.m., e.s.t., December 6, 1965.

(3) During the period beginning at 12:01 a.m., e.s.t., December 6, 1965, and ending at 12:01 a.m., e.s.t., December 23, 1965, and beginning at 12:01 a.m., e.s.t., December 30, 1965, and ending at 12:01 a.m., e.s.t., August 1, 1966, no handler shall ship between the production area and any point outside thereof in the continental United States, Canada, or Mexico:

(i) Any tangerines, grown in the production area, which do not grade at least U.S. No. 1 Russet; or

(ii) Any tangerines, grown in the production area, which are of a size smaller than  $2\frac{1}{16}$  inches in diameter, except that a tolerance of 10 percent, by count, of tangerines smaller than such minimum diameter shall be permitted, which tolerance shall be applied in accordance with the provisions for the application of tolerances specified in said U.S. Standards for Florida Tangerines.

(4) During the period beginning at 12:01 a.m., e.s.t., December 23, 1965, and ending at 12:01 a.m., e.s.t., December 30, 1965, no handler shall ship between the production area and any point outside thereof in the continental United States, Canada, or Mexico, any tangerines, grown in the production area.

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

Dated: December 1, 1965.

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

[F.R. Doc. 65-13056; Filed, Dec. 3, 1965; 8:47 a.m.]

[Orange Reg. 51]

## PART 905—ORANGES, GRAPEFRUIT, TANGERINES, AND TANGELOS GROWN IN FLORIDA

### Limitation of Shipments

#### § 905.476 Orange Regulation 51.

(a) *Findings.* (1) Pursuant to the marketing agreement, as amended, and Order No. 905, as amended (7 CFR Part 905, 30 F.R. 13933) regulating the handling of oranges, grapefruit, tangerines, and tangelos grown in Florida, effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601-674), and upon the basis of the recommendations of the committees established under the aforesaid amended marketing agreement and order, and upon other available information, it is hereby found that the limitation of shipments of oranges, including Temple and Murcott Honey oranges, as hereinafter provided, will tend to effectuate the declared policy of the act.

(2) It is hereby further found that it is impracticable and contrary to the public interest to give preliminary notice, engage in public rule-making procedure, and postpone the effective date of this section until 30 days after publication thereof in the FEDERAL REGISTER (5 U.S.C. 1001-1011) because the time intervening between the date when information upon which this section is based became available and the time when this section must become effective in order to effectuate the declared policy of the act is insufficient; a reasonable time is permitted, under the circumstances, for preparation for such effective time; and good cause exists for making the provisions hereof effective as hereinafter set forth. Shipments of oranges, including Temple oranges, but not including Murcott Honey oranges, grown in the production area, are presently subject to regulation by grades and sizes, pursuant to the amended marketing agreement and order; the recommendation and supporting information for regulation during the period specified herein were promptly submitted to the Department after an open meeting of the Growers Administrative Committee on November 30, 1965, such meeting was held to consider recommendations for regulation, after giving due notice of such meeting, and interested persons were afforded an opportunity to submit their views at this meeting; the provisions of this section, including the effective time hereof, are identical with the aforesaid recommen-

dation of the committee, and information concerning such provisions and effective time has been disseminated among handlers of such oranges; it is necessary, in order to effectuate the declared policy of the act, to make this section effective during the period hereinafter set forth so as to provide for the continued regulation of the handling of oranges, including Temple and Murcott Honey oranges, and compliance with this section will not require any special preparation on the part of the persons subject thereto which cannot be completed by the effective time hereof.

(b) *Order.* (1) Terms used in the amended marketing agreement and order shall, when used herein, have the same meaning as is given to the respective term in said amended marketing agreement and order; and terms relating to grade, diameter, standard pack, and standard box, as used herein, shall have the applicable meaning given to the respective term in the U.S. Standards for Florida Oranges and Tangelos (§§ 51.1140-51.1178 of this title) or in Regulation 105-1.02 of the regulations of the Florida Citrus Commission.

(2) Orange Regulation 50 (30 F.R. 14263) is hereby terminated at 12:01 a.m., e.s.t., December 6, 1965.

(3) During the period beginning at 12:01 a.m., e.s.t., December 6, 1965, and ending at 12:01 a.m., e.s.t., December 23, 1965, and beginning at 12:01 a.m., e.s.t., December 30, 1965, and ending at 12:01 a.m., e.s.t., August 1, 1966, no handler shall ship between the production area and any point outside thereof in the continental United States, Canada, or Mexico:

(i) Any oranges, except Temple and Murcott Honey oranges, grown in the production area, which do not grade at least Florida Special No. 1 grade for oranges (including tangelos, Temples, and Murcott Honey oranges);

(ii) Any oranges, except Temple and Murcott Honey oranges, grown in the production area, which are of a size smaller than  $2\frac{1}{16}$  inches in diameter, except that a tolerance of 10 percent, by count, of oranges smaller than such minimum diameter shall be permitted, which tolerance shall be applied in accordance with the provisions for the application of tolerances specified in said U.S. Standards for Florida Oranges and Tangelos: *Provided*, That in determining the percentage of oranges in any lot which are smaller than  $2\frac{1}{16}$  inches in diameter, such percentage shall be based only on those oranges in such lot which are of a size  $2\frac{1}{16}$  inches in diameter or smaller;

(iii) Any Temple oranges, grown in the production area, which do not grade at least U.S. No. 1 Russet;

(iv) Any Temple oranges, grown in the production area, which are of a size smaller than  $2\frac{1}{16}$  inches in diameter, except that a tolerance of 10 percent, by count, of Temple oranges smaller than such minimum diameter shall be per-

mitted, which tolerance shall be applied in accordance with the provisions for the application of tolerances specified in the aforesaid U.S. Standards for Florida Oranges and Tangelos;

(v) Any Murcott Honey oranges, grown in the production area, which do not grade at least U.S. No. 1 Russet; or

(vi) Any Murcott Honey oranges, grown in the production area, which are of a size smaller than  $2\frac{1}{16}$  inches in diameter, except that a tolerance of 10 percent, by count, of Murcott Honey oranges smaller than such minimum diameter shall be permitted, which tolerance shall be applied in accordance with the provisions for the application of tolerances specified in the U.S. Standards for Florida Orange and Tangelos.

(4) During the period beginning at 12:01 a.m., e.s.t., December 23, 1965, and ending at 12:01 a.m., e.s.t., December 30, 1965, no handler shall ship between the production area and any point outside thereof in the continental United States, Canada, or Mexico, any oranges, including Temple and Murcott Honey oranges, grown in the production area.

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

Dated: December 1, 1965.

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

[F.R. Doc. 65-13057; Filed, Dec. 3, 1965; 8:47 a.m.]

[Grapefruit Reg. 60]

**PART 905—ORANGES, GRAPEFRUIT, TANGERINES, AND TANGELOS GROWN IN FLORIDA**

**Limitation of Shipments**

**§ 905.475 Grapefruit Regulation 60.**

(a) Findings. (1) Pursuant to the marketing agreement, as amended, and Order No. 905, as amended (7 CFR Part 905; 30 F.R. 13933), regulating the handling of oranges, grapefruit, tangerines, and tangelos grown in Florida, effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601-674), and upon the basis of the recommendations of the committees established under the aforesaid amended marketing agreement and order, and upon other available information, it is hereby found that the limitation of shipments of grapefruit, as hereinafter provided, will tend to effectuate the declared policy of the act.

(2) It is hereby further found that it is impracticable and contrary to the public interest to give preliminary notice, engage in public rule-making procedure, and postpone the effective date of this section until 30 days after publication thereof in the FEDERAL REGISTER (5 U.S.C. 1001-1011) because the time intervening between the date when information upon which this section is based became available and the time when this section must become effective in order to effectuate the declared policy of the act is insufficient;

a reasonable time is permitted, under the circumstances, for preparation for such effective time; and good cause exists for making the provisions hereof effective as hereinafter set forth. Shipments of all grapefruit, grown in the production area, are presently subject to regulation by grades and sizes, pursuant to the amended marketing agreement and order; the recommendation and supporting information for regulation during the period specified herein were promptly submitted to the Department after an open meeting of the Growers Administrative Committee on November 30, 1965, such meeting was held to consider recommendations for regulation, after giving due notice of such meeting, and interested persons were afforded an opportunity to submit their views at this meeting; the provisions of this section, including the effective time hereof, are identical with the aforesaid recommendation of the committee and information concerning such provisions and effective time has been disseminated among handlers of such grapefruit; it is necessary, in order to effectuate the declared policy of the act, to make this section effective during the period hereinafter set forth so as to provide for the continued regulation of the handling of grapefruit, and compliance with this section will not require any special preparation on the part of the persons subject thereto which cannot be completed by the effective time hereof.

(b) Order. (1) Terms used in the amended marketing agreement and order shall, when used herein, have the same meaning as is given to the respective term in said amended marketing agreement and order; and terms relating to grade, diameter, standard pack, and standard box, as used herein, shall have the same meaning as is given to the respective term in the U.S. Standards for Florida Grapefruit (§§ 51.750-51.783 of this title).

(2) Grapefruit Regulation 59 (30 F.R. 14262) is hereby terminated at 12:01 a.m., e.s.t., December 6, 1965.

(3) During the periods beginning at 12:01 a.m., e.s.t., December 6, 1965, and ending at 12:01 a.m., e.s.t., December 23, 1965, and beginning at 12:01 a.m., e.s.t., December 30, 1965, and ending at 12:01 a.m., e.s.t., August 1, 1966, no handler shall ship between the production area and any point outside thereof in the continental United States, Canada, or Mexico:

(i) Any seeded grapefruit, grown in the production area, which do not grade at least U.S. No. 1 Golden;

(ii) Any seedless grapefruit, grown in Regulation Area I, which do not grade at least U.S. No. 1 Golden;

(iii) Any seedless grapefruit, grown in Regulation Area II, which do not grade at least U.S. No. 1 Golden; *Provided*, That such grapefruit which grade U.S. No. 2 or U.S. No. 2 Bright may be shipped if such grapefruit meet the requirements as to form (shape) and color specified in the U.S. No. 1 grade;

(iv) Any seeded grapefruit, grown in the production area, which are smaller than  $3\frac{1}{16}$  inches in diameter, except

that a tolerance of 10 percent, by count, of seeded grapefruit smaller than such minimum size shall be permitted, which tolerance shall be applied in accordance with the provisions for the application of tolerances, specified in the U.S. Standards for Florida Grapefruit; or

(v) Any seedless grapefruit, grown in the production area, which are smaller than  $3\frac{1}{16}$  inches in diameter, except that a tolerance of 10 percent, by count, of seedless grapefruit smaller than such minimum size shall be permitted, which tolerance shall be applied in accordance with the provisions for the application of tolerances, specified in said U.S. Standards for Florida Grapefruit.

(4) During the period beginning at 12:01 a.m., e.s.t., December 23, 1965, and ending at 12:01 a.m., e.s.t., December 30, 1965, no handler shall ship between the production area and any point outside thereof in the continental United States, Canada, or Mexico, any variety of grapefruit, grown in the production area.

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

Dated: December 1, 1965.

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

[F.R. Doc. 65-13058; Filed, Dec. 3, 1965; 8:47 a.m.]

[Navel Orange Reg. 89]

**PART 907—NAVEL ORANGES GROWN IN ARIZONA AND DESIGNATED PART OF CALIFORNIA**

**Limitation of Handling**

**§ 907.389 Navel Orange Regulation 89.**

(a) Findings. (1) Pursuant to the marketing agreement, as amended, and Order No. 907, as amended (7 CFR Part 907), regulating the handling of navel oranges grown in Arizona and designated part of California, effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601-674), and upon the basis of the recommendations and information submitted by the Navel Orange Administrative Committee, established under the said amended marketing agreement and order, and upon other available information, it is hereby found that the limitation of handling of such navel oranges, as hereinafter provided, will tend to effectuate the declared policy of the act.

(2) It is hereby further found that it is impracticable and contrary to the public interest to give preliminary notice, engage in public rule-making procedure, and postpone the effective date of this section until 30 days after publication hereof in the FEDERAL REGISTER (5 U.S.C. 1001-1011) because the time intervening between the date when information upon which this section is based became available and the time when this section must become effective in order to effectuate the declared policy of the act is insufficient, and a reasonable time is permitted, under the cir-

circumstances, for preparation for such effective time; and good cause exists for making the provisions hereof effective as hereinafter set forth. The committee held an open meeting during the current week, after giving due notice thereof, to consider supply and market conditions for navel oranges and the need for regulation; interested persons were afforded an opportunity to submit information and views at this meeting; the recommendation and supporting information for regulation during the period specified herein were promptly submitted to the Department after such meeting was held; the provisions of this section, including its effective time, are identical with the aforesaid recommendation of the committee, and information concerning such provisions and effective time has been disseminated among handlers of such navel oranges; it is necessary, in order to effectuate the declared policy of the act, to make this section effective during the period herein specified; and compliance with this section will not require any special preparation on the part of persons subject hereto which cannot be completed on or before the effective date hereof. Such committee meeting was held on December 2, 1965.

(b) *Order.* (1) The respective quantities of Navel oranges grown in Arizona and designated part of California which may be handled during the period beginning at 12:01 a.m., P.s.t., December 5, 1965, and ending at 12:01 a.m., P.s.t., December 12, 1965, are hereby fixed as follows:

- (i) District 1: 1,700,000 cartons;
- (ii) District 2: 37,960 cartons;
- (iii) District 3: 200,000 cartons;
- (iv) District 4: 60,000 cartons.

(2) As used in this section, "handled," "District 1," "District 2," "District 3," "District 4," and "carton" have the same meaning as when used in said amended marketing agreement and order.

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

Dated: December 3, 1965.

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

[F.R. Doc. 65-13086; Filed, Dec. 3, 1965; 11:22 a.m.]

[Lemon Reg. 191]

## PART 910—LEMONS GROWN IN CALIFORNIA AND ARIZONA

### Limitation of Handling

#### § 910.491 Lemon Regulation 191.

(a) *Findings.* (1) Pursuant to the marketing agreement, as amended, and Order No. 910, as amended (7 CFR Part 910), regulating the handling of lemons grown in California and Arizona, effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601-674), and upon the basis of the recommendations and information submitted by the Lemon Administrative Committee,

established under the said amended marketing agreement and order, and upon other available information, it is hereby found that the limitation of handling of such lemons, as hereinafter provided, will tend to effectuate the declared policy of the act.

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

(b) *Order.* (1) The respective quantities of lemons grown in California and Arizona which may be handled during the period beginning at 12:01 a.m., P.s.t., December 5, 1965, and ending at 12:01 a.m., P.s.t., December 12, 1965, are hereby fixed as follows:

- (i) District 1: 37,200 cartons;
- (ii) District 2: 79,050 cartons;
- (iii) District 3: Unlimited movement.

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

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

Dated: December 1, 1965.

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

[F.R. Doc. 65-13060; Filed, Dec. 3, 1965; 8:47 a.m.]

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

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

[CCC Grain Price Support Regs., Amdt. 5]

## PART 1421—GRAINS AND SIMILARLY HANDLED COMMODITIES

### Subpart—General Regulations Governing Price Support for the 1964 and Subsequent Crops

#### ELIGIBLE PRODUCERS

The regulations issued by the Commodity Credit Corporation published in 29 F.R. 2686 as amended, 29 F.R. 7662, 30 F.R. 4750, 30 F.R. 9088, and 30 F.R. 9877 and containing the General Regulations Governing Price Support for the 1964 and Subsequent Crops of Grains and Similarly Handled Commodities are hereby further amended as follows:

Section 1421.52(a) is amended by deleting the last sentence of the paragraph, and a new paragraph (g) is added to provide that an approved cooperative marketing association may obtain price support on certain commodities in behalf of its producer-members. The amended and added portions of § 1421.52 read as follows:

#### § 1421.52 Eligible producers.

(a) *Producer.* An eligible producer of a crop of a commodity shall be an individual, partnership, association, corporation, estate, trust, State or political subdivision or agency thereof, or other legal entity (1) which produces such crop as landowner, landlord, tenant, or sharecropper, or in the case of rice, furnishes water for a share of the rice crop, and (2) which meets the requirements for eligibility for price support contained in the regulations in this subpart.

(g) *Approved cooperative.* In the case of dry edible beans, rice, soybeans, and tung oil, an approved cooperative marketing association which meets the applicable requirements of the regulations in Part 1425 of this chapter shall be eligible to obtain price support in behalf of its members who are eligible producers. The term "producer" as used in this subpart and on applicable price support forms shall refer both to an eligible producer as defined in paragraphs (a), (b), and (c) of this section and to an approved marketing association as defined in this paragraph (g).

*Effective date.* This amendment shall become effective on publication in the FEDERAL REGISTER.

Signed at Washington, D.C., on December 1, 1965.

R. P. BRACH,  
Acting Executive Vice President,  
Commodity Credit Corporation.

[F.R. Doc. 65-13021; Filed, Dec. 3, 1965; 8:47 a.m.]

[CCC Grain Price Support Reg., 1965-Crop Flaxseed Supp., Amdt. 2]

**PART 1421—GRAINS AND SIMILARLY HANDLED COMMODITIES**

**Subpart—1965 Crop Flaxseed Loan and Purchase Program**

**SUPPORT RATES**

The regulations issued by the Commodity Credit Corporation published in 30 F.R. 8823 and 10835 and containing the specific requirements of the 1965-crop flaxseed loan and purchase program are hereby amended to establish a basic county support rate for Madison County, Mont.

Section 1421.3050(d) is amended by inserting, between the counties of McCone and Musselshell under the heading "Montana," the following:

Madison ----- \$2.36  
(Sec. 4, 62 Stat. 1070, as amended; sec. 5, 62 Stat. 1072; secs. 301, 401, 63 Stat. 1054; 15 U.S.C. 714 b and c, 7 U.S.C. 1447, 1421)

*Effective date.* Upon publication in the FEDERAL REGISTER.

Signed at Washington, D.C., on December 1, 1965.

R. P. BEACH,  
*Acting Executive Vice President,  
Commodity Credit Corporation.*

[F.R. Doc. 65-13020; Filed, Dec. 3, 1965; 8:47 a.m.]

[CCC Grain Price Support Regs.; 1965-Crop Corn Supp., Amdt. 1]

**PART 1421—GRAINS AND SIMILARLY HANDLED COMMODITIES**

**Subpart—1965-Crop Corn Loan and Purchase Program**

**SUPPORT RATES**

*Correction*

In F.R. Doc. 65-12207 appearing at page 14361 in the issue for Wednesday, November 17, 1965, the rate per bushel figure for Henry County, Ill., now reads "1.06". It is corrected to read "1.05".

**Title 8—ALIENS AND NATIONALITY**

**Chapter I—Immigration and Naturalization Service, Department of Justice**

**SUBCHAPTER B—IMMIGRATION REGULATIONS**

**PART 243—DEPORTATION OF ALIENS IN THE UNITED STATES**

**Implementation of Act of October 3, 1965**

*Correction*

In F.R. Doc. 65-12796 appearing at page 14772 in the issue for Tuesday, November 30, 1965, the penultimate line in the paragraph amending § 243.3 now reads: " \* \* \* under section 203(a) of the Act who \* \* \* ". It is corrected to read: " \* \* \* under section 203(a) (3) of the Act who \* \* \* ".

**Title 24—HOUSING AND HOUSING CREDIT**

**Chapter II—Federal Housing Administration, Department of Housing and Urban Development**

**MISCELLANEOUS AMENDMENTS TO CHAPTER**

The following miscellaneous amendments have been made to this chapter:

**SUBCHAPTER A—GENERAL**

**PART 200—INTRODUCTION**

**Subpart I—Nondiscrimination and Equal Opportunity in Housing**

Section 200.320 is amended to read as follows:

§ 200.320 Subdivision report, multifamily preapplication analysis and land development insurance requirements.

All requests for a subdivision report under home mortgage procedures or requests for preapplication analysis of multifamily projects or for preapplication analysis of land development insurance projects shall be accompanied by a statement of the applicant in which he agrees to comply with the regulations in this subpart. The statement shall be in a form satisfactory to the Commissioner. Section 200.325 is amended to read as follows:

§ 200.325 Corporate charters and regulatory agreements.

Corporate charters, regulatory agreements and other instruments relating to multifamily projects or land development insurance projects insured pursuant to applications received after November 20, 1962, under which the Commissioner exercises controls over rentals or methods of operation of mortgages participating in housing programs of the Federal Housing Administration shall contain provisions requiring compliance with the regulations in this subpart.

(Sec. 2, 48 Stat. 1246, as amended; sec. 211, 52 Stat. 23, as amended; sec. 607, 55 Stat. 61, as amended; sec. 712, 62 Stat. 1281, as amended; sec. 907, 65 Stat. 301, as amended; sec. 807, 69 Stat. 851, as amended; 12 U.S.C. 1703, 1715b, 1742, 1747k, 1748f, 1750f)

In Chapter II a new Subchapter V and new Part 1000 are added as follows:

**SUBCHAPTER V—LAND DEVELOPMENT INSURANCE**

**PART 1000—MORTGAGE INSURANCE FOR LAND DEVELOPMENT**

**Subpart A—Eligibility Requirements**

**DEFINITIONS**

Sec. 1000.1 Definitions.  
**PRELIMINARY EXAMINATION AND APPLICATION**  
1000.5 Preliminary examination.  
1000.7 Piling of application.

**FEES AND CHARGES**

1000.10 Application fee.  
1000.12 Commitment fee.

Sec. 1000.17	Fees on increases.
1000.20	Transfer fee.
1000.22	Refund of fees.
1000.25	Maximum charges by mortgagee.
	<b>ELIGIBLE MORTGAGORS</b>
1000.30	Eligible mortgagors.
	<b>ELIGIBLE MORTGAGES</b>
1000.35	Qualification of lenders.
	<b>ELIGIBLE MORTGAGES</b>
1000.40	Mortgage forms.
1000.42	Eligibility of property.
1000.45	Mortgage lien.
1000.47	Maximum mortgage maturity.
1000.50	Maximum interest rate.
1000.52	Maximum mortgage amount—dollar limitation.
1000.55	Maximum mortgage amount—loan-to-value limitation.
1000.57	Reduced mortgage amount—leaseholds.
1000.60	Application of payments.
1000.62	Standard for acceptability.
1000.65	Zoning, deed or building restrictions.
1000.67	Issuance of bonds secured by trust indenture.
	<b>COMMITMENT TO INSURE</b>
1000.70	Issuance of commitment.
1000.72	Types of commitment.
1000.73	Term of commitment.
1000.75	Reopening of expired commitment.
1000.77	Extension of commitment.
	<b>INSURANCE OF ADVANCES</b>
1000.80	Building loan agreement.
1000.82	Assurance of completion.
	<b>SPECIAL REQUIREMENTS</b>
1000.85	Land development criteria.
1000.87	Equity requirements.
1000.90	Escrow for offsite utilities and streets.
1000.92	Water and sewerage facilities.
	<b>PREVAILING WAGE REQUIREMENTS</b>
1000.95	Labor standards.
1000.97	Ineligible contractors.
1000.100	Ineligible advances.
1000.102	Wage certificate.
1000.105	Discrimination prohibited.
	<b>COST CERTIFICATION REQUIREMENTS</b>
1000.110	Certification of cost requirements.
1000.112	Form of contract.
1000.115	Certificate as to subcontracts.
1000.117	Certificate of actual cost—contents in general.
1000.120	Certificate of actual cost—fixed fee or no contract.
1000.122	Certificate of actual cost—subcontractor's cost.
1000.125	Contractor's certification—fixed fee contract.
1000.127	Records.
1000.130	Certificate of public accountant.
1000.132	Reduction in mortgage amount.
1000.135	Effect of agreement.
1000.137	Cost certification incontestable.
	<b>TITLE</b>
1000.140	Eligibility of title.
1000.142	Title evidence.
	<b>AMENDMENTS AND EFFECTIVE DATE</b>
1000.145	Amendment of regulations.
1000.147	Effective date.
	<b>Subpart B—Contract Rights and Obligations</b>
1000.251	Incorporation by reference.
1000.253	Mortgage insurance premium.
1000.255	Amendment of regulations.
1000.260	Effective date.
	<b>AUTHORITY:</b> The provisions of this Part 1000 issued under sec. 1010, 79 Stat. 464; 12 U.S.C. 1749jj.

## Subpart A—Eligibility Requirements

## DEFINITIONS

## § 1000.1 Definitions.

As used in this subpart, the following terms shall have the meaning indicated:

(a) "Act" means the National Housing Act.

(b) "Administrator" means the Housing and Home Finance Administrator or his authorized representatives.

(c) "Commissioner" means the Federal Housing Commissioner or his authorized representatives.

(d) "Improvements" mean water lines and water supply installations, sewer lines and sewage disposal installations, roads, streets, curbs, gutters, sidewalks, storm drainage facilities, and other installations or work, whether on or off the site of the mortgaged property, which the Commissioner deems necessary or desirable to prepare land primarily for residential and related uses or to provide facilities for public or common use. These public or common facilities shall include only such buildings as are needed in connection with water supply or sewage disposal installations and such buildings, other than schools, as the Commissioner considers appropriate, which are to be owned and maintained jointly by the property owners.

(e) "Insured mortgage" means a mortgage insured by the endorsement of the credit instrument by the Commissioner.

(f) "Land development" means the process of making, installing, or constructing improvements.

(g) "Local public body" means a county, city, or other political subdivision within which a land development project or part of such project is established, and any other political subdivision, public agency, or instrumentality of one or more States, counties, or political subdivisions empowered under law to take or withhold any action required in connection with the establishment of such project.

(h) "Maturity date" means the date on which the mortgage indebtedness would be extinguished if paid in accordance with the payments provided for in the mortgage.

(i) "Mortgage" means such a first lien upon real estate and other property as is commonly given to secure advances on, or the unpaid purchase price of, real estate under the laws of the State, district or territory in which the real estate is located, together with the credit instrument or instruments, if any, secured thereby.

(j) "Mortgagee" means the original lender under a mortgage, and its successors and assigns, and includes the holders of credit-instruments issued under a trust indenture, mortgage or deed of trust pursuant to which such holders act by and through a trustee therein named.

(k) "Mortgagor" means the original borrower under a mortgage and its successors and assigns.

(l) "Project" means the land development and improvements which meet the land development criteria established by

the Commissioner and which are to be paid for in part with proceeds of an insured mortgage or mortgages.

(p) "State" includes the several States, Puerto Rico, the District of Columbia, Guam, and the Virgin Islands.

## PRELIMINARY EXAMINATION AND APPLICATION

## § 1000.5 Preliminary examination.

Prior to the filing of an application, the sponsor of a land development project shall request and be given an analysis of the proposed project. No fee shall be charged for the analysis.

## § 1000.7 Filing of application.

An application for insurance of a mortgage on a project shall be submitted by an approved mortgagee and by the sponsors of such project through the local FHA office on an approved FHA form. No application shall be considered unless the information, documents, and exhibits required by the application are furnished, and the application fee paid.

## FEES AND CHARGES

## § 1000.10 Application fee.

An application fee of \$1.50 per thousand of the face amount of the mortgage loan applied for shall accompany the application.

## § 1000.12 Commitment fee.

A commitment fee which, when added to the application fee will aggregate \$4.50 per thousand dollars of the face amount of the loan set forth in the commitment, shall be paid within 30 days after the date of the commitment.

## § 1000.17 Fees on increases.

(a) *Increase in commitment prior to endorsement*—(1) *Additional application fee.* Upon an application, filed prior to initial endorsement (or prior to endorsement in a case involving insurance upon completion), for an increase in the amount of an outstanding commitment, an additional application fee of \$1.50 per thousand dollars computed upon the amount of the increase requested shall accompany the application.

(2) *Additional commitment fee.* Any increase in the amount of a commitment shall be subject to payment of an additional commitment fee which, when added to the additional application fee, will aggregate \$4.50 per thousand dollars of the amount of the increase. The additional commitment fee shall be paid within 30 days after the date of the issuance of the amended commitment. If the additional commitment fee is not paid within 30 days, the commitment for the increased amount shall expire and the previous commitment shall be reinstated.

(b) *Increase in mortgage between initial and final endorsement*—(1) *Additional application fee.* Upon an application, filed between initial and final endorsement, for an increase in the amount of the mortgage, either by amendment, by substitution of a new mortgage or by the addition of a separate mortgage or mortgages, an additional application fee

of \$1.50 per thousand dollars computed on the amount of the increase requested shall accompany the application.

(2) *Additional commitment fee.* The approval of any increase in the amount of the mortgage shall be subject to payment of an additional commitment fee which, when added to the additional application fee, will aggregate \$4.50 per thousand dollars of the amount of the increase granted.

## § 1000.20 Transfer fee.

Upon application for approval of a case involving the transfer of physical assets or involving the substitution of mortgagor, a transfer fee of 50 cents per thousand dollars shall be paid on the original face amount of the mortgage.

## § 1000.22 Refund of fees.

If an application is rejected before it is assigned for processing, or in such other instances as the Commissioner may determine, the entire application fee or any portion thereof may be returned to the applicant. Commitment and re-opening fees may be refunded, in whole or in part, if it is determined by the Commissioner that there is a lack of need for the project or that the development or financing of the project has been prevented because of condemnation proceedings or other type of legal action taken by a governmental body or public agency, or in such other instances as the Commissioner may determine. A transfer fee may be refunded only in such instances as the Commissioner may determine.

## § 1000.25 Maximum charges by mortgagor.

The mortgagor may collect from the mortgagee the amount of the fees provided for in this subpart and may charge the mortgagor an initial service charge in an amount not to exceed 1½ percent of the original principal amount of the mortgage. Any additional charges shall be subject to prior approval of the Commissioner.

## ELIGIBLE MORTGAGORS

## § 1000.30 Eligible mortgagors.

(a) *General requirements.* In order to be eligible as a mortgagor under this subpart, the applicant must be a mortgagor approved by the Commissioner, which is regulated or restricted by the Commissioner as to capital structure, use of property and methods of operation. A public body shall not be eligible for approval as a mortgagor. The regulation or restriction of the mortgagor shall continue until the termination of all obligations of the Commissioner under the insurance contract and during such further period of time as the Commissioner shall be the owner, holder, or reinsurer of the mortgage. The regulation or restriction may be in the form of a regulatory agreement, corporate charter or such other means as the Commissioner may approve.

(b) *Special requirements—water or sewer systems.* The owner of a privately or cooperatively owned water or sewer system may be approved as a mortgagor.



Such mortgagor shall be regulated by the Commissioner with respect to capital structure, methods of operation, rate of return, user rates and charges, and the terms and conditions of any sale or transfer. This regulation by the Commissioner shall continue for the entire period of private or cooperative ownership or until the Commissioner is satisfied that adequate provision exists, through governmental regulation or other means, to protect the system users as to the methods of operation, rates, charges, and disposition of such system.

**ELIGIBLE MORTGAGES**

**§ 1000.35 Qualification of lenders.**

The provisions of §§ 203.1 through 203.4 and 203.6 through 203.9 of this chapter shall govern the eligibility, qualifications and requirements of mortgagees under this subpart.

**ELIGIBLE MORTGAGES**

**§ 1000.40 Mortgage forms.**

(a) *Approval of forms.* The mortgage shall be executed upon a form approved by the Commissioner for use in the jurisdiction where the project is located.

(b) *Changes in form.* No changes in the approved form shall be made without the prior written approval of the Commissioner.

**§ 1000.42 Eligibility of property.**

A mortgage to be eligible for insurance shall be on real estate held:

- (a) In fee simple; or
- (b) Under a lease for not less than 99 years which is renewable; or
- (c) Under a lease having a term which is determined by the Commissioner as sufficient to cover the period for development of the project plus the period necessary to meet the leasehold eligibility requirements for obtaining the FHA financing of the dwelling units to be constructed upon completion of the project.

**§ 1000.45 Mortgage lien.**

The mortgagor shall certify at the time application is made for the final insured advance of mortgage proceeds, with respect to that portion of the mortgaged property not released from the lien of the mortgage, that:

(a) The mortgage is the first lien upon that portion of the project upon which the improvements (exclusive of those involving facilities intended for public use that are in public ownership) have been made or constructed.

(b) The property upon which the improvements have been made or constructed is covered by a mortgage which is free and clear of all liens other than the insured mortgage and such other liens as may be approved by the Commissioner; and

(c) There will not be outstanding any other unpaid obligations in connection with the mortgage transaction, the purchase of the mortgaged property, or the improvements which have been made or constructed, except obligations approved by the Commissioner.

**§ 1000.47 Maximum mortgage maturity.**

The mortgage shall have a maturity not to exceed 7 years from the date of initial endorsement or such longer maturity as the Commissioner deems reasonable in the case of a privately owned system for water or sewerage, and shall contain amortization or sinking fund provisions satisfactory to the Commissioner.

**§ 1000.50 Maximum interest rate.**

The mortgage may bear interest at such rate as may be agreed upon by the mortgagee and the mortgagor but in no case shall the interest rate exceed 5 1/4 percent per annum.

**§ 1000.52 Maximum mortgage amount—dollar limitation.**

A mortgage or the total principal obligation of all mortgages for any one project shall at no time exceed \$10,000,000.

**§ 1000.55 Maximum mortgage amount—loan-to-value limitation.**

A mortgage shall involve a principal obligation not in excess of the lesser of the following:

- (a) 75 percent of the Commissioner's estimated value of the property covered by the mortgage security as of the completion of the development to be financed with assistance under this part; or
- (b) 50 percent of the Commissioner's estimated value of the land before development plus 90 percent of the Commissioner's estimated cost of such development.

**§ 1000.57 Reduced mortgage amount—leaseholds.**

In the event the mortgage is on a leasehold estate rather than a fee simple holding, the maximum mortgage amount based upon the limitations of this part is subject to reduction by an amount equal to the capitalized value of the ground rent.

**§ 1000.60 Application of payments.**

The mortgage shall contain a provision satisfactory to the Commissioner, setting forth the manner in which the mortgagee shall apply payments. No prepayment penalty will be permitted.

**§ 1000.62 Standard for acceptability.**

In order for a mortgage to be acceptable for insurance, the property or project shall represent a good mortgage insurance risk.

**§ 1000.65 Zoning, deed or building restrictions.**

The project when completed shall not violate any material zoning or deed restrictions applicable to the project site, and shall comply with all applicable building and other governmental regulations and requirements.

**§ 1000.67 Issuance of bonds secured by trust indenture.**

In the event that bonds or other obligations are to be issued as a part of the insured mortgage transaction, the form of bonds and the form of trust indenture shall be subject to the approval of the

Commissioner, and shall be subject to all of the following conditions:

(a) The Trustee shall be an approved mortgagee authorized to act in a fiduciary capacity.

(b) The Trustee shall be the holder of record of the insured mortgage (represented by the trust indenture) and shall be authorized to act on behalf of the holders of the bonds or other obligations in all matters concerning the mortgage insurance contract.

(c) The holders of the bonds shall look solely to the Trustee for the benefits of the contract of mortgage insurance. The trust indenture shall expressly authorize the Commissioner to make payment of any insurance claim to the Trustee, without liability or accountability to the bondholders to see to the application of the mortgage insurance contract benefits.

(d) The bonds or other obligations shall be issued only to holders meeting one of the following qualifications:

- (1) A mortgagee approved by the Commissioner.
- (2) A pension or retirement fund or a profit-sharing plan, having lawful authority to acquire the bonds or other obligations, which fund is maintained and administered by a corporation or by a governmental agency or by a trustee or trustees.
- (3) A charitable or nonprofit organization.

**COMMITMENT TO INSURE**

**§ 1000.70 Issuance of commitment.**

Upon approval of an application for insurance, a commitment shall be issued by the Commissioner setting forth the terms and conditions upon which the mortgage will be insured.

**§ 1000.72 Types of commitment.**

The commitment may provide for the insurance of advances during construction or for insurance upon completion.

**§ 1000.73 Term of commitment.**

If the commitment fee is paid as required, a commitment shall have a term which is determined as follows:

(a) A commitment to insure advances shall be effective for a period of not more than 180 days from the date of issuance.

(b) A commitment to insure upon completion shall be effective for a designated term within which the mortgagor is required to begin construction, and if construction is begun as required, the commitment shall be effective for such additional period, estimated by the Commissioner, as will allow for completion of construction.

(c) The term of a commitment may be extended in such manner as the Commissioner may, from time to time, prescribe.

(d) If the payment of a commitment fee is not received by the Commissioner within 30 days after the date of issuance of a commitment, the commitment shall expire on the 30th day.

**§ 1000.75 Reopening of expired commitment.**

An expired commitment may be reopened if a request for reopening is received by the Commissioner within 90 days of the expiration of the commit-

ment. The reopening request shall be accompanied by a fee of 50 cents per thousand dollars of the amount of the expired commitment. A commitment which has expired because of failure to pay the commitment fee may be reopened only upon payment of the commitment fee and the reopening fee. If the reopening request is not received by the Commissioner within the required 90-day period, a new application, accompanied by an application fee, shall be submitted. If a commitment for an increased amount has expired because of failure to pay an additional commitment fee based on the amount of the increase, the reopening fee shall be computed on the basis of the amount of the commitment increase rather than on the amount of the original commitment.

#### § 1000.77 Extension of commitment.

Where the mortgagee has failed to take action within the period of time required in order to prevent the expiration of a commitment or in order to reopen an expired commitment, the Commissioner may extend such period and may retroactively reinstate or reopen such commitment.

#### INSURANCE OF ADVANCES

#### § 1000.80 Building loan agreement.

Prior to the initial endorsement of the mortgage for insurance, the mortgagor and mortgagee shall execute a building loan agreement approved by the Commissioner setting forth the terms and conditions on which progress payments may be advanced during construction.

#### § 1000.82 Assurance of completion.

(a) Assurance of completion satisfactory to the Commissioner shall be furnished in one of the following forms:

(1) A bond of a surety company satisfactory to the Commissioner on a form approved by the Commissioner. The bond shall be in the amount of 100 percent (or such lesser amount as approved by the Commissioner) of the cost of the improvements as estimated by the Commissioner.

(2) An escrow deposit with the mortgagee (or with a depository satisfactory to the mortgagee and the Commissioner) of cash or securities of, or fully guaranteed as to principal and interest by, the United States of America in such amount and under a completion assurance agreement acceptable to the Commissioner.

(b) The mortgagee may accept, in lieu of a cash deposit required by paragraph (a) (2) of this section, an unconditional irrevocable letter of credit issued to the mortgagee by a banking institution. In the event a demand under the letter of credit is not immediately met, the mortgagee shall forthwith provide cash equivalent to the undrawn balance thereunder.

#### SPECIAL REQUIREMENTS

#### § 1000.85 Land development criteria.

(a) The land shall be developed in accordance with a plan that:

(1) Is acceptable to the Commissioner as providing reasonable assurance that

the land development will contribute to good living conditions in the area being developed;

(2) Is consistent with a comprehensive plan which covers, or with comprehensive planning being carried on for, the area in which the land is situated and which meets criteria set forth by the Commissioner.

(b) The Commissioner shall receive assurances satisfactory to him that the area being developed will:

(1) Have a sound economic base and a long economic life;

(2) Be characterized by sound land use patterns; and

(3) Include or be served by such shopping, school, recreational, transportation, and other facilities as the Commissioner deems adequate or necessary.

(c) The land development shall be undertaken and carried out pursuant to a schedule that will assure the use of such land for the purpose for which it is developed within the shortest reasonable period of time consistent with the objectives of sound and economic community growth or urban development. The schedule shall provide specific information as to the proposed period of time in which the sale or other use of the developed land shall take place, and in which construction of residential or other buildings shall commence on the developed land.

#### § 1000.87 Equity requirements.

(a) *Funds and finances—insured advances.* If the commitment provides for insurance of advances during construction, the following requirements shall be met:

(1) The mortgagor shall deposit with the mortgagee, prior to initial endorsement, an amount deemed by the Commissioner to be sufficient (when added to the proceeds of the insured mortgage) to defray during the course of construction, payments for accrued taxes, hazard insurance premiums, and assessments required by the terms of the mortgage.

(2) The mortgagor shall deposit with the mortgagee, prior to initial endorsement, cash deemed by the Commissioner to be sufficient (when added to the proceeds of the insured mortgage) to assure completion of the project and to pay the initial service charge, the carrying charges, and the legal and organization expenses incident to the project. The cash shall be held by the mortgagee under an appropriate agreement, approved by the Commissioner, requiring that prior to the advance of any mortgage money, all such cash be disbursed for work and material on the physical improvements, and for any other charges and expenses which are payable.

(3) All fees and charges to be paid by the mortgagor in connection with financing which are in excess of the initial service charge and which have been approved by the Commissioner shall be deposited with the mortgagee in cash, prior to initial endorsement, unless other arrangements acceptable to the Commissioner are made.

(b) *Deposit and use of funds.* Unless other arrangements acceptable to the

Commissioner are made, the funds referred to in paragraph (a) of this section shall be deposited with and held by the mortgagee in a special account or by an acceptable depository, designated by the mortgagee, under an appropriate agreement approved by the Commissioner.

(c) *Letter of credit.* The mortgagee may accept, in lieu of a cash deposit required by paragraphs (a) (1) and (3) of this section, an unconditional irrevocable letter of credit issued to the mortgagee by a banking institution. In the event a demand under the letter of credit is not immediately met, the mortgagee shall forthwith provide cash equivalent to the undrawn balance thereunder.

#### § 1000.90 Escrow for offsite utilities and streets.

(a) The Commissioner may require the deposit with the mortgagee or with an acceptable trustee or escrow agent designated by the mortgagee, under an appropriate agreement, of such cash as may be required for the completion of offsite public utilities and streets.

(b) The mortgagee may accept, in lieu of a cash deposit required by paragraph (a) of this section, an unconditional irrevocable letter of credit issued to the mortgagee by a banking institution. In the event a demand under the letter of credit is not immediately met, the mortgagee shall forthwith provide cash equivalent to the undrawn balance thereunder.

#### § 1000.92 Water and sewerage facilities.

The project after development shall be served by public systems for water supply and sewerage disposal consistent with other existing or prospective systems in the area. The Commissioner may, however, approve an adequate privately or cooperatively owned system which is consistent with other existing or prospective systems in the area and is regulated, in a manner acceptable to the Commissioner, with respect to user rates and charges, capital structure, methods of operation, rate of return, and conditions and terms of any sale or transfer.

#### PREVAILING WAGE REQUIREMENTS

#### § 1000.95 Labor standards.

Any contract, subcontract, or building loan agreement executed for the performance of construction of the project shall comply with all applicable standards and provisions of the Regulations of the Secretary of Labor, published in Title 29, Code of Federal Regulations, as Part 5 of Subtitle A thereof, and as amended from time to time.

#### § 1000.97 Ineligible contractors.

No land development contract shall be entered into with a general contractor or a subcontractor if such contractor or subcontractor (or any firm, corporation, partnership or association in which such contractor or subcontractor has a substantial interest) is on the ineligible list of contractors or subcontractors established by the Commissioner or by the Comptroller General pursuant to the Regulations of the Secretary of Labor (29 CFR 5.6(b)).

§ 1000.100 Ineligible advances.

Unless approved by the Commissioner, no advance under the mortgage shall be eligible for insurance after notification from the Commissioner that the general contractor or any subcontractor (or any firm, corporation, partnership, or association in which such contractor or subcontractor has a substantial interest) was, on the date the contract or subcontract was executed, on the ineligible list established by the Commissioner or by the Comptroller General pursuant to the provisions of the Regulations of the Secretary of Labor (29 CFR 5.6(b)).

§ 1000.102 Wage certificate.

No advance under the mortgage shall be eligible for insurance unless there is filed with the application for such advance a certificate as required by the Commissioner. The certificate shall state that the laborers and mechanics employed in the construction of the project have been paid not less than the wages prevailing in the locality for the corresponding classes of laborers and mechanics employed on construction of similar character. The prevailing wage determination shall be made by the Secretary of Labor prior to the beginning of construction and after the date of filing of the application for insurance.

§ 1000.105 Discrimination prohibited.

Any contract or subcontract executed for the development of land shall contain a provision that there shall be no discrimination against any employee, or applicant for employment because of race, color, creed, or national origin. Where the mortgagor is the general contractor, the building loan agreement shall contain the above provisions.

§ 1000.110 Certification of cost requirements.

(a) Prior to initial endorsement of the mortgage for insurance, the mortgagor, the mortgagee, and the Commissioner shall enter into an agreement approved by the Commissioner for the purpose of precluding any excess of mortgage proceeds over the amounts specified in § 1000.132. Under this agreement, the mortgagor shall agree to:

(1) Disclose its relationship with the general contractor, including any collateral agreement, and with subcontractors and suppliers;

(2) Enter into a development contract the terms of which shall depend on whether or not there exists an identity of interest between the mortgagor and the contractor;

(3) Execute a certificate prior to each insured advance showing actual amounts disbursed prior to the initial endorsement of the mortgage for insurance or since the last insured advance; and

(4) Apply any excess of mortgage proceeds over the amounts specified in § 1000.132 to reduction of the outstanding balance of the principal of the mortgage, as and when directed by the Commissioner.

(b) The provisions of subparagraphs (1) and (2) of paragraph (a) of this section shall not apply where the mortgagor is the general contractor.

§ 1000.112 Form of contract.

The form of contract between the mortgagor and the general contractor shall be in accordance with the following:

(a) *Lump sum contract.* If the Commissioner determines that neither the mortgagor nor any of the officers, directors, stockholders, partners or beneficiaries of the mortgagor have any interest in the general contractor, there may be used a lump sum form of contract providing for payment of a specified amount.

(b) *Fixed fee contract.* If the Commissioner determines that the mortgagor, its officers, directors, stockholders, partners or beneficiaries have any interest, financial or otherwise, in the general contractor, the form of contract shall provide for payment of the actual cost of land development not to exceed an upset price and may provide for payment of a fixed fee to the general contractor which shall not exceed a reasonable allowance as established by the Commissioner, in accordance with customary practices in the area.

§ 1000.115 Certificate as to subcontracts.

If the Commissioner determines that the mortgagor, its officers, directors, stockholders, partners or beneficiaries have any interest, financial or otherwise, in any subcontractor or material supplier, the mortgagor shall certify (at such times and in such form as may be prescribed by the Commissioner prior to final endorsement of the mortgage for insurance) that the amounts paid to such subcontractor or material supplier were not more than the rate prevailing in the locality for similar type labor and materials.

§ 1000.117 Certificate of actual cost—contents in general.

(a) *Submission of certificates.* The mortgagor's certificate of actual cost, in a form prescribed by the Commissioner, shall be submitted prior to each insured advance.

(b) *Items to be included.* Each certificate shall show the actual cost to the mortgagor of items as follows:

(1) Development contract, where the mortgagor and the general contractor are separate entities.

(2) Construction of the improvements, where the mortgagor is the general contractor and there is no development contract.

(3) Architect's fee, engineer's fee, and land planning fees.

(4) Offsite public utilities and streets not included in computations under subparagraphs (1) and (2) of this paragraph.

(5) Organization and legal work.

(6) Other items of expense approved by the Commissioner.

(c) *Items not to be included.* The certificate shall not include as actual cost any kickbacks, rebates, trade discounts, or other similar payments to the mortgagor, or to any of its officers, directors, stockholders, partners, or beneficiaries. Any such payments shall be deducted from the costs determined under paragraph (b) of this section.

§ 1000.120 Certificate of actual cost—fixed fee or no contract.

In the case of a cost plus fixed fee contract or where the mortgagor is the general contractor and there is no development contract, the certificate of actual cost, in addition to the requirements of § 1000.142, shall show the following allowances:

(a) Such general overhead items as are acceptable to the Commissioner.

(b) A reasonable allowance for the general contractor's profit as established by the Commissioner.

§ 1000.122 Certificate of actual cost—subcontractor's cost.

(a) *Submission of certificates.* The Commissioner may require the mortgagor to submit a certificate of actual cost showing all amounts actually paid by a subcontractor, material supplier or equipment lessor, where it is determined by the Commissioner that an identity of interest exists between either of the following:

(1) The mortgagor or any of its officers, directors, stockholders, partners or beneficiaries and any subcontractor, material supplier, or equipment lessor.

(2) The general contractor and any subcontractor, material supplier, or equipment lessor.

(b) *Items to be included.* Each certificate shall show the amounts paid for labor, materials, subcontracts and overhead.

(c) *Items not to be included.* The certificate shall not include amounts paid for any kickbacks, rebates, trade discounts, or other similar payments to the general contractor, the mortgagor, or any of its officers, directors, stockholders, partners, or beneficiaries.

§ 1000.125 Contractor's certification—fixed fee contract.

A general contractor receiving a fixed fee shall certify, in form prescribed by the Commissioner, as to all actual costs paid for labor, materials, and subcontract work under the general contract. The fee of the general contractor, any kickbacks, rebates, trade discounts, or other similar payments to the general contractor or mortgagor corporation or any of its officers, directors, stockholders, partners or beneficiaries shall not be included in arriving at such actual costs.

§ 1000.127 Records.

The mortgagor shall keep and maintain adequate records of all costs of any development or other cost items not representing work under the general contract and shall require the general contractor to keep similar records. Upon request by the Commissioner, such records, together with any collateral agreements, shall be made available for examination.

§ 1000.130 Certificate of public accountant.

The certificates of actual cost shall be supported by certificates, when required by the Commissioner, as to accuracy by an independent Certified Public Accountant or independent public accountant, and shall include a statement that the

accounts, records and supporting documents have been examined in accordance with generally accepted auditing standards to the extent deemed necessary to verify the actual costs.

**§ 1000.132 Reduction in mortgage amount.**

The principal obligation of the mortgage shall be reduced at or before final endorsement for insurance or at such other times as required by the Commissioner, to an amount not exceeding 50 percent of the Commissioner's estimated value of the remaining land before development, and 90 percent of the actual cost of the land development allocated by the Commissioner to such remaining land.

**§ 1000.135 Effect of agreement.**

Any agreement, undertaking, statement, or certification required in connection with cost certification shall specifically state that it has been made, presented, and delivered for the purpose of influencing an official action of the Commissioner and may be relied upon as a true statement of the facts contained therein.

**§ 1000.137 Cost certification incontestable.**

Upon the Commissioner's approval of the certification by the mortgagor as to actual costs submitted in connection with the request for the final insured advance of mortgage proceeds, such certification shall be final and incontestable, except for fraud or material misrepresentation on the part of the mortgagor. This provision shall not apply to any other certification by the mortgagor as to actual costs.

**TITLE**

**§ 1000.140 Eligibility of title.**

In order for the mortgaged property to be eligible for insurance, the Commissioner shall determine that marketable title thereto is vested in the mortgagor as of the date the mortgage is filed for record. The title evidence shall be examined by the Commissioner and the original endorsement of the credit instrument for insurance shall be evidence of its acceptability.

**§ 1000.142 Title evidence.**

Upon insurance of the mortgage, the mortgagee shall furnish to the Commissioner a survey, satisfactory to him, and a policy of title insurance, as provided in paragraph (a) of this section. If, for reasons the Commissioner deems satisfactory, title insurance cannot be furnished under paragraph (a) of this section, the mortgagee shall furnish evidence of title in accordance with paragraph (b), (c), or (d) of this section, as the Commissioner may require. Each time there is an insured advance, the title evidence shall be continued down to date of mortgagee's request for the insured advance with the proper amount of title insurance including coverage against any outstanding liens of mechanics or materialmen. Any survey, policy of title insurance, or other evidence of title required under this sec-

tion shall be furnished, upon insurance of the mortgage or the advance, without expense to the Commissioner. The types of title evidence are:

(a) A title insurance policy, issued by a company and in a form satisfactory to the Commissioner. The policy shall name as the insureds the mortgagee and the Commissioner as their respective interests may appear. The title policy shall provide that upon acquisition of title by the mortgagee or the Commissioner, it shall become an owner's policy running to the mortgagee or Commissioner, as the case may be.

(b) An abstract of title satisfactory to the Commissioner, prepared by an abstract company or individual engaged in the business of preparing abstracts of title, accompanied by a legal opinion satisfactory to the Commissioner as to the quality of such title, signed by an attorney at law experienced in the examination of titles.

(c) Torrens or similar title certificate.

**AMENDMENTS AND EFFECTIVE DATE**

**§ 1000.145 Amendment of regulations.**

The regulations in this subpart may be amended by the Commissioner at any time and from time to time, in whole or in part, but such amendment shall not adversely affect the interests of a mortgagee under the contract of insurance on any mortgage already insured or to be insured on which the Commissioner has made a commitment to insure.

**§ 1000.147 Effective date.**

Unless otherwise specified, provisions of this subpart shall be effective as to all mortgages with respect to which a commitment to insure is issued on or after August 10, 1965.

**Subpart B—Contract Rights and Obligations**

**§ 1000.251 Incorporation by reference.**

(a) All of the provisions of §§ 207-251 et seq. (Part 207, Subpart B) of this chapter, covering mortgages insured under section 207 of the National Housing Act, apply to mortgages on a land development insured under title X of the National Housing Act, except the following provisions:

Sec.

207.251 Definitions.

207.252 First, second and third premiums.

207.253 Adjusted premium and termination charges.

207.264 Effective date.

(b) For the purposes of this subpart, all references in Part 207 of this chapter to section 207 of the Act shall be construed to refer to title X of the Act.

(c) All of the definitions in § 1000.1 shall apply to this subpart. In addition, as used in this part, the term "contract of insurance" means the agreement evidenced by the Commissioner's insurance endorsement and includes the provisions of this subpart and of the Act.

**§ 1000.253 Mortgage insurance premium.**

(a) If the mortgage is for a term not in excess of 7 years, the mortgage insur-

ance premium shall be computed and paid as follows:

(1) The mortgagee, upon initial endorsement of the mortgage note for insurance, shall pay to the Commissioner a mortgage insurance premium equal to 2 percent of the original face amount of the insured mortgage if the mortgage is for a term of 3 years or less. If the mortgage is for a term in excess of 3 years, an additional mortgage insurance premium equal to one-twelfth of 1 percent of the original face amount of the mortgage shall be collected at the time of initial endorsement, for each month, or fraction thereof, in excess of the 3-year term.

(2) In the event the original term of the mortgage is extended with the approval of the Commissioner, a mortgage insurance premium for the period of extension shall be due, and payable by the mortgagee, on the date the Commissioner approves such extension. This premium shall be equal to 1 percent of the unpaid principal balance of the mortgage outstanding on the date of the Commissioner's approval of such extension for each 12-month period or fraction thereof of the additional term of the mortgage granted by the extension.

(b) If the mortgage is for a term in excess of 7 years and is to cover water or sewerage systems, the mortgage insurance premium shall be computed and paid as follows:

(1) The mortgagee, upon initial endorsement of the mortgage note for insurance, shall pay to the Commissioner a mortgage insurance premium equal to one-twelfth of 1 percent of the original face amount of the insured mortgage for each month, or fraction thereof, prior to the date of commencement of amortization.

(2) Upon commencement of amortization and until the mortgage is paid in full, or until receipt by the Commissioner of an application for insurance benefits, or until the contract of insurance is otherwise terminated with the consent of the Commissioner, the mortgagee, on the date amortization commences and on each anniversary of such date, shall pay an annual mortgage insurance premium equal to three-fourths of 1 percent of the average outstanding principal obligation of the mortgage for the year following the date on which such premium becomes payable.

(3) The premiums payable on and after the date of the commencement of amortization shall be calculated in accordance with the amortization provisions without taking into account delinquent payments or prepayments. All premiums are payable in advance.

**§ 1000.255 Amendment of regulations.**

The regulations in this subpart may be amended by the Commissioner at any time and from time to time, in whole or in part, but such amendment shall not adversely affect the interests of a mortgagee under the contract of insurance on any mortgage already insured or to be insured on which the Commissioner has made a commitment to insure.

§ 1000.260 Effective date.

Unless otherwise specified, the provisions of this subpart shall be effective as to all mortgages with respect to which a commitment to insure is issued on or after August 10, 1965.

Issued at Washington, D.C., December 1, 1965.

PHILIP N. BROWNSTEIN,  
Federal Housing Commissioner.

[F.R. Doc. 65-13022; Filed, Dec. 3, 1965;  
8:47 a.m.]

**Title 26—INTERNAL REVENUE**

**Chapter I—Internal Revenue Service,  
Department of the Treasury**

**SUBCHAPTER D—MISCELLANEOUS EXCISE TAXES**

[T.D. 6865]

**PART 145—TEMPORARY REGULATIONS  
IN CONNECTION WITH THE  
EXCISE TAX REDUCTION ACT OF  
1965**

**Exemption Certificates for Use in Obtaining  
Supplies for Vessels and  
Aircraft Tax Free**

*Correction*

In F.R. Doc. 65-12775 appearing at page 14790 in the issue for Tuesday, November 30, 1965, the exemption certificate form set forth in § 145.4-1 is corrected to read as follows:

**EXEMPTION CERTIFICATE**

(For use by purchasers of articles for use as fuel supplies, ships' stores, sea stores, or legitimate equipment on certain vessels or aircraft (sections 4221 and 4222 of the Internal Revenue Code of 1954).)

----- 19-----  
(Date)

The undersigned purchaser hereby certifies that he is the-----

(Owner, charterer, or authorized agent) of ----- and that (Name of company and vessel)

the article or articles specified in the accompanying order, or as specified below or on the reverse side hereof, will be used only for fuel supplies, ships' stores, sea stores, or legitimate equipment on a vessel belonging to one of the following classes of vessels to which section 4221 of the Internal Revenue Code of 1954 applies:

(Check class to which vessel belongs)

- (1) Vessels engaged in foreign trade.
- (2) Vessels engaged in trade between the Atlantic and Pacific ports of the United States.

----- (3) Vessels engaged in trade between the United States and any of its possessions.

----- (4) Vessels employed in the fisheries or whaling business.

----- (5) Vessels of war of the United States or a foreign nation.

If the articles are purchased for use on civil aircraft engaged in trade as specified in (1) or (3) above, state the name of the country in which the aircraft is registered

The undersigned understands that if the articles are used for any purpose other than as stated in this certificate, or are resold or otherwise disposed of, he must report such fact to the manufacturer. It is understood that this certificate may not be used in purchasing articles tax free for use as fuel supplies, etc., on pleasure vessels, or on any type of aircraft except (1) civil aircraft employed in foreign trade or trade between the United States and any of its possessions, and otherwise entitled to exemption, and (2) aircraft owned by the United States or any foreign country and constituting a part of the armed forces thereof.

The undersigned understands that the fraudulent use of this certificate to secure exemption will subject him and all guilty parties to a penalty equivalent to the amount of tax due on the sale of the articles and upon conviction to a fine of not more than \$10,000, or to imprisonment for not more than 5 years, or both, together with costs of prosecution. The undersigned also understands that he must be prepared to establish by satisfactory evidence the purpose for which the article was used.

-----  
(Signature)

-----  
(Address)

**Title 43—PUBLIC LANDS:  
INTERIOR**

**Chapter II—Bureau of Land Management,  
Department of the Interior**

**APPENDIX—PUBLIC LAND ORDERS**

[Public Land Order 3893]

[Anchorage 032107]

**ALASKA**

**Revocation of Public Land Order  
No. 1745**

By virtue of the authority vested in the President by section 1 of the Act of March 12, 1914 (38 Stat. 305; 48 U.S.C. 304), and pursuant to Executive Order No. 10355 of May 26, 1952 (17 F.R. 4831), it is ordered as follows:

1. Public Land Order No. 1745 of October 7, 1938, which withdrew the follow-

ing described public lands for use of the Alaska Railroad for dock and warehouse purposes, is hereby revoked:

**SEWARD AREA**

Beginning at Corner No. 3, U.S. Survey No. 3294; thence;

East, 3,090.81 feet to a point on the north-south centerline of sec. 7, T. 1 S., R. 1 E., S.M.;

South, 4,754.36 feet along the centerline of secs. 7 and 18 to a point on the northerly boundary of U.S. Survey No. 1651, 272.59 feet west of Corner No. 2, U.S. Survey No. 1651;

West, 3,694.67 feet along the northerly boundary of U.S. Survey No. 1651, to Meander Corner No. 1;

West, 800.0 feet;

North, 4,879.65 feet;

East, 1,103.79 feet to Corner No. 4, of U.S. Survey No. 3294;

S. 67°58' E., 333.96 feet along the southerly boundary of U.S. Survey 3294 to Corner No. 3, thereof, the Point of Beginning.

The area described contains approximately 494.71 acres.

The lands are situated across Resurrection Bay from Seward. Elevation ranges from sea level to 700 feet. Soils are shallow and extremely rocky. Vegetative cover consists of mature Sitka Spruce, intermingled with alder. Access is by boat or float plane.

2. Until 10 a.m. on March 1, 1966, the State of Alaska shall have a preferred right to select the lands subject to the requirements and limitations of the Act of July 28, 1956 (70 Stat. 709; 48 U.S.C. 46-3b), section 6(g) of the Alaska Statehood Act of July 7, 1958 (72 Stat. 339), and the regulations in 43 CFR 2222.9. After that time the lands shall be open to operation of the public land laws generally, including the mining and mineral leasing laws, subject to valid existing rights, the provisions of existing withdrawals and the requirements of applicable law. All valid applications received at or prior to 10 a.m. on March 1, 1966, shall be considered as simultaneously filed at that time. Those received thereafter shall be considered in the order of filing.

Inquiries concerning the lands should be addressed to the Manager, Anchorage District and Land Office, Bureau of Land Management, Anchorage, Alaska.

HARRY R. ANDERSON,  
Assistant Secretary of the Interior.

NOVEMBER 30, 1965.

[F.R. Doc. 65-13003; Filed, Dec. 3, 1965;  
8:45 a.m.]

# Proposed Rule Making

## EQUAL EMPLOYMENT OPPORTUNITY COMMISSION

[ 29 CFR Part 1602 ]

### EMPLOYER REPORTING REQUIREMENTS

#### Notice of Public Hearing Required by Section 709(c), Title VII, Civil Rights Act of 1964, and of Proposed Rule Making

##### *Correction*

In F.R. Doc. 65-12737, appearing at page 14658 of the issue for Thursday, November 25, 1965, the third line of the seventh paragraph is corrected so that the paragraph reads as follows:

Item 8 calls for the filing of the following information with respect to each apprenticeship program in which an employer participates or to which he contributes: (a) Name and location of joint apprenticeship committee, if any; (b) trade or craft; (c) name and location of participating trade organization, if any; (d) name and location of participating labor organization, if any; (e) Government agency with which the program is registered, if any.

## FEDERAL AVIATION AGENCY

[ 14 CFR Parts 1, 91 ]

[Reg. Docket No. 6652; Notice 65-11]

### CLEARANCES AND INSTRUCTIONS

#### Withdrawal of Notice of Proposed Rule Making

The purpose of this action is to withdraw Notice 65-11 which was published in the FEDERAL REGISTER (30 F.R. 6921) on May 20, 1965. In Notice 65-11 the Federal Aviation Agency proposed amendments to Parts 1 and 91 which would revise the definitions of "air traffic control" and "air traffic control clearances" with the objective of clarifying the distinction between ATC clearances and ATC instructions.

Comments received in response to the notice varied from unqualified endorsement to unqualified objection; however, the preponderance of comments objected to the proposal, or suggested other courses of action. At the request of some major aviation interests, a public hearing was convened by the FAA on September 20, 1965, at which the public was given an additional opportunity to present its views. Representatives of

most major aviation interests made presentations at the hearing. All presentations were in opposition to the proposal primarily because of its failure to clarify the extent of the respective responsibilities of pilots and controllers. It was unanimously recommended that the notice be withdrawn.

While this proposal is being withdrawn, some parties at the hearing expressed a desire to explore the subject matter further. The Agency will consider any specific proposal in this matter presented by interested parties; however, there appears to be no present need for the proposed amendments.

In consideration of the foregoing, effective immediately, the notice of proposed rule making published in the FEDERAL REGISTER (30 F.R. 6921) on May 20, 1965, and circulated as Notice No. 65-11, is hereby withdrawn.

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

Issued in Washington, D.C., on November 30, 1965.

WILLIAM F. McKEE,  
Administrator.

[F.R. Doc. 65-13001; Filed, Dec. 3, 1965;  
8:45 a.m.]

# Notices

## DEPARTMENT OF STATE

Office of the Secretary  
MURPHY OIL CORP.

### Notice of Application for Presidential Permit

The Department of State has received an application, dated October 25, 1965, from the Murphy Oil Corp. for a Presidential Permit to construct, operate and maintain a pipeline for crude oil at the international boundary line between the United States and Canada, between Toole County, Mont., and Alberta, Canada.

Notice is hereby given that written comments on this application will be received by the Department of State for 30 days from the date of publication of this notice.

For the Secretary of State.

RICHARD D. KEARNEY,  
Deputy Legal Adviser.

[F.R. Doc. 65-13004; Filed, Dec. 3, 1965;  
8:45 a.m.]

## DEPARTMENT OF THE INTERIOR

### Bureau of Mines

[Bureau of Mines Manual; Minerals  
Research Release BM-MR-4]

### MINERALS RESEARCH

#### Redelegation of Authority

The following redelegation is a portion of the Bureau of Mines Manual and the numbering system is that of the Manual.

#### PART 200—BUREAU OF MINES DELEGATIONS

205.11.1 *Procurement and contracting—Formally advertised contracts.* The authority in 205 B.M. 11.1, but limited to amounts not to exceed \$25,000 for any one contract, is redelegated by several Research Directors and Chiefs of Laboratories to the following officials:

#### COAL RESEARCH

Anthracite Research Laboratory:  
Acting Chief.  
Supervisory Minerals Preparation Research Engineer (Solid Fuels).  
Supervisory Chemical Engineer.

#### METALLURGY RESEARCH

Albany Metallurgy Research Center: Supervisory General Supply Specialist (not to exceed \$10,000).  
Twin Cities Metallurgy Research Center: Management Officer.  
Rolla Metallurgy Research Center: Superintendent (not to exceed \$5,000).  
Purchasing Agent (not to exceed \$5,000).  
Salt Lake City Metallurgy Research Center: Administrative Officer (not to exceed \$500).

#### MINING RESEARCH

Twin Cities Mining Research Center: Management Officer, Twin Cities Metallurgy Research Center.

#### PETROLEUM RESEARCH

Bartlesville Petroleum Research Center: Superintendent.  
Administrative Officer.  
San Francisco Petroleum Research Laboratory: Project Coordinator.

Authority to enter into contracts exceeding \$25,000 must be requested from the Assistant Director, Minerals Research through the appropriate Director of Research. Requests for approval may be submitted via teletype, memorandum, or requisition.

The authority delegated herein shall be exercised in accordance with the applicable limitations in the Federal Property and Administrative Service Act of 1949, as amended, and in accordance with applicable policies, procedures, and controls prescribed by the General Services Administration, the Department of the Interior and the Bureau of Mines.

As a service in accomplishing procurement actions, the Chiefs, Eastern and Western Administrative Offices, may exercise their separately delegated contracting authorities of this paragraph in fulfilling Minerals Research requirements when requested by the appropriate official listed in paragraph 200 M.R. 3.3, but limited to amounts delegated to the requesting official.

205.11.4 *Negotiated contracts.* The authority to enter into negotiated contracts under section 302(c)(3) of the Federal Property and Administrative Services Act of 1949, as amended (purchases not in excess of \$2,500), is redelegated by several Research Directors and Chiefs to the following officials:

#### COAL RESEARCH

Morgantown Coal Research Center: Superintendent.  
Administrative Officer.  
Supervisory Supply Assistant.  
Anthracite Research Laboratory: Acting Chief.  
Supervisory Minerals Preparation Research Engineer (Solid Fuels).  
Supervisory Chemical Engineer.

#### METALLURGY RESEARCH

Albany Metallurgy Research Center: Supervisory General Supply Specialist.  
College Park Metallurgy Research Center: Administrative Officer.  
Supply Assistant.  
Twin Cities Metallurgy Research Center: Management Officer.  
Purchasing Agent.  
Reno Metallurgy Research Center: Superintendent.  
Chief, Boulder City Metallurgy Research Laboratory.  
Chief, Berkeley Thermodynamics Laboratory.  
Rolla Metallurgy Research Center: Superintendent.  
Purchasing Agent.

Salt Lake City Metallurgy Research Center: Administrative Officer (not to exceed \$500).

Tuscaloosa Metallurgy Research Center: Administrative Officer.

#### MINING RESEARCH

Twin Cities Mining Research Center: Management Officer, Twin Cities Metallurgy Research Center.  
Purchasing Agent, Twin Cities Metallurgy Research Center.

#### PETROLEUM RESEARCH

Morgantown Petroleum Research Laboratory: Superintendent.  
Administrative Officer.  
Supervisory General Supply Specialist.  
Bartlesville Petroleum Research Center: Superintendent.  
Administrative Officer.  
Chief, Procurement and Property Management.  
Laramie Petroleum Research Center: Superintendent.  
San Francisco Petroleum Research Laboratory: Project Coordinator.

The authority delegated herein shall be exercised in accordance with the applicable limitations as outlined in 205 M.R. 11.1 above.

As a service in accomplishing procurement actions, the Chiefs, Eastern and Western Administrative Offices, may exercise their separately delegated negotiating authority in fulfilling Minerals Research requirements when requested by the appropriate official listed in paragraph 200 M.R. 3.3, but limited to amounts not to exceed \$25,000 for any one contract, unless prior approval has been obtained from the Assistant Director, Minerals Research.

JOE B. ROSENBAUM,  
Acting Assistant Director,  
Minerals Research.

[F.R. Doc. 65-13010; Filed, Dec. 3, 1965;  
8:46 a.m.]

### Fish and Wildlife Service

[Docket No. A-350]

JOHN L. FINLEY

#### Notice of Loan Application

John L. Finley, Box 2258, Kodiak, Alaska, 99615, has applied for a loan to aid in financing the construction of a new 29-foot wood seine boat to engage in the fishery for salmon in southwestern Alaskan waters.

Notice is hereby given pursuant to the provisions of Public Law 89-85 and Fisheries Loan Fund Procedures (50 CFR Part 250, as revised Aug. 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 submit 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 making a determination that the contemplated operations of the vessel will or will not cause such economic injury or hardship.

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

DECEMBER 1, 1965.

[F.R. Doc. 65-13006; Filed, Dec. 3, 1965;  
8:46 a.m.]

[Docket No. S-323]

**PARKS CANNING CO., INC.**  
**Notice of Loan Application**

Parks Canning Co., Inc., 309 Colman Building, Seattle, Wash., 98104, has applied for a loan from the Fisheries Loan Fund to aid in the purchase of a used 82.3-foot registered length wood vessel to engage in the fishery for king crab in Alaskan waters.

Notice is hereby given pursuant to the provisions of Public Law 89-85 and Fisheries Loan Fund Procedures (50 CFR Part 250, as revised Aug. 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 submit 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 making a determination that the contemplated operations of the vessel will or will not cause such economic injury or hardship.

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

DECEMBER 1, 1965.

[F.R. Doc. 65-13007; Filed, Dec. 3, 1965;  
8:46 a.m.]

**DEPARTMENT OF COMMERCE**

Office of the Secretary

[Dept. Order 7-A]

**OFFICE OF STATE TECHNICAL SERVICES**

**Functions and Responsibilities**

The following order was issued by the Secretary of Commerce on November 19, 1965.

**SECTION 1. Purpose.** The purpose of this order is to establish the Office of State Technical Services, delegate authority to the Director, and describe the functions of the Office.

**SEC. 2. General.** .01 The Office of State Technical Services is hereby established as a primary organization unit of the Department of Commerce pursuant to the authority vested in the Secretary of Commerce by the State Technical Services Act of 1965 (Public Law 89-182) and otherwise by law.

.02 The Office of State Technical Services (hereinafter called the "Office") shall be headed by a Director who shall report and be responsible to the Assistant Secretary of Commerce for Science and Technology (hereinafter called the "Assistant Secretary"). The Director shall be assisted by a Deputy Director who shall perform the functions of the Director in the latter's absence.

**SEC. 3. Delegation of authority.** .01 Pursuant to the authority vested in the Secretary of Commerce by law and subject to such policies and directives as the Assistant Secretary may prescribe, the Director is hereby delegated the functions, powers, duties, and authorities of the Secretary of Commerce under the State Technical Services Act of 1965 (Public Law 89-182) (hereinafter called the "Act") with the following exceptions:

a. Transmittal of the annual report to the President and the Congress, as required by section 14(b) of the Act, which function shall be exercised by the Secretary.

b. Appointment of the public committee to evaluate the significance and impact of activities conducted under this Act, as required by section 15 of the Act, which function shall be exercised by the Secretary.

c. Determination of the amounts of funds appropriated each year under the Act which may be reserved under section 10(c) of the Act for payments for special merit or additional technical services programs under that section, which function is to be exercised by the Assistant Secretary.

.02 The approval of the Assistant Secretary shall be obtained before issuance by the Director of any rules, regulations, criteria, or procedures to be published in the FEDERAL REGISTER.

.03 The Director may redelegate any authority conferred on him by this order to any officer or employee of the Office of State Technical Services, subject to such conditions in the exercise of such authority as the Director shall prescribe.

**SEC. 4. Functions and responsibilities.** The Director shall perform functions which include, but are not limited to, the following:

.01 Develop and issue policies, standards, criteria, procedures, rules, and regulations as directed by the Act, or as deemed necessary or appropriate for the administration of the Act.

.02 Assist States in initiating their technical services programs by consultation, and by approval of amounts (not to exceed \$25,000 a year for each of the

first 3 fiscal years) and by payments of approved amounts to designated agencies, as authorized by section 10(e) of the Act.

.03 Develop requirements for effective 5-year plans and annual technical services programs, accept (or refuse to accept) such plans and programs, and review, approve, or disapprove accepted plans and programs, as prescribed by sections 3 to 7 and section 9 of the Act.

.04 Approve amounts to be paid and make payments to designated agencies, participating institutions, or persons in support of each approved technical services program, as authorized by section 10(b) of the Act.

.05 Select technical services programs, projects or activities to be supported from funds reserved by the Assistant Secretary under section 10(e) of the Act; approve the terms, conditions and amounts to be paid therefor under published criteria and regulations; and make payments as authorized by section 10(c) of the Act.

.06 Provide or make arrangements for the provision of, appropriate reference services to designated agencies, or to others as authorized under section 11 of the Act.

.07 Provide consultation to, and collaborate with, other units of the Department of Commerce, or the Federal Government, and appropriate State and local government agencies, universities, and nonprofit institutions, in efforts to obtain wider diffusion and more effective application of science and technology in business, commerce, and industry.

.08 Undertake such other activities as are necessary and proper to assure effective administration of the Act.

**SEC. 5. Administrative services.** The Office of State Technical Services will obtain necessary personnel, financial and administrative services from the Office of the Assistant Secretary for Administration.

**SEC. 6. Organization and assignment of functions.** The organizational structure and assignment of functions within the Office of State Technical Services shall be prescribed and approved in a separate Department Order (7-B) to be issued over the signatures of the Assistant Secretary for Administration and the Assistant Secretary.

*Effective date.* November 19, 1965.

DAVID R. BALDWIN,  
Assistant Secretary  
for Administration.

[F.R. Doc. 65-13008; Filed, Dec. 3, 1965;  
8:46 a.m.]

[Dept. Order 128]

**UNDER SECRETARY OF COMMERCE FOR TRANSPORTATION**

**Duties and Responsibilities**

NOVEMBER 22, 1965.

The following order was issued by the Secretary of Commerce on November 22, 1965. This material supersedes the ma-



terial appearing at 30 F.R. 14534 of November 20, 1965, and 30 F.R. 7018-7019 of May 25, 1965.

**SECTION 1. Purpose.** The purpose of this order is to prescribe the scope of authority and the duties and responsibilities of the Under Secretary of Commerce for Transportation, hereinafter called the Under Secretary for Transportation; and to prescribe the organizational structure of the Office of the Under Secretary for Transportation.

**SEC. 2. Duties and responsibilities.** The Under Secretary for Transportation shall serve as the principal adviser to the Secretary on all matters which involve transportation policies of the Federal Government and on all matters concerning transportation responsibilities and activities of the Department of Commerce. His particular duties and responsibilities shall include:

a. Exercising policy direction and general supervision of the Bureau of Public Roads, the Maritime Administration, the St. Lawrence Seaway Development Corporation, and the Great Lakes Pilotage Administration;

b. Reviewing and taking final action on decisions of the Maritime Subsidy Board;

c. Formulating, in consultation with Executive Branch agencies concerned, overall transportation policies and programs within the Government to assure balanced development of the Nation's transportation system;

d. Administering a program of transportation research;

e. Administering a program of research, development, and demonstration in high-speed ground transportation;

f. Obtaining and providing transportation statistics and other information as will contribute to the improvement of the national transportation system;

g. Providing leadership in the Government in the formulation and coordination of program and policies to improve highway safety;

h. Developing for presentation, in consultation with the General Counsel and other interested offices in the Department, policy and program positions bearing on existing or proposed legislation;

i. Developing for presentation, in consultation with the General Counsel and other interested offices in the Department, positions on matters under consideration by regulatory agencies that involve Federal transportation policies or concern transportation programs;

j. Serving as the focal point within the Department on, and representing the Department with respect to, all transportation activities of an interdepartmental nature;

k. Issuing orders as may be required under section 1 of the Defense Production Act of 1950, as amended, as provided in section 3.f. herein;

l. Administering the Aviation War Risk Insurance Program;

m. Administering the Aircraft Loan Guarantee Program; and

n. Carrying out the emergency transportation planning and coordination functions assigned to the Department of Commerce under Executive Order 10999 of February 16, 1962.

**SEC. 3. Scope of authority.** The Under Secretary for Transportation shall exercise the authority vested in the Secretary under:

a. Section 202 of Reorganization Plan No. 7 of 1961, and under any other existing or subsequent legislation and Executive Orders pertaining to the functions delegated to the Maritime Subsidy Board insofar as relates to reviewing and taking final action on decisions of the Maritime Subsidy Board as provided in section 7 of Department Order 117 of April 9, 1962, as amended;

b. Title XIII, Public Law 85-726 (49 U.S.C. 1531-1542), pertaining to the Aviation War Risk Insurance Program;

c. Public Law 85-307, 71 Stat. 629, as amended, and Public Law 87-820 (49 U.S.C. 1324 note and 49 U.S.C. 1380), pertaining to the Aircraft Loan Guarantee Program;

d. Public Law 89-220, to undertake research and development in high-speed ground transportation and for other purposes including the collection of transportation statistics; except the authority in section 5(a) thereof to establish an advisory committee and the authority in section 10 thereof relating to the submission of reports and recommendations to the Congress and the President shall be reserved to the Secretary;

e. Executive Order 10771, dated June 20, 1958, relating to the supervision and direction of the St. Lawrence Seaway Development Corporation and to assistance of the Corporation by the Department in encouraging the development of traffic and maximum utilization of the Seaway;

f. Title I of the Defense Production Act of 1950, as amended, (50 U.S.C. App. 2071 et seq.), as conferred on the Secretary under Executive Order 10480, dated August 14, 1953, as amended, to issue or modify orders restricting transportation and discharge of certain commodities or for the prohibition of movement of American carriers to certain designated destinations, which authority has heretofore been implemented by the issuance of Transportation Orders T-1 and T-2;

g. Executive Order 10999, dated February 16, 1962, relating to emergency transportation, planning and coordination.

**SEC. 4. Deputy Under Secretary for Transportation.** .01 The Deputy Under Secretary for Transportation shall assist the Under Secretary for Transportation in (1) policy direction and supervision of the Bureau of Public Roads, the Maritime Administration, the St. Lawrence Seaway Development Corporation and the Great Lakes Pilotage Administration, (2) matters pertaining to transportation policies and operating programs and (3) the executive management of the Office of the Under Secretary for Transportation. This assistance shall include supervision of the

following components of the Office of the Under Secretary for Transportation: Office of Transportation Policy Development, Office of Transportation Programs, and Office of Emergency Transportation.

.02 The Deputy Under Secretary for Transportation shall act as the Under Secretary for Transportation during the absence of the Under Secretary for Transportation.

**SEC. 5. Deputy Under Secretary for Transportation Research.** .01 The Deputy Under Secretary for Transportation Research shall assist the Under Secretary for Transportation (1) in planning and administering the transportation research, development and statistics programs in the Office of the Under Secretary for Transportation, (2) by coordinating the research and development programs of the Bureau of Public Roads and the Maritime Administration, and (3) by maintaining liaison with other governmental agencies and private transportation research and developing activities. This assistance shall include supervision of the following components or activities of the Office of the Under Secretary for Transportation: Office of Transportation Research, Office of High-Speed Ground Transportation, Office of Transportation Data Systems, the economic evaluation of the supersonic transport aircraft, and such other special research and development work as may be assigned.

.02 The Deputy Under Secretary for Transportation Research shall act as the Under Secretary for Transportation during the absence of the Under Secretary for Transportation and the Deputy Under Secretary for Transportation.

**SEC. 6. Office of Transportation Policy Development.** The Office of Transportation Policy Development shall develop overall transportation policies, plans and programs to assure the balanced development of the Nation's transportation system. In carrying out these functions, it shall:

a. Conduct reviews and analyses of proposed or existing policies within the Government affecting transportation;

b. Identify and define major transportation problems of the Nation and propose research undertakings, policy studies, program planning, or other actions needed for solutions of the problems;

c. Consult with other Federal agencies concerning the coordination within the Government of transportation policies and programs required for the Nation's overall transportation needs;

d. In consultation with the Office of the General Counsel and other interested offices in the Department, develop for presentation positions on matters under consideration by regulatory agencies that involve Federal transportation policies or concern transportation programs; and

e. In consultation with the Office of the General Counsel and other interested offices in the Department, develop for presentation policy and program positions bearing on existing or proposed legislation.

**Sec. 7. Office of Transportation Programs.** The Office of Transportation Programs shall:

a. Provide staff support to the Under Secretary for Transportation and the Deputy Under Secretary for Transportation in their exercise of policy direction, supervision and coordination of organization units of the Department enumerated in section 2, above;

b. Perform the functions required in administering the Aviation War Risk Insurance Program and the Aircraft Loan Guarantee Program;

c. Maintain and participate in inter-agency activities which involve the coordination of transportation program responsibilities exercised by the Department, to insure that implementation of overall transportation programs within the Government is consistent with the objectives of national transportation policy; and

d. Coordinate the development and execution of a comprehensive national highway safety program, and provide coordination of highway safety functions exercised both within and outside the Department.

**Sec. 8. Office of Emergency Transportation.** The Office of Emergency Transportation shall perform all functions concerning emergency transportation planning and coordination assigned the Department under Executive Order 10999 of February 12, 1962. In carrying out these functions, it shall:

a. Prepare national plans, programs and procedures for the centralized control of all modes of transportation and for the proper allocation of the civil transportation capacity to meet civil and military needs in an emergency;

b. Develop and up-date long range programs designed to meet mobilization requirements for the use of all means of national and international transportation, including air, ground, water, and pipelines;

c. Develop and maintain plans to utilize, both domestically and internationally, the civil air carrier transportation capacity in a national emergency;

d. Prepare plans to claim from Federal agencies the materials, manpower, equipment, supplies, and services needed to support coordination of transportation in an emergency, and work with such agencies in developing programs to insure availability of such resources;

e. Propose and monitor or conduct research concerned with transportation emergency preparedness problems, provide representation on ad hoc or task force study groups, and provide advice and assistance to other agencies in planning research on emergency transportation problems;

f. Initiate with other agencies the development of joint plans for coordination of the emergency transportation program, and utilize to the maximum, the capabilities of other agencies, by contractual or other arrangements to perform emergency transportation planning; and

g. Develop and maintain program and organizational plans for exercise by the

Department of its transportation responsibilities during an emergency.

**Sec. 9. Office of Transportation Research.** The Office of Transportation Research shall plan an overall program of research essential to the Nation's transportation needs, and shall:

a. Conduct, directly or through contract, transportation research projects;

b. Gather and interpret research information needed to help the Under Secretary for Transportation formulate and recommend national transportation policy;

c. Develop and test policy analysis systems, equipment and facilities which can aid transportation operators, regulators and planners, but not including the area of responsibility assigned by this order to the Office of High-Speed Ground Transportation;

d. Disseminate within the Government and to private and public organizations, research findings and information of the Department that will aid research and operational efforts;

e. Evaluate and coordinate research and development programs of the Bureau of Public Roads and the Maritime Administration; and

f. Maintain liaison with other Government agencies and with private transportation research and development groups.

**Sec. 10. Office of High-Speed Ground Transportation.** The Office of High-Speed Ground Transportation shall plan and carry out a program of research, development and demonstration in high-speed ground transportation.

**Sec. 11. Office of Transportation Data Systems.** The Office of Transportation Data Systems shall plan and carry out a program for the collection, collation and dissemination of data, statistics and other information on transportation.

**Sec. 12. Savings Provision.** All orders, delegations of authority and other actions heretofore issued or taken by or relating to the Office of the Under Secretary of Commerce for Transportation or any official thereof shall remain in effect until specifically revoked or amended by proper authority.

DAVID R. BALDWIN,  
Assistant Secretary  
for Administration.

[F.R. Doc. 65-13009; Filed, Dec. 3, 1965; 8:46 a.m.]

## ATOMIC ENERGY COMMISSION

### BYPRODUCT, SOURCE AND SPECIAL NUCLEAR MATERIALS IN QUANTITIES NOT SUFFICIENT TO FORM CRITICAL MASS

#### Criteria for Guidance of States and AEC in Discontinuance of AEC Regulatory Authority and Assumption Thereof by States Through Agreement

Notice is hereby given that an amendment to the Criteria for Guidance of

States and AEC in Discontinuance of AEC Regulatory Authority and Assumption Thereof by States Through Agreement, set out below, has been adopted by the Commission. This amendment, effective on publication, adds a new paragraph to the Criteria, which provides that a State assuming regulatory responsibilities pursuant to section 274 of the Atomic Energy Act of 1954, as amended, should provide exemptions for AEC contractors substantially equivalent to the exemptions provided in the Commission's regulations, Parts 30, 40, 50, and 70.

On July 13, 1965, the Commission published in the FEDERAL REGISTER (30 F.R. 8802) a request for public comment on the proposed amendment to the Criteria to provide for such exemptions. Sixty days were allowed for public comment. The text of the amendment, set out below, is identical to the proposed amendment published on July 13, 1965.

The amendment is not intended to affect the respective rights and powers of the Commission or any of the States under the U.S. Constitution, including any immunity from State regulation the Commission might validly assert under the laws and Constitution of the United States on behalf of its contractors or subcontractors.

A new paragraph 28 is added to the Criteria for Guidance of States and AEC in Discontinuance of AEC Regulatory Authority and Assumption Thereof by States Through Agreement to read as follows:

**28. AEC contractors.** The State should provide exemptions for AEC contractors which are substantially equivalent to the following exemptions:

(a) Prime contractors performing work for the AEC at U.S. Government-owned or controlled sites;

(b) Prime contractors performing research in, or development, manufacture, storage, testing, or transportation of, atomic weapons or components thereof;

(c) Prime contractors using or operating nuclear reactors or other nuclear devices in a U.S. Government-owned vehicle or vessel; and

(d) Any other prime contractor or subcontractor when the State and the AEC jointly determine (i) that, under the terms of the contract or subcontract, there is adequate assurance that the work thereunder can be accomplished without undue risk to the public health and safety and (ii) that the exemption of such contractor or subcontractor is otherwise appropriate.

(Sec. 274, 73 Stat. 638; 42 U.S.C. 2021)

Dated at Washington, D.C., this 29th day of November 1965.

For the Atomic Energy Commission.

W. B. McCool,  
Secretary.

[F.R. Doc. 65-13005; Filed, Dec. 3, 1965; 8:46 a.m.]

## CIVIL AERONAUTICS BOARD

[Docket No. 16883; Order E-22944]

### CHRISTMAS PACKAGES TO VIETNAM

#### Domestic Service Mail Rate for Packages Bearing Surface Parcel Postage

Adopted by the Civil Aeronautics Board at its office in Washington, D.C., on the 29th day of November 1965.

The Board, on November 17, 1965, adopted Order E-22898 directing all interested persons, and specifically the air carriers listed in the appendix thereto and the Postmaster General, to show cause why the Board should not adopt the proposed findings and conclusions and fix, determine and publish the rates proposed therein for the mail transportation described.

The time designated for filing notice of objection has elapsed and no objections have been filed. All parties have therefore waived the right to a hearing and all other procedural steps short of a final decision of the Board fixing the final rates.

Accordingly, pursuant to the Federal Aviation Act of 1958, and particularly sections 204(a) and 406 thereof,

#### It is ordered That:

1. The fair and reasonable final service mail rates to be paid by the Postmaster General to:

Airlift International, Inc.  
Allegheny Airlines, Inc.  
American Airlines, Inc.  
Bonanza Air Lines, Inc.  
Braniff Airways, Inc.  
Central Airlines, Inc.  
Continental Air Lines, Inc.  
Delta Air Lines, Inc.  
Eastern Air Lines, Inc.  
The Flying Tiger Line, Inc.  
Frontier Airlines, Inc.  
Lake Central Airlines, Inc.  
Mohawk Airlines, Inc.  
National Airlines, Inc.  
North Central Airlines, Inc.  
Northeast Airlines, Inc.  
Northwest Airlines, Inc.  
Ozark Air Lines, Inc.  
Pacific Air Lines, Inc.  
Piedmont Aviation, Inc.  
Southern Airways, Inc.  
Trans-Texas Airways, Inc.  
Trans World Airlines, Inc.  
United Air Lines, Inc.  
West Coast Airlines, Inc.  
Western Air Lines, Inc.

for the transportation by aircraft of packages over their routes within the 48 contiguous States and the District of Columbia, destined to the military port of embarkation in San Francisco for shipment to South Vietnam, affixed with surface parcel postage, the facilities used and useful therefor, and the services connected therewith are, for the period from the date of this order through December 20, 1965, a rate equal to 50 percent of the service mail rates fixed and determined for such air carriers in Order E-22512, adopted August 6, 1965.

2. This order be served upon the air carriers listed in paragraph 1 above, 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. 65-13017; Filed, Dec. 3, 1965;  
8:47 a.m.]

## FEDERAL AVIATION AGENCY

[OE Docket No. 65-CE-14]

### QUINCY CABLEVISION, INC.

#### Notice of Petition for and Grant of Discretionary Review

On November 8, 1965, the Agency's Central Regional Office issued the following Determination of No Hazard to Air Navigation (Aeronautical Study No. CE-OE-65-913) at Kansas City, Mo.:

The Federal Aviation Agency has conducted an aeronautical study in accordance with § 77.19, Federal Aviation Regulations, to determine what effect the following described construction would have upon the safe and efficient utilization of navigable airspace.

Applicant: Quincy Cablevision, Inc.  
Structure: Microwave Tower.

Location: Keokuk, Iowa.  
Height: 1000' AMSL; 400' AGL.  
Latitude: 40°23'56".  
Longitude: 91°25'49".

The proposed structure would be located 4 miles south of the Keokuk Airport. It would not exceed the standards for determining obstructions as applied to this airport. It would exceed the standards for determining obstructions to air navigation in § 77.23(a)(5) of the Federal Aviation Regulations (more than 200 feet above ground within a transition area).

The aeronautical study disclosed the proposed structure would have no adverse effect on aeronautical operations, procedures or minimum flight altitudes.

Therefore, pursuant to the authority delegated to me, it is found that the structure would have no substantial adverse effect upon the safe and efficient utilization of navigable airspace and it is hereby determined that the structure would not be a hazard to air navigation provided it is obstruction marked and lighted in accordance with FAA standards.

This determination is effective and becomes final on December 18, 1965, unless a petition for review is filed under § 77.37. If a petition is filed, further notice will be given and the determination will not become final pending disposition of the petition. Petitions for discretionary review must be filed in triplicate with Chief, Obstruction Evaluation Branch, Federal Aviation Agency, Washington, D.C., 20553, within 30 days after the date of issuance and must contain a full statement of the basis upon which it is made.

This determination expires on June 18, 1966, unless application is made to the FCC for a construction permit before that date, or the determination is otherwise extended, revised, or terminated. If application is made to the FCC within the 6 months time period, the determination expires on the date prescribed in the FCC construction permit for completion of construction or on the date the FCC denies the application.

Notice to this office is required at least 48 hours before the start of construction and again within 5 days after the construction reaches its greatest height.

GEORGE D. SMITH,  
Chief, Airspace Branch,  
Air Traffic Division.

On November 11 and November 19, 1965, the Keokuk Municipal Airport Commission, and the National Business Aircraft Association, Inc., (NBAA) respectively, petitioned the Administrator for a discretionary review of the above determination.

The petitions set forth the following issues:

1. In view of the fact that there is no official altimeter setting in the Keokuk area, a 400-foot tower is too close to the altitude of the ceiling requirement for an instrument approach to the Keokuk Airport, which requires a 500-foot ceiling and 1 mile visibility.

2. The proposed tower would be too close to the airport's traffic pattern following completion of the planned extension of the northwest/southeast runway.

3. The tower would be a hazard to traffic arriving and departing the Keokuk Airport since the nearest source of an altimeter setting in the area is 27 miles distant and a difference in air pressure between the source and Keokuk could serve to reduce the clearance between an aircraft at 500 feet and the 400-foot tower.

4. The tower lies on a VFR route; aircraft operating at 500 feet with the weather at, or near, VFR minimums, which are frequently encountered in the area, would have inadequate clearance with a 400-foot tower.

5. The proposed tower site is one-half mile south of the southern edge of a transition area and directly on a VFR, southbound, departure route; aircraft keeping low to stay under this transition area while skirting the western edge of Keokuk City en route to the Mississippi, would overfly the top of the tower by approximately 100 feet.

6. The tower would be slightly more than 3 miles from the end of the northwest/southeast runway, which when extended southeast as planned, would leave inadequate separation for IFR procedures.

Notice is hereby given that, pursuant to the authority delegated to me by the Administrator, the petitions by the Keokuk Municipal Airport Commission and the NBAA for discretionary review under § 77.37 of Part 77 are granted and such review will be conducted on the basis of written materials pursuant to § 77.37(c)(1).

Interested persons may, within 30 days of the issuance date of this notice, submit any relevant information in writing for consideration in this review to the Federal Aviation Agency, Air Traffic Service, Obstruction Evaluation Branch, 800 Independence Avenue SW., Washington, D.C., 20553. Submissions must be filed in triplicate and be relevant to the effect of the proposed structure on safe air navigation.

A copy of appropriate correspondence in this case is on file in OE Docket No. 65-CE-14, and may be examined by interested persons at the Federal Aviation Agency, Office of the General Counsel, Rules Docket, 800 Independence Avenue SW., Washington, D.C., 20553.

Upon conclusion of this discretionary review, an appropriate order will be pub-

lished in the FEDERAL REGISTER. In accordance with § 77.37 of the Federal Aviation Regulations, the determination of no hazard to air navigation issued by the Agency's Central Regional Office in Aeronautical Study No. CE-OE-65-913 is not and will not be a final determination pending final disposition of the petitions.

Issued in Washington, D.C., on November 29, 1965.

ARCHIE W. LEAGUE,  
Director, Air Traffic Service.

[P.R. Doc. 65-13002; Filed, Dec. 3, 1965;  
8:45 a.m.]

## FEDERAL MARITIME COMMISSION

[Docket No. 65-44]

### ABSORPTION OF PORT HANDLING CHARGES ON RAIL CAR TRAFFIC

#### Notice of Investigation and Suspension

NOVEMBER 30, 1965.

It appearing, that there have been filed with the Federal Maritime Commission by Sea-Land Service, Inc., and Seatrain Lines, Inc., tariff schedules providing for an absorption or rebate of port handling charges on traffic interchanged with railroads at North Atlantic ports to become effective November 27, 1965, and later designated as follows:

Sea-Land Service, Inc., Freight Tariff No. 7-A—FMC-F No. 10; Item 625, 1st and 2d Revised Page 36 and Seatrain Lines, Inc., Outward Freight Tariff No. 1, FMC-F No. 1; Item 27, 3d Revised Page 61-A and Homeward Freight Tariff No. 3, FMC-F No. 3; Item 420, Original Page 25-C.

It further appearing, that upon consideration of the said schedules and protests thereto there is reason to believe that the tariff revisions if permitted to become effective, may result in an unlawful rebate, absorption or allowance in violation of sections 16 and 18, Shipping Act, 1916 and sections 2 and 3 of the Intercoastal Shipping Act, 1933;

It further appearing, that, the Commission is of the opinion that these tariff revisions should be made the subject of a public investigation and hearing to determine whether they are unjust, unreasonable, or otherwise unlawful under the Shipping Act, 1916, or the Intercoastal Shipping Act, 1933, and that the effective date of the proposed tariff changes should be suspended pending such investigation;

Now, therefore, it is ordered, That, an investigation be, and it is hereby, instituted into and concerning the aforementioned tariff revisions with a view to making such findings and orders in the premises as the facts and circumstances shall warrant;

It is further ordered, That Item No. 625 on 1st and 2d Revised Page 36 of Sea-Land's Tariff FMC-F No. 10 and Item 27, 3d Revised Page 61-A and Item 420, Original Page 25-C of Seatrain's Tariffs FMC-F No. 1 and FMC-F No. 3 be, and they are hereby suspended and that the use thereof be deferred to and including

March 26, 1966, unless otherwise authorized by the Commission; and that the rates, fares, charges, rules, regulations and/or practices heretofore in effect and which were to be changed by the suspended matter shall remain in effect during the period of suspension, and neither the matter suspended, nor the matter which is continued in effect as a result of such suspension, may be changed until the period of suspension has expired or until this investigation and suspension proceeding has been disposed of, whichever first occurs, unless otherwise authorized by the Commission;

It is further ordered, That there shall be filed immediately with the Commission by Sea-Land Service, Inc., and Seatrain Lines, Inc., a consecutively numbered supplement to each of the aforesaid tariffs, which supplements shall bear no effective date, shall reproduce the portion of this order wherein the suspended matter is described, and shall state that the aforesaid matter is suspended and may not be used until the 27th day of March 1966, unless otherwise authorized by the Commission; and that the matter heretofore in effect, and which was to be changed by the suspended matter shall remain in effect during the period of suspension, and neither the matter suspended, nor the matter which is continued in effect as a result of such suspension may be changed until the period of suspension has expired, or until this investigation and suspension proceeding has been disposed of, whichever first occurs, unless otherwise authorized by the Commission;

It is further ordered, That copies of this order shall be filed with the said tariff schedules in the Bureau of Domestic Regulation of the Federal Maritime Commission;

It is further ordered, That (I) the investigation herein ordered be assigned for public hearing by the Chief Examiner, before an examiner of the Commission's Office of Hearing Examiners at a date and place to be announced; (II) Sea-Land Service, Inc., and Seatrain Lines, Inc., be, and they are hereby made respondent in this proceeding; (III) a copy of this order shall forthwith be served upon said respondents and protestants; (IV) the said respondents and protestants be duly notified of the time and place of the hearing herein ordered; and (V) this order and notice of the said hearing be published in the FEDERAL REGISTER.

All persons (including individuals, corporations, associations, firms, partnerships, and public bodies) having an interest in this proceeding and desiring to intervene therein, should notify the Secretary of the Commission promptly and file petitions for leave to intervene in accordance with Rule 5(n) (46 CFR 502.73) with copy to respondents.

By the Commission, November 24, 1965.

[SEAL]

THOMAS LISI,  
Secretary.

[P.R. Doc. 65-13018; Filed, Dec. 3, 1965;  
8:47 a.m.]

## FEDERAL POWER COMMISSION

[Docket No. E-7222]

### MICHIGAN GAS & ELECTRIC CO.

#### Notice of Hearing

DECEMBER 2, 1965.

Take notice that a hearing in the above-docketed proceeding will be held on December 22, 1965, at 10 a.m., e.s.t., in a hearing room of the Federal Power Commission, 441 G Street NW., Washington, D.C., 20426. This proceeding was instituted by Commission order issued May 4, 1965.

JOSEPH H. GUTHRIE,  
Secretary.

[P.R. Doc. 65-13085; Filed, Dec. 3, 1965;  
9:24 a.m.]

## INTERSTATE COMMERCE COMMISSION

[Second Rev. S.O. 947; Pfahler's Car Distribution Direction 7]

### NEW YORK, NEW HAVEN & HARTFORD RAILROAD CO. ET AL.

#### Freight Car Distribution

Pursuant to section I (15) and (17) of the Interstate Commerce Act and authority vested in me by Paragraph (a) (5)(i) of the Interstate Commerce Commission Second Revised Service Order No. 947 (28 F.R. 12127; 29 F.R. 6014, 9670, 18506; 30 F.R. 6220 and 7522).

It appearing, that there exists a shortage of boxcars in sections of the country served by the Northern Pacific Railway Co. because of inequitable distribution, and it appearing that the present carrier rules, regulations, and practices with respect to the use, supply, control, movement, distribution, exchange, interchange, and return of cars to the railroads owning such cars are ineffective; this Agent is of the opinion that an emergency exists requiring immediate action, and that notice and public procedure are impracticable and contrary to the public interest, and that good cause exists for making this direction effective upon less than 30 days' notice.

It is ordered, That:

(1) The New York, New Haven & Hartford Railroad Co., Erie-Lackawanna Railroad Co., Soo Line Railroad Co., and the Northern Pacific Railway Co. shall observe, enforce, and obey the following directions, rules, regulations, and practices with respect to freight car distribution:

(a) The New York, New Haven & Hartford Railroad Co. shall deliver to the Erie-Lackawanna Railroad Co. a weekly total of 175 empty plain serviceable boxcars with inside length less than 44 feet 8 inches and doors less than 8 feet wide. Exception: Canadian ownerships.

(b) Cars received by the Erie-Lackawanna Railroad Co. under this order shall be delivered to the Soo Line Railroad Co.

(c) Cars received by the Soo Line Railroad Co. under this order shall be de-

livered to the Northern Pacific Railway Co.

*It is further ordered.* That the rate of delivery specified in this direction shall be maintained within weekly periods ending each Sunday at 11:59 p.m., so that at the end of each 7 days the full delivery required for that period shall have been made.

*It is further ordered.* That cars applied under this direction shall be carded to the Northern Pacific Railway Co. and each car shall be identified by the New York, New Haven & Hartford Railroad Co., Erie-Lackawanna Railroad Co., and Soo Line Railroad Co. on empty car cards, movement slips, and interchange records as moving under the provisions of this direction.

(2) No common carrier by railroad subject to the Interstate Commerce Act shall intercept, appropriate, or divert any empty cars moving under the provisions of this direction.

(a) The New York, New Haven, and Hartford Railroad Co. must advise Agent R. D. Pfahler each Wednesday as to the number of cars, covered by this direction, delivered during the preceding week, ending each Sunday at 11:59 p.m., to the Erie-Lackawanna Railroad Co.

(b) The Erie-Lackawanna Railroad Co. and the Soo Line Railroad Co. must advise Agent R. D. Pfahler each Wednesday as to the number of cars received and delivered, as requested by this order, during the preceding week.

(c) The Northern Pacific Railway Co. must advise Agent R. D. Pfahler each Wednesday as to the number of cars, covered by this direction, received during the preceding week, ending each Sunday at 11:59 p.m.

(3) Application: The provisions of this direction shall apply to intrastate, interstate, and foreign commerce.

(4) Regulations suspended: The operation of all rules and regulations, insofar as they conflict with the provisions of this direction, is hereby suspended.

(5) Effective date: This direction shall become effective at 12:01 a.m., December 6, 1965.

(6) Expiration date: This direction shall expire at 11:59 p.m., December 31, 1965, unless otherwise modified, changed, suspended, or annulled by order of this Commission.

*It is further ordered.* That a copy of this direction shall be served upon the Association of American Railroads, Car Service Division, as agent of all railroads subscribing to the car service and per diem agreement under the terms of that agreement; and that notice of this direction be given to the general public by depositing a copy in the Office of the Secretary of the Commission in Washington, D.C., and by filing it with the Director, Office of the Federal Register.

Issued at Washington, D.C., November 30, 1965.

INTERSTATE COMMERCE  
COMMISSION,  
R. D. PFAHLER,  
Agent.

[SEAL]

[P.R. Doc. 65-13011; Filed, Dec. 3, 1965;  
8:46 a.m.]

[Second Rev. S.O. 947; Pfahler's Car  
Distribution Direction No. 6]

### SOUTHERN PACIFIC CO. AND CHICAGO, ROCK ISLAND & PACIFIC RAILROAD CO.

#### Freight Car Distribution

Pursuant to section I (15) and (17) of the Interstate Commerce Act and authority vested in me by paragraph (a) (5) (ii) of the Interstate Commerce Commission Second Revised Service Order No. 947 (28 F.R. 12127; 29 F.R. 6014, 9670, 18506; 30 F.R. 6220 and 7522).

It appearing that there exists a shortage of boxcars in sections of the country served by the Chicago, Rock Island & Pacific Railroad Co. because of inequitable distribution, and it appearing that the present carrier rules, regulations, and practices with respect to the use, supply, control, movement, distribution, exchange, interchange, and return of cars to the railroads owning such cars are ineffective; this Agent is of the opinion that an emergency exists requiring immediate action, and that notice and public procedure are impracticable and contrary to the public interest, and that good cause exists for making this direction effective upon less than 30 days' notice.

*It is ordered, That:*

(1) The Southern Pacific Co. and the Chicago, Rock Island & Pacific Railroad Co. shall observe, enforce, and obey the following directions, rules, regulations, and practices with respect to freight car distribution:

(a) The Southern Pacific Co. shall return to the Chicago, Rock Island & Pacific Railroad Co. at Houston the equivalent number of empty boxcars per week received by the Southern Pacific Co. from the Chicago, Rock Island & Pacific Railroad Co. under load consigned to Goodpasture Grain Co. Exception: Cars subject to Car Service Rule 2.

(b) The rate of delivery specified in this direction shall be maintained within weekly periods ending each Sunday at 11:59 p.m., so that at the end of each 7 days the full delivery required for that period shall have been made.

(2) The Southern Pacific Co. must advise Agent R. D. Pfahler each Wednesday as to the number of cars, covered by this direction, delivered during the preceding week, ending each Sunday at 11:59 p.m., to the Chicago, Rock Island & Pacific Railroad Co.

(a) The Chicago, Rock Island & Pacific Railroad Co. must advise Agent R. D. Pfahler each Wednesday as to the number of cars, covered by this direction, received from the Southern Pacific Co. during the preceding week, ending each Sunday at 11:59 p.m., as well as the number of loaded cars delivered by the Chicago, Rock Island & Pacific Railroad Co. for Southern Pacific Co. switch delivery to the Goodpasture Grain Co. at Houston during the same period.

(3) Application. The provisions of this direction shall apply to intrastate, interstate, and foreign commerce.

(4) Regulations suspended. The operation of all rules and regulations, inso-

far as they conflict with the provisions of this direction, is hereby suspended.

(5) Effective date: This direction shall become effective at 12:01 a.m., December 3, 1965.

(6) Expiration date: This direction shall expire at 11:59 p.m., December 31, 1965, unless otherwise modified, changed, suspended, or annulled by order of this Commission.

*It is further ordered.* That a copy of this direction shall be served upon the Association of American Railroads, Car Service Division, as agent of all railroads subscribing to the car service and per diem agreement under the terms of that agreement; and that notice of this direction be given to the general public by depositing a copy in the Office of the Secretary of the Commission in Washington, D.C., and by filing it with the Director, Office of the Federal Register.

Issued at Washington, D.C., November 30, 1965.

INTERSTATE COMMERCE  
COMMISSION,  
R. D. PFAHLER,  
Agent.

[SEAL]

[P.R. Doc. 65-13012; Filed, Dec. 3, 1965;  
8:47 a.m.]

#### FOURTH SECTION APPLICATIONS FOR RELIEF

DECEMBER 1, 1965.

Protests to the granting of an application must be prepared in accordance with § 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

PSA 40157—Pulpboard or fiberboard from points in Southern Territory. Filed by O. W. South, Jr., agent (No. A4801), for interested carriers. Rates on Pulpboard or fiberboard, in carloads, from points in southern territory to Carpentersville and North Chicago, Ill.

Grounds for relief—Market competition.

Tariff—Supplement 19 to Southern Freight Association, agent, tariff ICC S-519.

PSA 40158—Brick or tile raw materials between points in Southern Territory. Filed by O. W. South, Jr., agent (No. A4802), for interested carriers. Rates on brick or tile raw materials, as described in the application, in carloads, between points in southern territory.

Grounds for relief—Carrier competition, modified short-line distance formula and grouping.

Tariff—Supplement 119 to Southern Freight Association, agent, tariff ICC S-144.

PSA 40159—Liquid caustic soda from Evans City, Ala. Filed by O. W. South, Jr., agent (No. A4803), for and on behalf Atlantic Coast Line Railroad Co. and other interested carriers. Rates on liquid caustic soda, in tank carloads, from Evans City, Ala., to specified points in South Carolina.

Grounds for relief—Market competition.

Tariff—Supplement 220 to Southern Freight Association, agent, tariff ICC S-194.

By the Commission.

[SEAL] H. NEIL GARSON,  
Secretary.

[F.R. Doc. 65-13013; Filed, Dec. 3, 1965;  
8:47 a.m.]

[Notice 95]

### MOTOR CARRIER TEMPORARY AUTHORITY APPLICATIONS

DECEMBER 1, 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 22179 (Sub-No. 11 TA), filed November 29, 1965. Applicant: FREEMAN TRUCK LINE, INC., 416 Jackson Avenue, Oxford, Miss. Applicant's representative: John Paul Jones, 189 Jefferson, Memphis, Tenn., 38103. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, classes A and B explosives, livestock, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), between Durant, Miss., and Yazoo City, Miss., from Durant over U.S. Highway 51 to Pickens, Miss., thence over Mississippi Highway 432 to Benton, Miss., thence over Mississippi Highway 16 to Yazoo City, and return over the same route, serving all intermediate points, and the off-route points of Crupp, Valley, and Tinsley, Miss., for service between Memphis, Tenn., and the above-named Mississippi points, except Durant, by tacking at Durant the authority sought herein with applicant's present authority; and over an alternate route, to be used for operating convenience only, for the said Memphis-Yazoo City and Crupp, Valley, and Tinsley, Miss., service by tacking at Grenada, Miss., the following alternate route with appli-

cant's present authority; From Grenada, Miss., over Mississippi Highway 7 to Greenwood, Miss., thence over U.S. Highway 49E to Yazoo City, Miss., and return, for 180 days. Supporting shippers: Motor Parts Co., Post Office Box 169, Yazoo City, Miss.; Yazoo Tractor Co., Inc., Yazoo City, Miss.; Alexander Manufacturing Co., Post Office Box 107, Yazoo City, Miss.; Shannon Tractor Co., Inc., Post Office Box 808, Yazoo City, Miss.; S. Moses Co., Vending, Post Office Box 658, Yazoo City, Miss.; Massey-Ferguson, Inc., 308 South Mound Street, Yazoo City, Miss.; Southern Bag Corp., Post Office Box 389, Yazoo City, Miss.; Fouché Tractor & Implement Co., 201 North Mound Street, Yazoo City, Miss.; Woodruff & Hollis Ford Co., 426 South Main Street, Yazoo City, Miss.; JPS Building Supplies, Inc., 333 North Main Street, Yazoo City, Miss.; Mississippi Tobacco Co., Post Office Box 839, Yazoo City, Miss.; the W. L. Somner Co., Inc., Post Office Box 82, Shreveport, La.; Ely & Walker, 823 East Holmes Road, Whitehaven, Tenn.; and Southland Oil Co., Yazoo City, Miss. Send protests to: W. W. Garland, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, Room 390, U.S. Federal Building, Memphis, Tenn., 38103.

No. MC 30837 (Sub-No. 324 TA), filed November 26, 1965. Applicant: KENOSHA AUTO TRANSPORT CORPORATION, 4519 76th Street, Kenosha, Wis., 53141. Applicant's representative: Albert P. Barber (same address as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Seat cabs*, set up, for agricultural, construction and industrial implements and machinery, Menomonee Falls, Wis., to Bettendorf, Iowa; East Moline, Rock Island, Silvis, and Springfield, Ill.; Bay City, and Detroit, Mich.; Independence, Mo.; and Indianapolis, Ind., for 150 days. Supporting shipper: Allen Industrial Products, Inc., Division of Stolper Industries, Menomonee Falls, Wis., 53051, A. A. Ladwig, vice president, manufacturing. Send protests to: W. P. Sibbald, Jr., District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, 108 West Wells Street, Room 511, Milwaukee, Wis., 53203.

No. MC 58813 (Sub-No. 68 TA), filed November 26, 1965. Applicant: SELMAN'S EXPRESS, INC., 460 West 35th Street, New York, N.Y. Applicant's representative: Solomon Granett, 1740 Broadway, New York, N.Y., 10019. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Wearing apparel*, loose, on hangers only, from Hialeah, Fla., to New York, N.Y., and *materials and supplies used in the manufacture of wearing apparel*, from New York, N.Y., to Hialeah, Fla., for 120 days. Supporting shipper: Elco Coat Co., Inc., 247 West 38th Street, New York, N.Y., 10018. 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 80428 (Sub-No. 53 TA), filed November 26, 1965. Applicant: McBRIDE TRANSPORTATION, INC., Main and Nelson Streets, Goshen, N.Y. Applicant's representative: Middleton, Gianiny & Remington, 900 Midtown Tower, Rochester, N.Y. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Liquid sugar, invert sugar and molasses*, in tank vehicles, from Charlestown, Mass., to Alton, Albany, Mount Morris, Rochester, Syracuse, Honeoye Falls, Oakfield, South Dayton, Victor, Elmira, Binghamton, Johnson City, Endicott, Utica, Hammondspoint, Naples, and Auburn, N.Y., for 120 days. Supporting shipper: L. C. Watkins Co., Inc., 375 Glen Ellyn Way, Rochester, N.Y. Send protests to: Charles F. Jacobs, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, 215-217 Post Office Building, Binghamton, N.Y., 13902.

No. MC 99744 (Sub-No. 3 TA), filed November 26, 1965. Applicant: VICTOR GROTHAUS, doing business as GROTHAUS EXPRESS, 201 East 4th Street, Kingsley, Iowa. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities*, between Omaha, Nebr., and Salix, Iowa, from Omaha over U.S. Highway 75 to Salix, and return over the same route, serving the intermediate points of Whiting and Sloan, Iowa, and the off-route points of Climbing Hill, Hornick, and Bronson, Iowa, for 150 days. Supporting shippers: Bronson Community School, Bronson, Iowa; Bronson Garage, Bronson, Iowa; Woodbury Central Community Schools, Climbing Hill, Iowa; Climbing Hill Savings Bank, Climbing Hill, Iowa; Western Iowa Telephone Association, Lawton, Iowa; Iowa Public Service Co., Merville, Iowa; Mobil Oil Co., Whiting, Iowa; Freeman Drug Co., Whiting, Iowa; Holmes Publishing Co., Whiting, Iowa; Fountain Implement Co., Sloan, Iowa; Erickson Implement Co., Sloan, Iowa; Northwest Iowa Telephone Co., Sloan, Iowa; Farmers Elevator Co., Sloan, Iowa; Farmers Co-op Lumber Co., Hornick, Iowa; Farmers Co-op Oil Co., Hornick, Iowa; Farmers Co-op Elevator Co., Hornick, Iowa; Owego Grain & Equipment Co., Salix, Iowa; and, Farmers Co-op Elevator Co., Salix, Iowa. Send protests to: Carroll Russell, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, 304 Post Office Building, Sioux City, Iowa, 51101.

No. MC 110663 (Sub-No. 9 TA), filed November 26, 1965. Applicant: R. CONLEY, INC., 6891 Seneca Street, Elma, N.Y., 14059. Applicant's representative: William J. Hirsch, 43 Niagara Street, Buffalo, N.Y., 14202. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Fruit juices*, in bulk, in tank vehicles, from Naples, Newfane, and Westfield, N.Y., to Chicago, Ill., and *returned shipments* in reverse direction, for 180 days. Supporting shippers: Westfield-Sommers Foods, Inc., Westfield, N.Y.; and, Earl T. Howell & Sons, Inc., Box 27, Newfane,

N.Y., 14108. Send protests to: George M. Parker, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, Room 324, 121 Ellicott Street, Buffalo, N.Y., 14203.

No. MC 111434 (Sub-No. 64 TA), filed November 26, 1965. Applicant: DON WARD, INC., 241 West 56th Avenue, Denver, Colo. Applicant's representative: Peter J. Crouse (same address as above). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Cinders, clay, or shale*, from Rocky Flats, Colo., to Laramie, Wyo., for 150 days. Supporting shipper: Ideal Cement Co., 821 17th Street, Denver, Colo., 80202. Send protests to: Luther H. Oldham, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, 2022 Federal Building, 1961 Stout Street, Denver, Colo.

No. MC 111785 (Sub-No. 20 TA), filed November 26, 1965. Applicant: BURNS MOTOR FREIGHT, INC., R.F.D. No. 1, Post Office Box 149, Marlinton, W. Va. Applicant's representative: Donald E. Cross, 917 Munsey Building, Washington, D.C., 20004. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Kiln dried wood mouldings*, from Beverly (Randolph County), W. Va., to Ballwin (St. Louis County), Mo., for 180 days. Supporting shipper: Tygart Moulding Corp., Beverly, W. Va., 26253. Send protests to: H. R. White, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, 3202 Federal Office Building, Charleston, W. Va., 25301.

No. MC 119829 (Sub-No. 18 TA), filed November 29, 1965. Applicant: F. J. EGNER & SON, INC., 3969 Congress Parkway, Post Office Box 216, West Richfield, Ohio. Applicant's representative: R. L. Yates (same address as above). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Coal tar pitch*, in bulk, in tank vehicles, (1) from East Liverpool, Ohio, to Youngstown and McDonald, Ohio, and (2) from McDonald, Ohio, to Youngstown, Ohio, for 150 days. Supporting shipper: United States Steel Corp., 525 William Penn Place, Pittsburgh, Pa. Send protests to: G. J. Baccel, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, 435 Federal Building, Cleveland, Ohio, 44114.

No. MC 124078 (Sub-No. 171 TA), filed November 26, 1965. Applicant: SCHWERTMAN TRUCKING CO., 611 South 28th Street, Milwaukee, Wis., 53246. Applicant's representative: James R. Ziperski (same address as above). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Cement*, in bulk, and in packages, from the transfer terminal of the Alpha Portland Cement Co., at or near Westboro, Mass., to points in Merrimack and Belknap Counties, N.H., for 180 days. Supporting shipper: Alpha Portland Cement Co., Alpha Building, Easton, Pa., Robert M. Horrom, general 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 127735 (Sub-No. 1 TA), filed November 26, 1965. Applicant: ROY E. BARKER, doing business as ROY E. BARKER PRODUCE, 121 Magnolia Street, North Little Rock, Ark. Applicant's representative: Louis Tarlowski, Pyramid Life Building, Little Rock, Ark. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: *Wooden wire bound boxes*, knocked down, in bundles, from the plantsite of Arkansas Wirebound Box Co., Inc., Atkins, Ark., to points in Hidalgo, Cameron, Dimmit, Zavala, Maverick, Webb, Starr, and Bexar Counties, Tex., for 180 days. Supporting shipper: Arkansas Wirebound Box Co., Inc., Atkins, Ark. Send protests to: D. R. Partney, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, 2519 Federal Office Building, 700 West Capitol Avenue, Little Rock, Ark., 72201.

No. MC 127743 TA, filed November 26, 1965. Applicant: JAMES H. FOLEY, 20 Longmeadow Road, Arlington, Mass. Applicant's representative: Robert J. Gallagher, 111 State Street, Boston, Mass., 02109. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: *Plastic signs*, from Leominster, Mass., to points in the United States east of the Mississippi River, for 180 days. Supporting shipper: Colorvision Plastics, Inc., 476 Boylston Street, Boston, Mass., 02116. Send protests to: James F. Martin, Jr., District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, 30 Federal Street, Boston, Mass., 02110.

No. MC 127745 (Sub-No. 2 TA), filed November 26, 1965. Applicant: GEORGE B. KING, doing business as KING TRANSFER, 714 Pearl Street, Onawa, Iowa. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *General commodities*, between Omaha, Nebr., and Little Sioux, Modale, Mondamin, Pisgah, Moorhead, Blencoe, Soldier, Turin, Ute, Castana, Mapleton, Whiting, Danbury, Hornick, Sloan, Climbing Hill, Salix, Sioux City Airbase, Sergeant Bluff, Bronson, Onawa, and Sioux City, Iowa, for 180 days. Supporting shippers: Charles F. Griffin, Mapleton, Iowa; Onawa Rexall Drug, Kenneth Kuncie, Onawa, Iowa; Moen Clothing Co., J. S. Hanks, Onawa, Iowa; Farmers Cereal Co., Sloan, Iowa; John Holmes Publishing Co., Whiting, Iowa; Juneman Hardware, Sloan, Iowa; Coast to Coast Stores, C. T. Murphy, Onawa, Iowa; Langren Seed Co., Whiting, Iowa; Moon's, Darold Moon, Onawa, Iowa; Great Plains Supply Co., Onawa, Iowa; Arney Autosalvage, Bud Derrick, Owner, Onawa, Iowa; Beaver & Sons, Climbing Hill, Iowa; Don Wulf, Climbing Hill, Iowa; Bob's Market, Robert R. Stone, Bronson, Iowa; Farmers Cooperative Lumber Co., Hornick, Iowa; Northwest Iowa Telephone Co., Inc., Sloan, Iowa; M & R Oil Co., Modale, Iowa; Meadows

Fertilizer Service, Box 174, Ute, Iowa; Griffith Hardware & Implements, Moorhead, Iowa; Soldier Elevator, Soldier, Iowa; Burke Grocery, Clarence Burke, Turin, Iowa; Keitges Wholesale Tobacco & Candy, Onawa, Iowa; Harms Oil Co., Blencoe, Iowa; Alton Hardware & Appliance, Little Sioux, Iowa; Muxfeldt Farm Supply, Mondamin, Iowa; Watson Locker, Box 42, Sloan, Iowa; Farmers Cooperative Elevator, Hornick, Iowa; Pete's Service, Climbing Hill, Iowa; Carlson's Drug Store, Sloan, Iowa; Longval Bros. Hardware, Sloan, Iowa; Whiting Cooperative, Whiting, Iowa; and, House Bros. Oil Co., Onawa, Iowa. Send protests to: Carroll Russell, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, 304 Post Office Building, Sioux City, Iowa, 51101.

By the Commission.

[SEAL] H. NEIL GARSON,  
Secretary.

[F.R. Doc. 65-13014; Filed, Dec. 3, 1965; 8:47 a.m.]

[Notice 1269]

### MOTOR CARRIER TRANSFER PROCEEDINGS

DECEMBER 1, 1965.

Synopses of orders entered pursuant to section 212(b) of the Interstate Commerce Act, and rules and regulations prescribed thereunder (49 CFR Part 179), appear below:

As provided in the Commission's special rules of practice any interested person may file a petition seeking reconsideration of the following numbered proceedings within 20 days from the date of publication of this notice. Pursuant to section 17(8) of the Interstate Commerce Act, the filing of such a petition will postpone the effective date of the order in that proceeding pending its disposition. The matters relied upon by petitioners must be specified in their petitions with particularity.

No. MC-FC-67814. By order of November 24, 1965, the Transfer Board approved the transfer to Starlite Delivery Service, Inc., Bayonne, N.J., of portion of the operating rights issued by the Commission November 1, 1944, under Certificate No. MC-31044, to Apex Express, Inc., Perth Amboy, N.J., authorizing the transportation, over irregular routes, of general commodities, except household goods, between New York, N.Y., on the one hand, and, on the other, Dover, Raritan, Princeton, Englishtown, and Hightstown, N.J., points in Hudson, Essex, Union, and Middlesex Counties, N.J., and points in Bergen, Passaic, Morris, and Somerset Counties, N.J., on and east of a boundary line beginning at the New York-New Jersey State line near Suffern, N.Y., and extending along U.S. Highway 202 to junction U.S. Highway 206, and thence along U.S. Highway 206 to the Somerset-Mercer County line, subject to cancellation of duplicating rights. Maxwell A. Howell, 1511 K Street NW., Washington, D.C., attorney for applicants.

No. MC-FC-68203. By order of November 30, 1965, the Transfer Board approved the transfer to La Grou Motor Service, Inc., Chicago, Ill., of Certificate No. MC-44288 issued May 6, 1949, to Louis J. De Wolf, doing business as La Grou Motor Service, Chicago, Ill., authorizing the transportation of general commodities, excluding household goods and commodities in bulk, over irregular routes, between points in the Chicago, Ill., commercial zone, as defined by the Commission in 1 M.C.C. 673. Harold E. Marks, 208 South La Salle Street, Chicago, Ill., 60604, attorney for applicants.

No. MC-FC-68277. By order of November 30, 1965, the Transfer Board approved the transfer to the B. T. Newman Bus Service, Inc., Greenwich, Conn., of Certificate No. MC-45011 issued April 25, 1942 (as amended) to the 277 West Putnam Avenue Corp., Greenwich, Conn., authorizing the transportation over irregular routes, of passengers and their baggage, restricted to traffic originating at the points and in the territory indicated, in charter operations, from Cos Cob, Conn., and points in Connecticut, within 10 miles of Cos Cob, to points in Delaware, Maryland, Massachusetts, New Jersey, New York, Pennsylvania, Rhode Island, and the District of Columbia, and return; and from New York, N.Y., to Baltimore, Md., Gardner and Fitchburg, Mass., and points in Connecticut within 10 miles of Cos Cob, including Cos Cob, and return. S. B. Zinder, 140 Cedar Street, New York, N.Y., 10006, attorney for applicants. Ivey, Barnum & O'Mara, 170 Mason Street, Greenwich, Conn., attorney for applicants.

No. MC-FC-68319. By order of November 26, 1965, the Transfer Board approved the transfer to Calvert Moving & Storage, Inc., Kearney, Nebr., of Certificate No. MC-2025, issued April 7, 1949, to E. Dorothea Hargleroad and Corwin J. Hargleroad, a partnership, doing business as Hargleroad Van & Storage Co., Hastings, Nebr., authorizing the transportation of household goods, over irregular routes, between points in Nebraska, on the one hand, and, on the other, points in Arkansas, Colorado, Illinois, Iowa, Kansas, Missouri, Wisconsin, and Wyoming, traversing Minnesota, Oklahoma, and South Dakota for operating convenience only. James E. Ryan, 214 Sharp Building, Lincoln 8, Nebr., attorney for applicants.

No. MC-FC-68320. By order of November 29, 1965, the Transfer Board ap-

proved the transfer to Jack Link Truck Line, Inc., Dyersville, Iowa, of Permit No. MC-124807 issued March 5, 1964, to Jack Link, doing business as Jack Link Truck Line, Dyersville, Iowa, authorizing the transportation over irregular routes of cottage cheese, from Holy Cross, Iowa, to points in Missouri, Nebraska, and South Dakota; dairy products, as described in section B of appendix I to the report in Descriptions in Motor Carrier Certificates, 61 M.C.C. 209, from Chippewa Falls, and Richland Center, Wis., to points in Indiana and Illinois (except Chicago, Ill.); and from Bettendorf, Iowa, to Chippewa Falls, Wis.; dairy products (except those moving in bulk and in tank vehicles), from Chippewa Falls, Richland Center, and Westby, Wis., Dubuque, Iowa, and Le Sueur, Minn., to points in Iowa, Missouri, Nebraska, and South Dakota, with specified restriction. William A. Landau, 1307 East Walnut Street, Des Moines, Iowa, 50306, representative for applicants.

No. MC-FC-68321. By order of November 30, 1965, the Transfer Board approved the transfer to Evansville Express Co., a corporation, Grayville, Ill., of the operating rights issued by the Commission December 8, 1964, under Certificate No. MC-126214 to William H. Reynolds, doing business as Evansville Express, Grayville, Ill., authorizing the transportation, over regular routes, of general commodities, with certain exceptions, between Evansville, Ind., and Grayville, Ill., serving the intermediate points between Calvin, Ill., and Grayville, Ill., including Calvin, and the off-route points of Cowling and Keensburg, Ill. Charles W. Singer, 33 North La Salle Street, Chicago, Ill., attorney for applicants.

No. MC-FC-68330. By order of November 30, 1965, the Transfer Board approved the transfer of the authority acquired pursuant to approval and consummation of No. MC-FC-67494 by Frederick A. Zank and Duane G. Rahl, a partnership, doing business as Stewart Bus Lines, Vernon Street, Eau Claire, Wis., of the operating rights in Certificate No. MC-582 issued March 27, 1957, to Allen S. McManus, doing business as Stewart Bus Lines, Eau Claire, Wis., to Johnny Transit Lines, Inc., 3715 Rhode Island Avenue, St. Louis Park, Minn., authorizing the transportation, over specified regular routes, of: Passengers and their baggage, and express and newspapers, in

the same vehicle with passengers, between Eau Claire, Wis., and Winona, Minn.; between Rochester, Minn., and Nelson, Wis.; and between Galesville, Wis., and Winona, Minn., serving all intermediate points on the highways utilized in performing the said service.

No. MC-FC-68293.\* By order of November 23, 1965, the Transfer Board approved the transfer to Charles R. Irvin, doing business as Dick Irvin Trucking Co., Shelby, Mont., of the certificate in No. MC-41671, issued April 21, 1941, to Alvis Kascht, Oilmont, Mont., authorizing the transportation of: Petroleum in containers, mining machinery, and machinery, materials, supplies and equipment incidental to, or used in, the construction, development, operation, and maintenance of facilities for the discovery, development, and production of natural gas and petroleum, between points in Toole County, Mont. Cedor B. Aronow, 153 Main Street, Shelby, Mont., 59474, attorney for applicants.

[SEAL]

H. NEIL GARSON,  
Secretary.[P.R. Doc. 65-13015; Filed, Dec. 3, 1965;  
8:47 a.m.]

[Notice 1260-A]

### MOTOR CARRIER TRANSFER PROCEEDINGS

DECEMBER 1, 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-67892. Application filed November 29, 1965, for ERDINE L. SYKES, doing business as SYKES VAN LINES, 6212 Terry Parker Drive South, Jacksonville, Fla., 32211, to temporarily lease the operating rights of RALPH DE COSTA SHAW, doing business as SEABOARD VAN LINES, 6255 Livingston Road SE., Oxon Hill, Md., under section 210a(b). The transfer to ERDINE L. SYKES, doing business as SYKES VAN LINES, of the operating rights of RALPH DE COSTA SHAW, doing business as SEABOARD VAN LINES, is pending.

[SEAL]

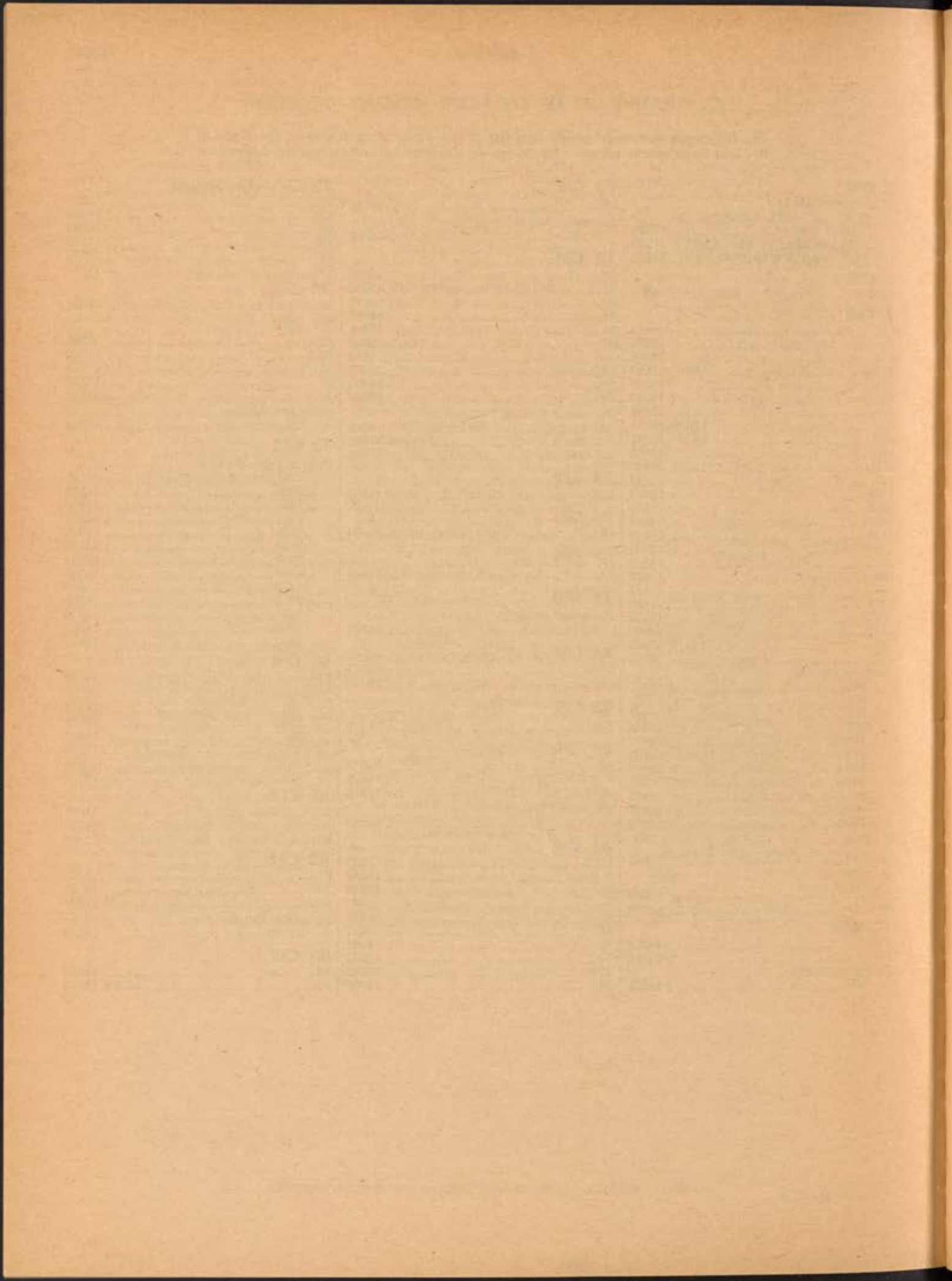
H. NEIL GARSON,  
Secretary.[P.R. Doc. 65-13016; Filed, Dec. 3, 1965;  
8:47 a.m.]

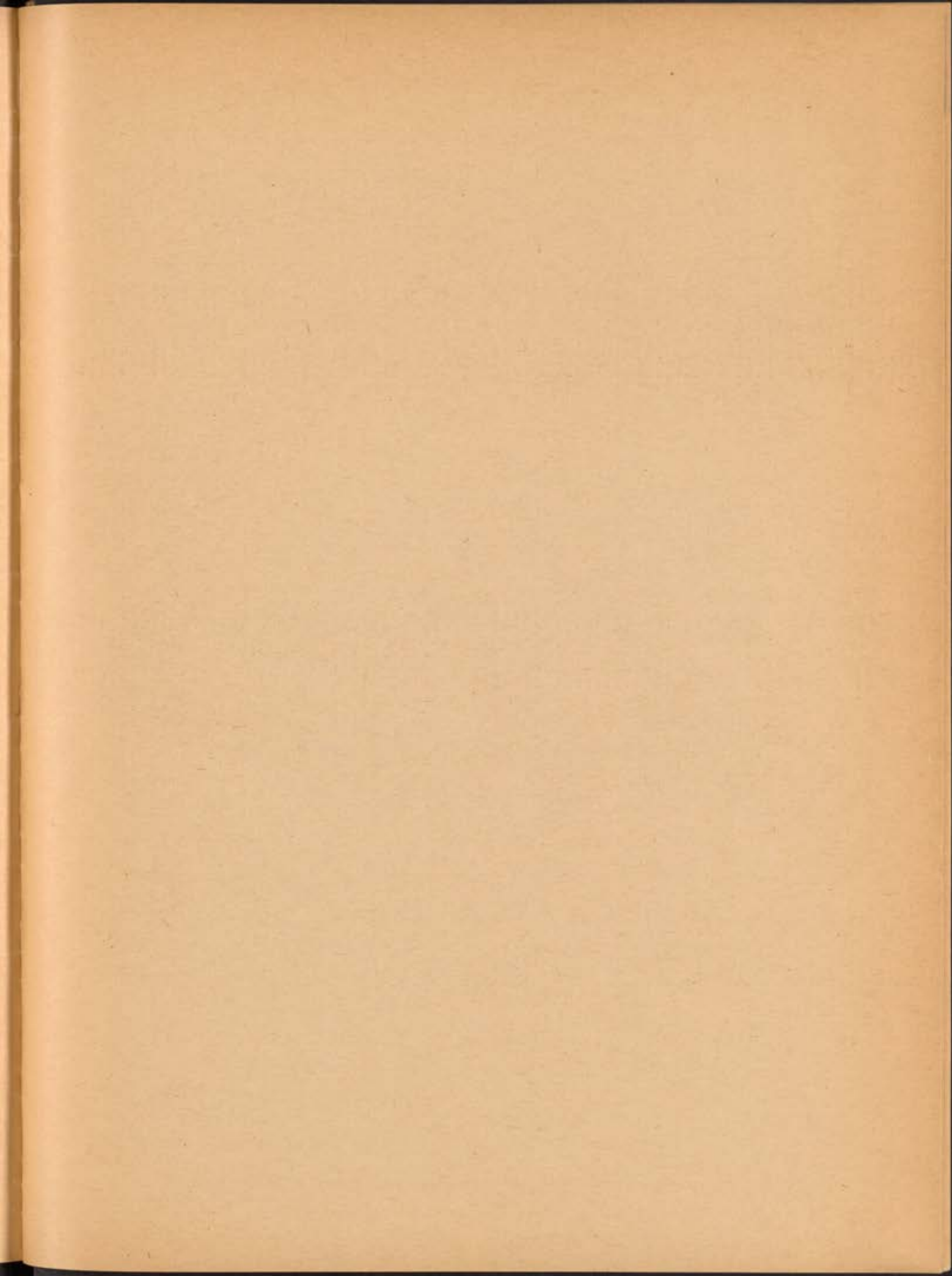


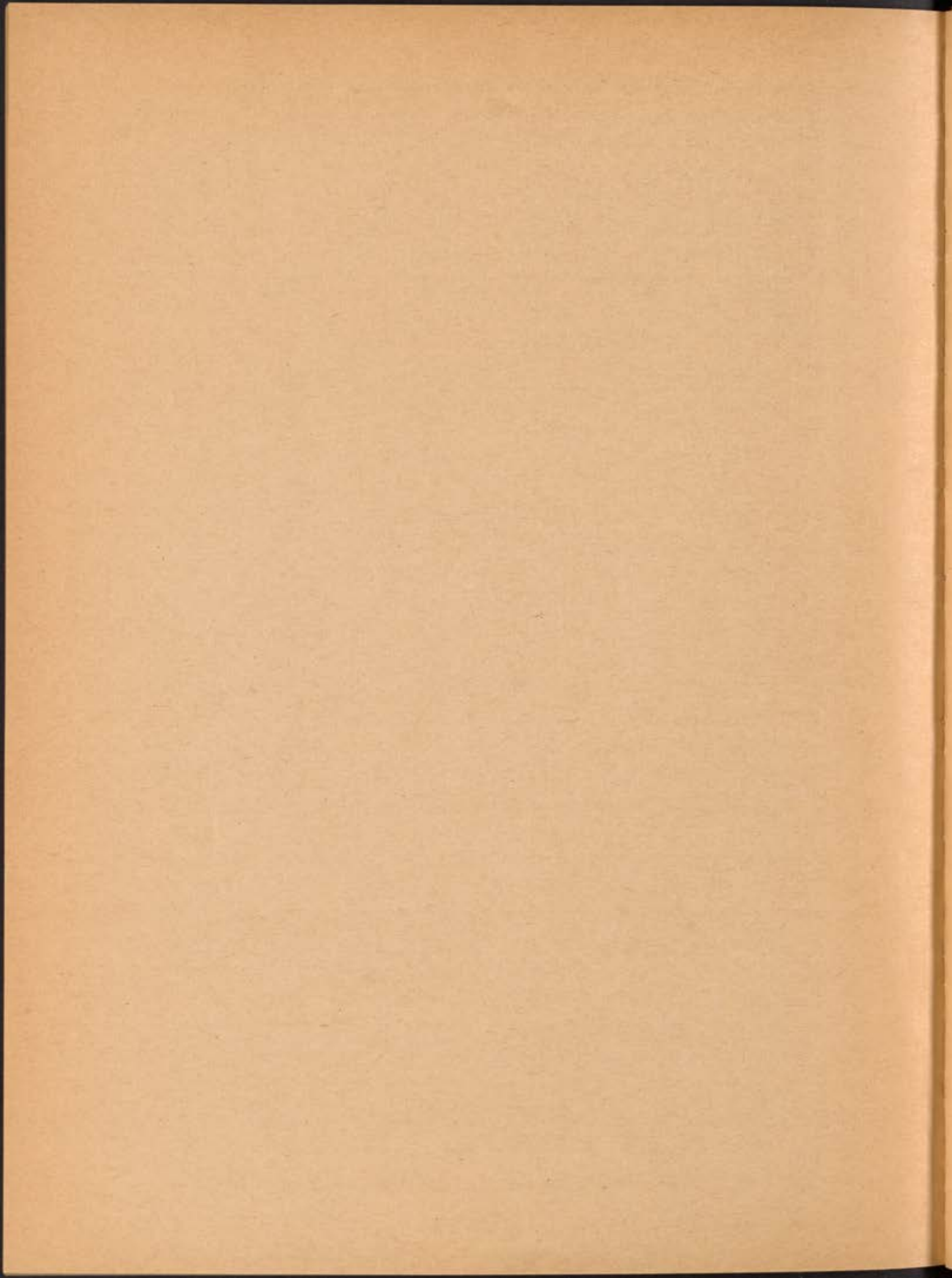
## CUMULATIVE LIST OF CFR PARTS AFFECTED—DECEMBER

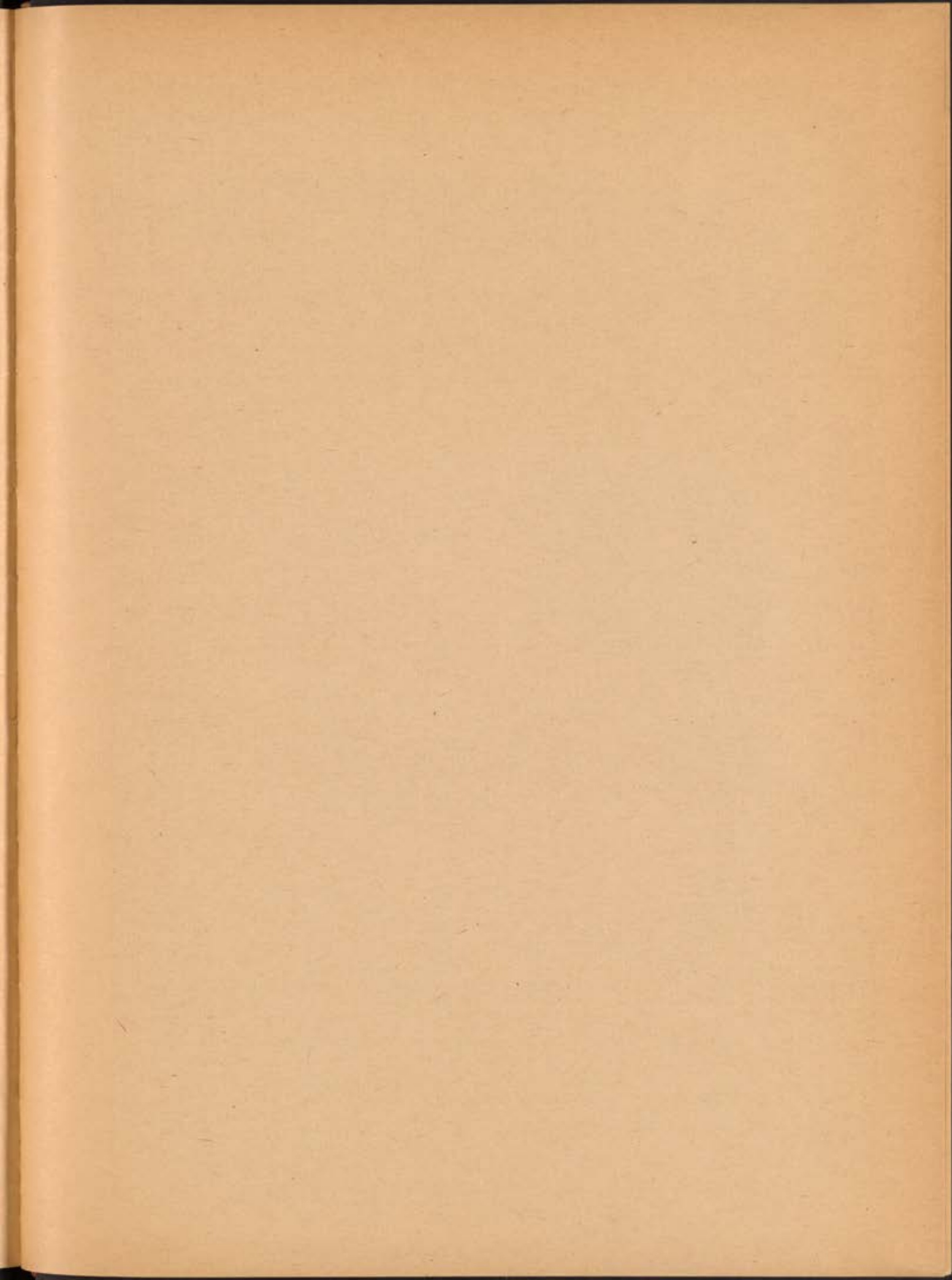
The following numerical guide is a list of the parts of each title of the Code of Federal Regulations affected by documents published to date during December.

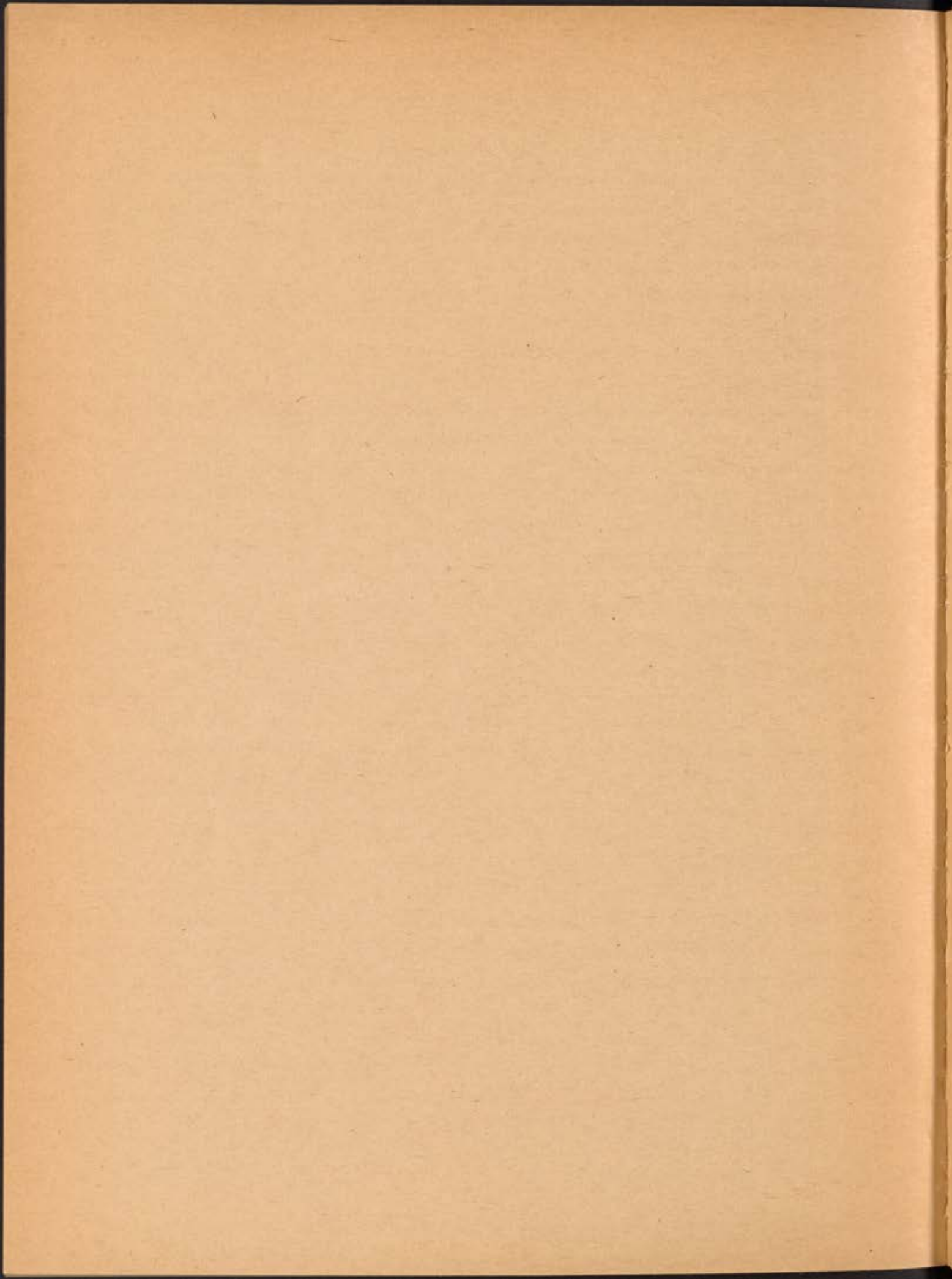
<b>3 CFR</b>	Page	<b>13 CFR</b>	Page	<b>32 CFR—Continued</b>	Page
EXECUTIVE ORDERS:		107.....	14850	233.....	14905
Mar. 10, 1924 (modified by		PROPOSED RULES:		234.....	14905
PLO 3885).....	14989	107.....	14862	235.....	14907
2910 (revoked by PLO 3887).....	14932	<b>14 CFR</b>		263.....	14908
5327 (modified by PLO 3882).....	14929	39.....	14967	543.....	14974
<b>5 CFR</b>		71.....	14916-14919, 14968-14970, 15015	729.....	14910
1204.....	14965	73.....	14971	<b>38 CFR</b>	
<b>7 CFR</b>		75.....	14919	3.....	14981
15.....	14845	95.....	15024	<b>39 CFR</b>	
68.....	14965	97.....	14840, 15016	15.....	14928
215.....	14910	127.....	14919	17.....	14928
401.....	14845, 14846	231.....	14971	25.....	14928
403.....	14846	311.....	14920	33.....	14928
841.....	14846	385.....	14972	35.....	14928
863.....	15028	PROPOSED RULES:		PROPOSED RULES:	
905.....	15029-15031	1.....	15040	22.....	14993
907.....	14847, 15031	71.....	14996-14998	<b>43 CFR</b>	
910.....	15032	91.....	15040	PUBLIC LAND ORDERS:	
911.....	14847	<b>15 CFR</b>		1745 (revoked by PLO 3893).....	15039
944.....	14848	230.....	14921	3882.....	14929
1030.....	14849	<b>16 CFR</b>		3883.....	14930
1031.....	14849	13.....	14851, 14852, 14922-14924	3884.....	14930
1032.....	14849	<b>17 CFR</b>		3885.....	14989
1038.....	14849	17.....	14973	3886.....	14930
1039.....	14849	<b>21 CFR</b>		3887.....	14932
1051.....	14849	PROPOSED RULES:		3888.....	14989
1062.....	14849	120.....	14857	3889.....	14989
1063.....	14849	<b>24 CFR</b>		3890.....	14990
1070.....	14850	200.....	15033	3891.....	14990
1078.....	14850	1000.....	15033	3892.....	14990
1079.....	14850	<b>26 CFR</b>		3893.....	15039
1421.....	15032, 15033	145.....	15039	<b>46 CFR</b>	
1425.....	14915	<b>29 CFR</b>		308.....	14933
PROPOSED RULES:		60.....	14979	PROPOSED RULES:	
68.....	14991	453.....	14925	201.....	14934
815.....	14855	1604.....	14926	206.....	14934
967.....	14991	PROPOSED RULES:		221.....	14994
999.....	14934	1602.....	15040	251.....	14934
1003.....	14992	<b>32 CFR</b>		287.....	14934
1016.....	14992	1.....	14887	298.....	14994
1032.....	14993	2.....	14889	<b>47 CFR</b>	
1044.....	14993	3.....	14889	0.....	14932
1045.....	14993	4.....	14892	87.....	14984
1050.....	14993	7.....	14893	97.....	14932
1068.....	14855	10.....	14897	<b>49 CFR</b>	
<b>8 CFR</b>		12.....	14901	95.....	14853
243.....	15033	16.....	14902	170.....	14853
<b>9 CFR</b>		230.....	14902	203.....	14984
201.....	14839	232.....	14903	PROPOSED RULES:	
203.....	14966	<b>12 CFR</b>		71-90.....	14858
545.....	14916	545.....	14861	<b>50 CFR</b>	
555.....	14916	PROPOSED RULES:		28.....	14932
PROPOSED RULES:		545.....	14861	33.....	14932, 14933

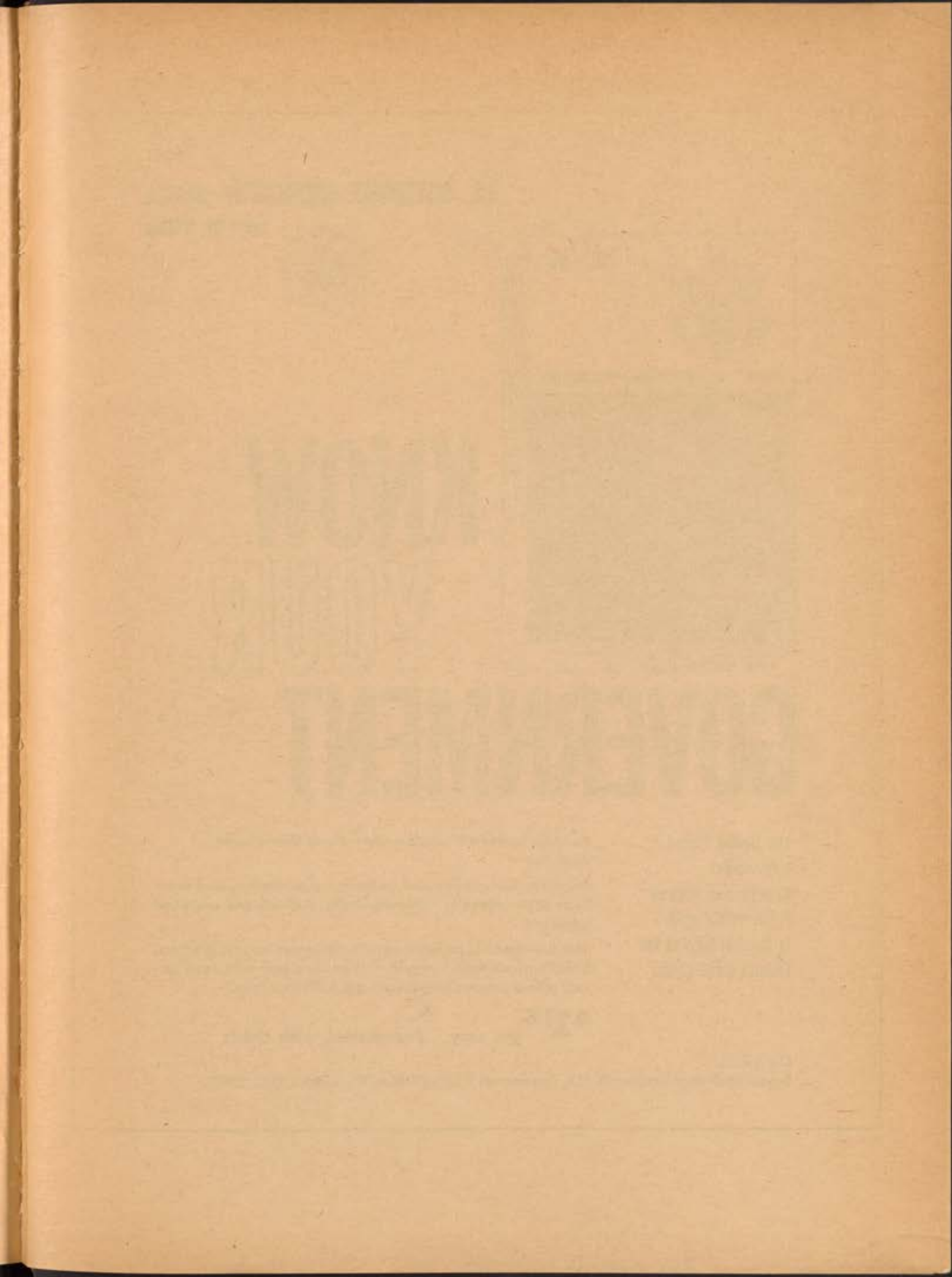




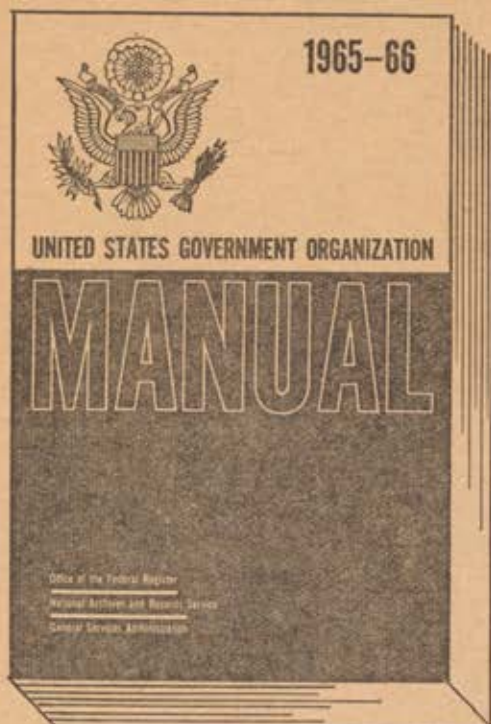








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