FEDERAL REGISTER

VOLUME 31 • NUMBER 146

Friday, July 29, 1966 • Washington, D.C.

Pages 10231–10305

Agencies in this issue—
Agriculture Department
Agricultural Research Service
Air Force Department
Commodity Credit Corporation
Consumer and Marketing Service
Equal Employment Opportunity Commission
Federal Aviation Agency
Federal Communications Commission
Federal Maritime Commission
Federal Power Commission
Federal Reserve System
Federal Trade Commission
Fish and Wildlife Service
Food and Drug Administration
Forest Service
Interstate Commerce Commission
Justice Department
Land Management Bureau
National Park Service
Securities and Exchange Commission
Detailed list of Contents appears inside.
How To Find U.S. Statutes
and U.S. Code Citations

[Revised Edition—1965]

This pamphlet contains typical legal references which require further citing. The official published volumes in which the citations may be found are shown alongside each reference—with suggestions as to the logical sequence to follow in using them. Additional finding aids, some especially useful in citing current legislation, also have been included. Examples are furnished at pertinent points and a list of references, with descriptions, is carried at the end.

This revised edition contains illustrations of principal finding aids and reflects the changes made in the new master table of statutes set out in the 1964 edition of the United States Code.

Price: 10 cents

Compiled by Office of the Federal Register, National Archives and Records Service, General Services Administration

[Published by the Committee on the Judiciary, House of Representatives]

Contents

AGRICULTURAL RESEARCH SERVICE
Rules and Regulations
Chrysanthemum plants; postentry quarantine ........................................ 10241

AGRICULTURE DEPARTMENT
See also Agricultural Research Service; Commodity Credit Corporation; Consumer and Marketing Service; Forest Service.

Notices
Florida, North Carolina and Texas; designation of areas for emergency loans .......................... 10288

AIR FORCE DEPARTMENT
Rules and Regulations
Miscellaneous amendments to chapter .................................................. 10270

COMMODITY CREDIT CORPORATION
Rules and Regulations
Peanuts; 1966 crop warehouse storage loan and shelter purchase regulations .......................... 10241

CONSUMER AND MARKETING SERVICE
Rules and Regulations
Livestock, meats, prepared meats, and meat products; fees for grading service ........................................ 10241

Meat inspection regulations; miscellaneous amendments ........................................ 10248

Pecies; U.S. standards for grades .................................................. 10235

Proposed Rule Making
Peaches grown in Mesa County, Colorado; expenses and rate of assessment for 1966-67 fiscal year .................................................................................. 10275

Notices
Identification of carcasses; changes in list of establishments ........................................ 10288

DEFENSE DEPARTMENT
See Air Force Department.

EQUAL EMPLOYMENT OPPORTUNITY COMMISSION
Rules and Regulations
Procedural regulations; miscellaneous amendments ........................................ 10269

FEDERAL AVIATION AGENCY
Rules and Regulations
Airworthiness directives; air carriers emergency evacuation slides ......................... 10248

Federal airways: alteration .................................................. 10248

Federal aid to airports; equal employment opportunity ........................................ 10261

Standard instrument approach procedures; miscellaneous amendments .................. 10249

Proposed Rule Making
Crashworthiness and passenger evacuation; standards and operating rules .................... 10275

FAA aircraft registry procedures; changes .................................................. 10282

Notices
Minnesota-Iowa Television Co.; notice of hearing ........................................ 10288

FEDERAL COMMUNICATIONS COMMISSION
Notices
Hearings, etc.: Adirondack Television Corp., and Northeast TV Cablevision Corp.................. 10288

American Telephone and Telegraph Co., et al ........................................ 10289

American Television Service and Holson Valley Broadcasting Corp.................. 10289

Asheboro Broadcasting Co. .................................................. 10289

Harrissecope, Inc. (KTWO) and Family Broadcasting, Inc ........................................ 10289

Rice Capital Broadcasting Co. .................................................. 10291

Star Stations of Indiana, Inc .................................................. 10293

WTCN Television, Inc. (WCTN-TV) et al ........................................ 10293

FEDERAL MARITIME COMMISSION
Notices
Approval of agreement and investigation and notice of hearing ........................................ 10294

Gulf Puerto Rico Lines, Inc. and Sea-Land Service, Inc.; notice of investigation .................. 10295

FEDERAL POWER COMMISSION
Notices
Hearings, etc.: Continental Oil Co., et al ........................................ 10296

Orange and Rockland Utilities, Inc .................................................. 10296

Rochester Gas and Electric Corp. .................................................. 10296

Sun Oil Co. .................................................. 10298

United Gas Pipe Line Co. .................................................. 10299

FEDERAL RESERVE SYSTEM
Rules and Regulations
Bank holding companies; investment by bank holding company subsidiary .................. 10263

FEDERAL TRADE COMMISSION
Rules and Regulations
Prohibited trade practices: Clairol, Inc ........................................ 10262

Guild Mills Corp., and Lawrence W. Guild ........................................ 10263

Wilmington Chemical Corp., and Joseph S. Klehman ........................................ 10262

FISH AND WILDLIFE SERVICE
Rules and Regulations
Ouray National Wildlife Refuge, Utah; hunting ........................................ 10274

FOOD AND DRUG ADMINISTRATION
Rules and Regulations
Food additives: Permitted in food for human consumption ........................................ 10264

Sanitizing solutions .................................................. 10264

Pesticide chemicals in or on raw agricultural commodities; tolerances for residues of 2,4-dichloro-4-nitroaniline ........................................ 10265

Notices
Petitions filed: Harleton Laboratories, Inc. ........................................ 10265

Hoffmann-La Roche Inc .................................................. 10268

FOREST SERVICE
Notices
High Uintas Wilderness; proposal and hearing announcement ........................................ 10288

HEALTH, EDUCATION, AND WELFARE DEPARTMENT
See Food and Drug Administration.

INTERIOR DEPARTMENT
See Fish and Wildlife Service; Land Management Bureau; National Park Service.

INTERSTATE COMMERCE COMMISSION
Rules and Regulations
Car service; distribution of boxcars ........................................ 10274

Notes
Erie-Lackawanna Railroad Co., and Chicago & Eastern Illinois Railroad Co.; boxcar distribution ........................................ 10302

Motor carrier: Temporary authority applications ........................................ 10302

Transfer proceedings .................................................. 10302

Relocation of traffic .................................................. 10302

JUSTICE DEPARTMENT
Rules and Regulations
Nondiscrimination; implementation of Title VI of the Civil Rights Act of 1964 with respect to Federally assisted programs administered by the Department of Justice ........................................ 10265

LAND MANAGEMENT BUREAU
Notices
California; notice of termination of proposed withdrawal and reservation of lands ........................................ 10287

(Continued on next page)
## 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, 1966, and specifies how they are affected.

<table>
<thead>
<tr>
<th>7 CFR</th>
<th>14 CFR</th>
<th>29 CFR</th>
</tr>
</thead>
<tbody>
<tr>
<td>52</td>
<td>39</td>
<td>1601</td>
</tr>
<tr>
<td>53</td>
<td>91</td>
<td>1604</td>
</tr>
<tr>
<td>319</td>
<td>151</td>
<td>1606</td>
</tr>
<tr>
<td>1446</td>
<td></td>
<td>10261</td>
</tr>
<tr>
<td>PROPOSED RULES:</td>
<td>PROPOSED RULES:</td>
<td></td>
</tr>
<tr>
<td>819</td>
<td>21</td>
<td></td>
</tr>
<tr>
<td></td>
<td>25</td>
<td></td>
</tr>
<tr>
<td></td>
<td>37</td>
<td></td>
</tr>
<tr>
<td>9 CFR</td>
<td>47</td>
<td></td>
</tr>
<tr>
<td>307</td>
<td>49</td>
<td>10274</td>
</tr>
<tr>
<td>340</td>
<td>91</td>
<td></td>
</tr>
<tr>
<td>355</td>
<td>121</td>
<td>10278</td>
</tr>
<tr>
<td>12 CFR</td>
<td>222</td>
<td>10263</td>
</tr>
<tr>
<td>10248</td>
<td></td>
<td>10269</td>
</tr>
<tr>
<td>29 CFR</td>
<td>1601</td>
<td></td>
</tr>
<tr>
<td>32 CFR</td>
<td>620</td>
<td>10270</td>
</tr>
<tr>
<td>32</td>
<td>624</td>
<td>10270</td>
</tr>
<tr>
<td>32</td>
<td>886</td>
<td>10274</td>
</tr>
<tr>
<td>49 CFR</td>
<td>10274</td>
<td></td>
</tr>
<tr>
<td>50 CFR</td>
<td>32</td>
<td>10274</td>
</tr>
<tr>
<td>16 CFR</td>
<td>10262,10263</td>
<td></td>
</tr>
<tr>
<td>21 CFR</td>
<td>10263</td>
<td></td>
</tr>
<tr>
<td>21</td>
<td>10264</td>
<td></td>
</tr>
<tr>
<td>28 CFR</td>
<td>10265</td>
<td></td>
</tr>
</tbody>
</table>
Chapter I—Consumer and Marketing

Consideration in connection with the proposal of March 16, 1965. Most interested persons in connection with the revised standards. This conforms more closely with commercial sizing of cucumbers by diameters instead of bining size on length.

A proposal to revise the U.S. Standards for Grades of Pickles was published in the Federal Register of March 16, 1965 (30 F.R. 3444). Interested persons were given until March 16, 1966, to submit written data, views, or arguments for consideration in connection with the proposed revision.

Statement of consideration leading to the revised standards. Certain changes are made as a result of the comments of interested persons in connection with the proposal of March 16, 1965. Most important of these changes are:

1. Slight changes in the amounts of recommended minimum quantity of pickle ingredient in relation to the amount of liquid in the container.
2. Sizes and counts of whole cucumbers are based on the relationship of diameters to the count per U.S. gallon. This conforms more closely with commercial sizing of cucumbers by diameters instead of bining size on length.
3. Fewer individual sizes of cucumbers are listed with provisions for “blend of sizes” and “mixed sizes”.
4. New subtypes of cured sweet pickles and relish—“mild sweet”—which contains less acid than regular sweets.
5. Common U.S. units of weights and measures are included with equivalents in metric and imperial systems.

Other changes include some reorganization of text and modification of wording for purposes of clarification of meaning.

After consideration of all relevant matters presented, including the proposal set forth in the aforesaid notice, the following U.S. Standards for Grades of Pickles are hereby promulgated pursuant to the authority contained in the Agricultural Marketing Act of 1946 (Sec. 205, 60 Stat. 1990, as amended; 7 U.S.C. 1624).

The revision is as follows:

**PRODUCT DESCRIPTION AND STYLES**

### Sec. 52.1681 Product description.

### Sec. 52.1682 Styles of pickles.

#### TYPES OF PACK

### Sec. 52.1683 Cured type.

### Sec. 52.1684 Fresh-pack type.

#### GRADES

### Sec. 52.1685 Grades of pickles.

**FILL OF CONTAINER**

### Sec. 52.1686 Recommended fill of container.

**QUANTITY OF PICKLE INGREDIENT**

### Sec. 52.1687 Quantity of pickle ingredient.

**SIZES AND COUNTS**

### Sec. 52.1688 Sizes of whole pickles.

**FACTORS OF QUALITY**

### Sec. 52.1689 Ascertaining the grade of a sample unit.

### Sec. 52.1690 Ascertaining the rating for each factor.

### Sec. 52.1691 Color.

### Sec. 52.1692 Uniformity of size.

### Sec. 52.1693 Texture.

**METHODS OF ANALYSIS AND DEFINITIONS**

### Sec. 52.1694 Defects.

### Sec. 52.1695 Texture.

### Sec. 52.1696 Definitions of analytical terms.

### Sec. 52.1697 Definition of equalization.

### Sec. 52.1698 Definitions and measurement of factors.

### Sec. 52.1699 Methods of determining quantity of pickle ingredient.

**LOT COMPLIANCE**

### Sec. 52.1700 Ascertaining the grade of a lot.

**EXPLANATION OF WEIGHTS AND MEASURES**

### Sec. 52.1701 Units of weights and measures.

**SCORE SHEET**

### Sec. 52.1702 Score sheet for pickles.

**AUTHORITY:** The provisions of this subpart issued under secs. 52.1681 to 52.1702 issued under sec. 205, 60 Stat. 1990, as amended; 7 U.S.C. 1624.

### PRODUCT DESCRIPTION AND STYLES

**Sec. 52.1681 Product description.**

“Pickles” means the product prepared entirely or predominantly from cucumbers (Cucumis sativus L). Clean, sound ingredients are used which may or may not have been previously subjected to fermentation and curing in a salt brine (solution of sodium chloride NaCl). The prepared pickles are packed in a vinegar solution to which may be added salt and other vegetable(s), nutritive sweetening(s), flavoring(s), spice(s) and other ingredients permissible under the Federal Food, Drug, and Cosmetic Act. The product is packed in suitable containers and heat treated, or otherwise processed to assure preservation.

**Sec. 52.1682 Styles of pickles.**

(a) “Whole” means the cucumber ingredient is whole.

(b) “Sliced crosswise” or “crossect” applies to cucumbers cut into slices transversely to the longitudinal axis. The cut surfaces may have flat-parallel or corrugated-parallel (waffle cut) surfaces.

(c) “Sliced lengthwise” means cut longitudinally into halves, quarters, or other triangular shapes, or otherwise into units with parallel surfaces with or without ends removed.

(d) “Cut” means cut or broken into units which may or may not be uniform in size or shape.

(e) “Relish” means finely cut or finely chopped pickles.

**TYPES OF PACK**

### Sec. 52.1683 Cured type.

Pickles of cured type are cured by natural fermentation in a salt brine solution (NaCl) which may contain dill herb or other flavorings. The pickle ingredient may be partially desalted and is then processed or preserved in a vinegar solution with other ingredients of various compositions to give the characteristics of the particular type of pickle. The distinguishing characteristics of the various types of cured pickles are as follows:

(a) Dill pickles (natural or genuine). Dill pickles (natural or genuine) are cured in salt brine with dill herb.

(b) Dill pickles (processed). Dill pickles (processed) are cured pickles packed in a vinegar solution with dill flavoring(s).

(c) Sour pickles. Sour pickles are cured pickles packed in a vinegar solution.

(d) Sweet pickles and mild sweet pickles. Sweet pickles and mild sweet pickles are cured pickles packed in a vinegar solution with suitable nutritive sweetening ingredient(s).

(e) Sour mixed pickles. Sour mixed pickles are cured pickles packed in a vinegar solution. The pickles may be of any style or combination styles other than relish. Sour mixed pickles contain onions and cauliflower and other ingredients as outlined in Table I.

(f) Sweet mixed pickles and mild sweet mixed pickles. Sweet mixed pickles and mild sweet mixed pickles are cured pickles packed in a vinegar solution with suitable nutritive sweetening ingredient(s). The pickles may be of any style or combination styles other than relish. Such pickles contain onions and cauliflower and other ingredients as outlined in Table I.

(g) Sour mustard pickles or sour chow-chow pickles. Sour mustard pickles or sour chow-chow pickles are cured pickles of the same styles and ingredients as sour mixed pickles, except that instead of liquid solution they are packed in a prepared mustard sauce of proper consistency. The pickle ingredients are as outlined in Table I.
RULES AND REGULATIONS

(h) Sweet mustard pickles or sweet chow-chow pickles. Sweet mustard pickles or sweet chow-chow pickles are cured pickles of the same styles and ingredients, but all mixed pickles except those that instead of liquid solution they are packed in a sweetened prepared mustard sauce of proper consistency. The pickle ingredients are outlined in Table I.

(i) Sour pickle relish. Sour pickle relish consists of finely cut or finely chopped cucumbers pickled in a vinegar solution. Sour pickle relish may contain other finely cut or chopped vegetable ingredients as outlined in Table I.

(j) Sweet pickle relish and mild sweet pickle relish. Sweet pickle relish and mild sweet pickle relish consists of cured, finely cut or finely chopped cucumbers packed in a vinegar solution with suitable nutritive sweetening ingredient(s). Sweet pickle relish may contain other finely cut or chopped vegetable ingredients as outlined in Table I.

§ 52.1684 Fresh-pack type.

Pickles of fresh-pack type are prepared from uncured unfermented cucumbers and are packed in a vinegar solution with other ingredients of various compositions to give the characteristics of the particular type of pickle. They are sufficiently processed by heat to assure preservation of the product in hermetically-sealed containers. The distinguishing characteristics of the various types of fresh-pack pickles are as follows:

(a) Fresh-pack dill pickles. Fresh-pack dill pickles are packed in a vinegar solution with dill flavoring(s).

(b) Fresh-pack sweetened dill pickles. Fresh-pack sweetened dill pickles are packed in a vinegar solution with nutritive sweetening ingredient(s), and dill flavoring(s).

(c) Fresh-pack sweetened dill relish. Fresh-pack sweetened dill relish consists of finely cut or finely chopped cucumbers packed in a vinegar solution with suitable nutritive sweetening ingredient(s), and dill flavoring(s). The relish may contain other finely cut or finely chopped vegetable ingredients as outlined in Table I.

(d) Fresh-pack sweet pickles and fresh-pack mild sweet pickles. Fresh-pack sweet pickles and fresh-pack mild sweet pickles are packed in a vinegar solution with nutritive sweetening ingredient(s).

(e) Fresh-pack sweet relish and fresh-pack mild sweet relish. Fresh-pack sweet relish and fresh-pack mild sweet relish consists of finely cut or finely chopped cucumbers packed in a vinegar solution with suitable nutritive sweetening ingredient(s). The relish may contain other finely cut or finely chopped vegetable ingredients as outlined in Table I.

(f) Fresh-pack dill relish. Fresh-pack dill relish may be prepared in any style with or without the addition of sweetening ingredient(s), salt (NaCl), and other suitable ingredient(s) as declared and permitted under the Federal Food, Drug, and Cosmetic Act for foods purporting to be for special dietary uses.

<table>
<thead>
<tr>
<th>Pickle ingredients and style</th>
<th>Cured type and fresh-pack type</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Sour mixed: sweet mixed; sour mustard or sour chow; sweetened dill relish; chow; sweet mustard or sweet chow.</td>
</tr>
<tr>
<td></td>
<td>Sour relish: sweet relish; sweetened dill relish; chow; sweet mustard or sweet chow.</td>
</tr>
</tbody>
</table>

Percent by weight of drained weight of product

- Cucumbers—any style other than relish: 60% to 90%.
- Cucumbers—finely cut: 50% to 80%.
- Carrots—pieces: 10% to 20%.
- Carrots—finely cut: 10% to 20% (optional).
- Onions—whole or any other forms currently in use or any other forms currently in use with sweetened prepared mustard: 5% to 15% (maximum diameter of 114 inches). Onions—sliced or shredded: do.
- Onions—finely cut: 5% to 15% (optional).
- Green tomatoes—wholes or pieces: 10% maximum.
- Green tomatoes—finely cut: 10% maximum (optional). Optional...
- Red, green, or yellow peppers or pimientos—cut, finely cut, or whole pieces: do.
- Cabbage: do.
- Olives: do.
- Tomato paste: do.
- Mustard or prepared mustard: Required in chow and mustard pickles.
- Peppers: Required in chow and mustard pickles.

§ 52.1685 Grades of pickles.

(a) "U.S. Grade A" (or "U.S. Fancy") is the quality of pickles in which the cucumbers possess similar varietal characteristics; and that for the applicable type: (1) possess a good flavor; (2) possess a good color; (3) are reasonably uniform or practically uniform in size; (4) are practically free from defects; (5) possess a good texture; and (6) score not less than 90 points as outlined in this subpart.

(b) "U.S. Grade B" (or "U.S. Extra Standard") is the quality of pickles in which the cucumbers possess similar varietal characteristics; and that for the applicable type: (1) possess a reasonably good flavor; (2) possess a reasonably good color; (3) may or may not be at least reasonably uniform in size; (4) are reasonably free from defects; (5) possess a reasonably good texture; and (6) score not less than 80 points as outlined in this subpart.

(c) "Substandard" is the quality of pickles that fail to meet the requirements of U.S. Grade B.

§ 52.1686 Recommended fill of container.

It is recommended that each container be filled as full as practicable with product without impairment of quality. The pickle ingredient, shall be covered or practically covered with the packing medium, and the product shall occupy not less than 80% of the total capacity of the container.

§ 52.1687 Quantity of pickle ingredient.

(a) The recommended minimum quantity of pickle ingredient is designated as a percentage of the declared volume of product in the container for all items except pickle relish. Minimum quantity of pickle relish is designated as a relationship of the drained weight of the pickle ingredient to the declared volume of the container (see § 52.1699). The minimum quantities of pickle ingredient recommended herein are not incorporated in the grades of the finished product, since minimum quantity, as such, is not a factor of quality for the purposes of these grades.

Method 1—Direct displacement (overflow can method) (See § 52.1699).

Method 2—Displacement in graduated cylinder.

Method 3—Measurement of pickle liquid.

(d) Copies of these methods and the procedure for the determination of percent weight/volume (w/v) of relish and recommended amounts for most container sizes are available upon request from:


§ 52.1688 Compliance with recommended minimum quantity of pickle ingredient.

Compliance with the recommended minimum quantity of pickle ingredient is determined by averaging the values obtained from all the containers in the sample which represents a specific lot. The lot is considered as meeting the recommendations if the following criteria are met:

(a) The sample average meets the recommended minimum quantity of pickle ingredient; and

(b) There is no unreasonable shortage of pickle ingredient in any container.
§ 52.1689 Sizes for whole pickles.

Sizes of whole pickles are based on the diameter and the relationship of diameter to the count per gallon. Size designations and applicable counts and diameters are outlined in Table IV in this subpart. The diameter of a whole cucumber is the shortest diameter at the greatest part. The diameter of a whole cucumber is expressed numerically on a scale of 100. The maximum number of points that may be given each factor is:

(a) Varietal characteristics.
(b) Acid content.
(c) Salt content.
(d) Brix value or Baume value.
(e) Flavor (Palatability).
(f) Factors rated by score points.

The relative importance of each factor is expressed numerically on a scale of 100. The maximum number of points that may be given each factor is:

Factors: Points

Color: 20
Uniformity of size: 20
Defects: 30
Textures: 30

Total score: 100

Blend of sizes: A combination of any two adjacent designated sizes.
Mixed sizes: A combination of more than two adjacent designated sizes.

§ 52.1691 Ascertaining the rating for each factor.

The essential variations within each factor are so described that the value may be ascertained for each factor and expressed numerically. The numerical range for the rating of each factor is inclusive (for example, “18 to 20 points” means 18, 19, 20 points).

§ 52.1692 Color.

(a) (1) General. In evaluating flavor for the respective types—cured and fresh-pack—consideration is given to those flavor characteristics which serve to identify the type and flavor; (ii) the effects of curing, preparation, processing and storing; (iii) compliance with the requirements for acidity, salt and sweetener; and (iv) freedom from objectionable and off flavors of any kind.

(2) “Good flavor” means a good distinctive flavor for the type. The product meets the analytical requirements of Tables V or VI as applicable.

(3) “Reasonably good flavor” means a flavor somewhat lacking in distinctive flavor of the type but is free from objectionable flavors and odors.

(4) Flavor—(1) General. In evaluating the flavor of the respective types—cured and fresh-pack—consideration is given to those flavor characteristics which serve to identify the type and flavor; (ii) the effects of curing, preparation, processing and storing; (iii) compliance with the requirements for acidity, salt and sweetener; and (iv) freedom from objectionable and off flavors of any kind.

(2) “Good flavor” means a good distinctive flavor for the type. The product meets the analytical requirements of Tables V or VI as applicable.

(3) “Reasonably good flavor” means a flavor somewhat lacking in distinctive flavor of the type but is free from objectionable flavors and odors.

§ 52.1690 Ascertaining the grade of a sample unit.

(a) General. The grade of a sample unit is ascertained by considering certain factors and analytical requirements which are not scored; the ratings for the factors of color, uniformity of size, defects, and other characteristics are scored; the total score; and the limiting rules which may apply.

(b) Factors and analytical requirements not rated by score points.

(c) Points

Color: 20
Uniformity of size: 20
Defects: 30
Textures: 30

Total score: 100

§ 52.1693 Ascertaining the grade of a sample unit.

(a) General. The grade of a sample unit is ascertained by considering certain factors and analytical requirements which are not scored; the ratings for the factors of color, uniformity of size, defects, and other characteristics are scored; the total score; and the limiting rules which may apply.

(b) Factors and analytical requirements not rated by score points.

(c) Points

Color: 20
Uniformity of size: 20
Defects: 30
Textures: 30

Total score: 100
(iii) The pickles shall be free of ripe cucumbers or other off-color vegetable ingredients.

(c) (SStd.) classification. Pickles that fail to meet the requirements of paragraph (b) of this section may be given a score of 0 to 15 points and shall not be graded above substandard, regardless of the total score for the product (this is a limiting rule).

§ 52.1693 Uniformity of size.
(a) Definitions of terms. (1) "Diameter" of a whole pickle means the shortest diameter measured transversely to the longitudinal axis at the greatest circumference of the pickle.

(2) "Diameter" of a unit sliced crosswise is determined by measuring the shortest diameter of the largest cut surface of the unit.

(3) "Length" of a unit sliced lengthwise is the longest straight measurement at the approximate longitudinal axis.

(4) "Blend" of sizes is a combination of any two adjacent designated sizes.

(5) "Mixed" sizes is a combination of more than two adjacent designated sizes.

(b) (A) classification. Pickles that are practically uniform in size may be given a score of 27 to 30 points. "Practically uniform in size" means that the units within a single slice may vary moderately in size but not to the extent that the overall appearance of the product is materially affected, and that further meet the criteria for variation in diameter, length, or weight as stated in Table VII.

Small, odd sized units in the top of the container, which are added to insure well filled containers, shall not be deemed as detracting from the quality.

Table VII

<table>
<thead>
<tr>
<th>Length variation</th>
<th>Diameter variation</th>
<th>Thickness</th>
</tr>
</thead>
<tbody>
<tr>
<td>In all units (maximum)</td>
<td>In 90% of units (maximum)</td>
<td>In 90% of units (maximum)</td>
</tr>
<tr>
<td>Inches</td>
<td>Inch</td>
<td>Inch</td>
</tr>
<tr>
<td>Whole sizes:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Midget size</td>
<td>9/8</td>
<td>5/6</td>
</tr>
<tr>
<td>Orchard size</td>
<td>7/8</td>
<td>5/4</td>
</tr>
<tr>
<td>Medium size</td>
<td>5/8</td>
<td>5/4</td>
</tr>
<tr>
<td>Large size</td>
<td>3/8</td>
<td>5/4</td>
</tr>
<tr>
<td>Blend of sizes</td>
<td>5/16</td>
<td>5/16</td>
</tr>
<tr>
<td>Mixed sizes</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sliced longways</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Halves or triangular shapes</td>
<td>1/2</td>
<td>1/2</td>
</tr>
<tr>
<td>With parallel surfaces</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sliced crossways</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Maximum diameter</td>
<td>2 1/8 inches</td>
<td></td>
</tr>
<tr>
<td>Thickness</td>
<td></td>
<td></td>
</tr>
<tr>
<td>In all units (maximum)</td>
<td>In 90% of units (maximum)</td>
<td></td>
</tr>
<tr>
<td>Inches</td>
<td>Inch</td>
<td>Inch</td>
</tr>
<tr>
<td>Whole sizes:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Midget size</td>
<td>1/8</td>
<td>1/8</td>
</tr>
<tr>
<td>Orchard size</td>
<td>3/32</td>
<td>3/32</td>
</tr>
<tr>
<td>Medium size</td>
<td>3/32</td>
<td>3/32</td>
</tr>
<tr>
<td>Large size</td>
<td>3/32</td>
<td>3/32</td>
</tr>
<tr>
<td>Blend of sizes</td>
<td>3/32</td>
<td>3/32</td>
</tr>
<tr>
<td>Mixed sizes</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sliced longways</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Halves or triangular shapes</td>
<td>1/8</td>
<td>1/8</td>
</tr>
<tr>
<td>With parallel surfaces</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sliced crossways</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Maximum diameter</td>
<td>2 1/8 inches</td>
<td></td>
</tr>
<tr>
<td>Thickness</td>
<td></td>
<td></td>
</tr>
<tr>
<td>In all units (maximum)</td>
<td>In 90% of units (maximum)</td>
<td></td>
</tr>
<tr>
<td>Inches</td>
<td>Inch</td>
<td>Inch</td>
</tr>
<tr>
<td>Whole sizes:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Midget size</td>
<td>1/8</td>
<td>1/8</td>
</tr>
<tr>
<td>Orchard size</td>
<td>3/32</td>
<td>3/32</td>
</tr>
<tr>
<td>Medium size</td>
<td>3/32</td>
<td>3/32</td>
</tr>
<tr>
<td>Large size</td>
<td>3/32</td>
<td>3/32</td>
</tr>
<tr>
<td>Blend of sizes</td>
<td>3/32</td>
<td>3/32</td>
</tr>
<tr>
<td>Mixed sizes</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sliced longways</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Halves or triangular shapes</td>
<td>1/8</td>
<td>1/8</td>
</tr>
<tr>
<td>With parallel surfaces</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sliced crossways</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Maximum diameter</td>
<td>2 1/8 inches</td>
<td></td>
</tr>
<tr>
<td>Thickness</td>
<td></td>
<td></td>
</tr>
<tr>
<td>In all units (maximum)</td>
<td>In 90% of units (maximum)</td>
<td></td>
</tr>
<tr>
<td>Inches</td>
<td>Inch</td>
<td>Inch</td>
</tr>
<tr>
<td>Whole sizes:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Midget size</td>
<td>1/8</td>
<td>1/8</td>
</tr>
<tr>
<td>Orchard size</td>
<td>3/32</td>
<td>3/32</td>
</tr>
<tr>
<td>Medium size</td>
<td>3/32</td>
<td>3/32</td>
</tr>
<tr>
<td>Large size</td>
<td>3/32</td>
<td>3/32</td>
</tr>
<tr>
<td>Blend of sizes</td>
<td>3/32</td>
<td>3/32</td>
</tr>
<tr>
<td>Mixed sizes</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sliced longways</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Halves or triangular shapes</td>
<td>1/8</td>
<td>1/8</td>
</tr>
<tr>
<td>With parallel surfaces</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sliced crossways</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Maximum diameter</td>
<td>2 1/8 inches</td>
<td></td>
</tr>
</tbody>
</table>

(c) (B) classification. If the cucumber pickles are reasonably uniform in size, a score of 16 or 17 points may be given. "Reasonably uniform in size" means that the units may vary considerably in size and may fail to meet in some respects the criteria for variation in diameter, length, or weight as stated in Table VII, but not to the extent that the overall appearance of the product is seriously affected.

(d) (SStd.) classification. Pickles that fail to meet the requirements of paragraph (c) of this section may be given a score of 6 to 15 points and shall not be graded above U.S. Grade B, regardless of the total score for the product (this is a limiting rule).

§ 52.1694 Defects.
(a) General. This factor is concerned with imperfections in the product, such as grit, attached stems, misshapen pickles, discoloration, or mechanical damage which affect its appearance or edibility.

(b) Definitions. (1) "Curved" pickles means whole cucumber pickles that are curved at an angle of 35° or more but not more than 60°.

(2) "Misshapen" pickles means whole cucumber pickles that are curved at more than a 60-degree angle, "nubbins", and other deformed pickles.

(3) "Grit, sand, or silt" means any particle of earthy material, whether in the liquid packing medium or imbedded in the skin or flesh of the pickle, that affects the edibility.

(4) "Blemished" means affected by discoloration, scars, scratches, skin breaks, or other similar imperfections. Pickles so affected are classified in varying degrees as:

(i) Minor blemishes—those which detract only slightly from the appearance of the unit, but which in increasing numbers affect the overall appearance of the product.

(ii) Major blemishes—those which detract, but not seriously, from the appearance and edibility of the product.

(iii) Serious blemishes—those which strongly detract from the appearance and edibility of the product.

(5) "Mechanical damage" means crushed or broken units, slices with missing centers, or similar damage which materially detracts from the appearance of the unit. Small odd-sized units in top of container are not considered mechanical damage when apparently added for proper well-filled containers.

(6) "Stem" means any attached stem longer than three-eighths inch.

(7) "Long stem" means any attached stem longer than three-fourths inch.

(8) "End cut" in sliced crossways means a cucumber unit with only one cut surface.

(9) "Other defects" means any defects or defective units, not specifically mentioned which affect the appearance or edibility, or both, of the product. These include, but are not necessarily limited to, abnormally colored pickle ingredients and harmless vegetable or other harmless material not associated with proper pickle preparation or packaging.

(e) (A) Classification. Pickles that are practically free from defects may be given a score of 27 to 30 points. "Practically free from defects" means that:

(1) There may be present no more than a trace of grit;

(2) The product meets the requirements of Grade A as indicated in Table VIII; and

(3) Other defects, individually or collectively, do not materially affect the appearance or edibility of the product.

(d) (B) Classification. If the pickles are reasonably free from defects, a score of 24 to 26 points may be given. Pickles that fall into this classification shall not be graded above U.S. Grade B, regardless of the total score for the product (this is a limiting rule). "Reasonably free from defects" means that:

(1) There may be present a small amount of grit which does not seriously affect the edibility of the product;

(2) The product meets the requirements of Grade B as indicated in Table VIII; and

(3) Other defects, individually or collectively, do not seriously affect the appearance or edibility of the product.

(e) (SStd.) classification. Pickles that fail to meet the requirements of paragraph (d) of this section may be given a score of 0 to 23 points and shall not be graded above substandard, regardless of the total score for the product (this is a limiting rule).

(f) Explanation of allowances. For the purposes of Table VIII of this subpart the allowances specified for the respective type of defect and grade classification are applicable to individual containers, except that when a fractional unit results because of the application of the percentage allowance a whole unit is permitted in lieu of such fractional unit: Provided, That in all containers comprising the sample the average of such defective units does not exceed the allowance.
TABLE VIII

MAXIMUM ALLOWANCES FOR DEFECTS, OR DEFECTIVE UNITS

<table>
<thead>
<tr>
<th>Defects or defective units (in all styles and types unless stated otherwise)</th>
<th>Grade A</th>
<th>Grade B</th>
</tr>
</thead>
<tbody>
<tr>
<td>Curved pickles (in whole style or whole units in other styles)</td>
<td>10 percent, by count, of whole units</td>
<td>20 percent, by count, of whole units</td>
</tr>
<tr>
<td>Missshapen pickles (in whole style or whole units in other styles)</td>
<td>5 percent, by count, of whole units</td>
<td>10 percent, by count, of whole units</td>
</tr>
<tr>
<td>Units with attached stems (longer than 3/4 inch)</td>
<td>10 percent, by count, of all cucumber units but no more than 1 percent, by count, of all cucumber units with &quot;long stems&quot;</td>
<td>20 percent, by count, of all cucumber units but no more than 4 percent, by count, of all cucumber units with &quot;long stems&quot;</td>
</tr>
<tr>
<td>End cuts (in sliced crescent style or units sliced containing vegetable ingredients other than cucumber)</td>
<td>5 percent, by weight, of all cucumber units</td>
<td>15 percent, by weight, of all cucumber units</td>
</tr>
<tr>
<td>Damaged by mechanical injury</td>
<td>10 percent, by count, of all pickle units including vegetable ingredients other than cucumber</td>
<td>15 percent, by count, of all pickle units including vegetable ingredients other than cucumber</td>
</tr>
</tbody>
</table>

In curded type:
- Minor blemish
  - Reasonably free
  - 20 percent, by count, but no more than 5 percent, by count, may be serious

In fresh-pack type:
- Minor blemish
  - Fairly free
  - 30 percent, by count, but no more than 10 percent, by count, may be serious

§ 52.1695 Texture.

(a) General. The factor of texture refers to the firmness, crispness, and the condition of the cucumber ingredient and of any other vegetable ingredient(s) which may be present.

(b) Definitions.

(1) "Chalky white area" means a pronounced opaque, chalky white internal portion of which, in cross-section, the chalky area exceeds 1/4 of the pickle area. Very pale green to translucent white internal areas are not considered "chalky white" areas.

(2) (A) classification. Pickles that possess a good texture may be given a score of 27 to 30 points. "Good texture" means that the cucumber and other vegetable ingredient(s) are firm and crisp, are practically free from cucumber pickle units with large objectionable seeds, detached seeds, and tough skins; and addition has the following meanings for the respective type:

(1) Grade B texture—cured type.
   - Of the cucumber ingredient, there may be present not more than:
     - (i) 10 percent, by count, that are markedly shriveled, soft, or slippery; and
     - (ii) 10 percent, by count, of whole units with hollow centers; and
     - (iii) 20 percent, by count, of whole, sliced, or cut units with chalky white areas.

(2) Grade B texture—fresh-pack type.
   - Of the cucumber ingredient, there may be present not more than:
     - (i) 15 percent, by count, that are markedly shriveled, soft, or flabby; and
     - (ii) 25 percent, by count, of whole units with hollow centers.

(c) (SStd.) classification. Pickles that fail to meet the requirements of paragraph (d) of this section may be given a score of 0 to 23 points and shall not be graded above substandard, regardless of the total score for the product (this is a limiting rule).

METHODS OF ANALYSIS AND DEFINITIONS

§ 52.1696 Definitions of analytical terms.

(a) Degrees Baumé. The density of the packing medium in terms of degrees Baumé is determined with a Baumé hydrometer (modulus 145) corrected to 20° C. (68° F.).

(b) Brix value. Brix value (or "Brix") is determined with a Brix hydrometer calibrated in percent sugar, by weight, corrected to 20° C. (68° F.).

(c) Degrees Salometer. Degrees Salometer is determined with a salt hydrometer calibrated in Salometer degrees (0° to 100°) corrected to 20° C. (68° F.). Each degree Salometer corrected to 20° C. (68° F.) is equal to 0.2463 percent salt (NaCl), by weight, in solution. Each 1 percent salt, by weight, in solution at 20° C. (68° F.) corresponds to 3.7836° Salometer.

(d) Salt. Salt (NaCl) is determined by titration and the results expressed in terms of "grams per 100 milliliters" of the packing medium; except that salt in chow chow is determined and results expressed in terms of "grams per 100 grams" of product.

§ 52.1697 Definition of equalization.

(a) General. The equalization of the soluble solids between the pickle ingredient and packing medium is brought about by natural or simulated means and the results of either is considered "after equalization" and is afforded the same significance.

(b) Natural equalization. A natural equalization of the finished product is brought about after a certain time has elapsed after processing and storage, as follows:

(1) Sweetened pickles. Sweetened pickles with nutritive sweetening ingredient(s) are considered to be equalized 15 days or more after packing.

(2) Sour and dill pickles. Sour and dill pickles are considered to be equalized 10 days or more after packing.

(c) Simulated equalization. This is a method of simulating equalization by comminuting the finished product in a mechanical blender, filtering the comminuted mixture and making the required test on the filtrate.

(1) All styles and types of pickles.
   - (i) On all size containers the entire sample (pickle ingredient and packing medium) is used with an equal weight of distilled water. Cut the large units of pickle ingredient into smaller sections prior to placing in a blender. Comminute the mixture for about two minutes. Strain through a U.S. Standard No. 20 sieve (0.841 mm opening) and when necessary further filter to obtain a clear sample and make desired analytical determinations on filtrate. After appropriate calculation and corrections have been made multiply the reading by 2 to obtain the final values for Baumé, Brix, Salometer, salt (NaCl), and acidity.
   - (ii) Analytical determinations for some pickles may be made from the undiluted slurry without prior addition of water during blending. Such values are direct and are not multiplied by 2 to obtain final values.

§ 52.1698 Definitions and measurement of pickles.

(a) Curved pickle. A curved pickle is one that is curved at an angle of 35 to 60 degrees when measured as illustrated.

(b) Crooked pickle. A crooked pickle is one that is curved at an angle greater than 60 degrees, similar to the following illustration:

FEDERAL REGISTER, VOL. 31, NO. 146—FRIDAY, JULY 29, 1966
c. Missshapen pickles. Missshapen pickles include crooked, nubbins, and otherwise missshapen pickles. A nubbin is one that is not cylindrical in form, is short and stubby, or is otherwise misdeveloped. Nubbins and otherwise missshapen pickles are similar to illustrations that follow:

\[ \frac{1}{16}\text{in. to 3/16\text{in.}} \]

\[ \text{inside diameter tubing} \]

\[ \text{brace near the top of the can holds tubing firmly in place. A woven wire basket made from screen wire with about 8 meshes to the inch with a handle is used for lowering the pickle ingredient into the overflow can.} \]

(2) Place overflow can on level table so that overflow will discharge into sink. Fill overflow can with water at room temperature (approximately 20° C, 68° F.). Place empty basket into filled overflow can.

(3) When overflow ceases, place beaker or graduated cylinder under basket. Remove basket and place drained pickle ingredient (at room temperature) in basket and lower slowly into overflow can. When overflow ceases, record fluid overflow. The percent volume of pickle ingredient (volume occupied) is calculated for the declared container size as follows:

\[ \text{Overflow} = \frac{\text{Declared fluid content of container}}{\text{Overflow}} \times 100 \]

\[ \text{percent volume of pickle ingredient} \]

(4) Prior to determining the percent volume of pickle ingredient for chow chow pickles the drained pickle ingredient is prepared as follows: Empty the contents of the container upon a U.S. Standard No. 8 sieve of proper diameter so as to distribute the product evenly. Wash off all adhering sauce under a spray of water at a temperature of approximately 20° C (68° F.). Incline the sieve to facilitate drainage and allow to drain for 2 minutes. The drained weight is the weight of the sieve and the pickle less the weight of the dry sieve. A sieve 8 inches in diameter is used for 1 quart and smaller size containers and a sieve with 12 inches in diameter is used for containers larger than 1 quart in size.

(2) Minimum quantity of pickle ingredient is designated as percent weight/volume for which the purpose of these standards is calculated as follows:

\[ \frac{\text{Declared U.S. fluid ounce contents of container}}{\text{Declared fluid content of container}} \times 100 = \text{percent weight/volume of pickle ingredient} \]

\[ \text{Lot Compliance} \]

\[ \frac{\text{Overflow can}}{\text{52.1700 Ascertaining the grade of a lot.}} \]

The grade of a lot of pickles covered by these standards is determined by the procedures set forth in the Regulations Governing Inspection and Certification of Processed Fruits and Vegetables, Processed Products Thereof, and Certain Other Processed-Food Products (§§ 52.1 through 52.87).

\[ \text{OVERFLOW CAN} \]

\[ 1 \text{ U.S. liquid gallon} = 4 \text{ U.S. quarts.} \]

\[ 1 \text{ liter (1) equals.} \]

\[ 3.785 \text{ liters.} \]

\[ 1.057 \text{ U.S. liquid quart.} \]

\[ 1.201 \text{ U.S. liquid quarts.} \]

\[ 1.000 \text{ milliliters.} \]

\[ 1.057 \text{ U.S. liquid quarts.} \]

\[ 1 \text{ Imperial gallon equals.} \]

\[ 4 \text{ Imperial quarts.} \]

\[ 4.546 \text{ milliliters (4.546 liters).} \]

\[ 1.201 \text{ U.S. gallon.} \]

\[ \text{(c) Mass or weight.} \]

\[ 1 \text{ avoirdupois ounce equal.} \]

\[ 28.3495 \text{ grams.} \]

\[ 0.062 \text{ kilograms.} \]

\[ 1 \text{ avoirdupois pound equal.} \]

\[ 453.593 \text{ grams.} \]

\[ 0.400 \text{ kilograms.} \]

\[ 1 \text{ kilogram equals.} \]

\[ 1000 \text{ grams.} \]

\[ 2.205 \text{ avoirdupois pounds.} \]

\[ 28.3495 \text{ grams.} \]

\[ 1 \text{ centimeter equals.} \]

\[ 0.3937 \text{ inch.} \]

\[ 0.03937 \text{ inch.} \]
and their families transferred to other geographical locations, have required increases in the salaries and other benefits paid to Federal employees engaged in the performance of Federal meat grading services. It has been determined that in order to cover these increased costs of the service, the hourly fee charges in connection with the performance of the services must be increased as soon as practicable as provided for herein. The need for the increase and the amount thereof are dependent upon facts within the knowledge of the Consumer and Marketing Service. Therefore, under section 4 of the Administrative Procedure Act (5 U.S.C. 1003) it is found that notices and other public procedures with respect to this amendment are impracticable and unnecessary and good cause is found for making the amendment effective less than 30 days after its publication in the Federal Register.

This amendment shall become effective July 31, 1966, with respect to all Federal meat grading services rendered on and after that date; including service under weekly contracts whether heretofore or hereafter made.

Done at Washington, D.C., this 27th day of July 1966.

G. R. GRANGE,
Deputy Administrator,
Marketing Service.

F.R. Doc. 66-8327; Filed, July 28, 1966; 8:49 a.m.]

Chapter III—Agricultural Research Service, Department of Agriculture

PART 319—FOREIGN QUARANTINE NOTICES

Subpart—Nursery Stock, Plants, and Seeds

Postentry Quarantine of Chrysanthemum Plants

On March 29, 1966, there was published in the Federal Register (31 F.R. 5074) a notice of rule making concerning a proposed amendment of § 319.37–19(c) of the regulations relating to the importation of nursery stock, plants and seeds (7 CFR 319.37–19(c)). After due consideration of all relevant matters presented and pursuant to the provisions of sections 1 and 9 of the Plant Quarantine Act of 1912, as amended (7 U.S.C. 154, 162), § 319.37–19(c) is hereby amended by adding to the tabular material therein, in the proper alphabetical order, the following item:

§ 319.37–19 Postentry quarantine.

* * *

Plants to be grown under postentry quarantine.

Chrysanthemum spp. All foreign countries where imported except Canada.

* * *


Done at Washington, D.C., this 26th day of July 1966.

R. J. ANDERSON,
Deputy Administrator,
Agricultural Research Service.

F.R. Doc. 66-8286; Filed, July 28, 1966; 8:47 a.m.]

Chapter XIV—Commodity Credit Corporation, Department of Agriculture

SUBCHAPTER B—LOANS, PURCHASES, AND OTHER OPERATIONS

PART 1446—PEANUTS

Subpart—1966 Crop Peanut Warehouse Storage Loan and Shelter Purchase Regulations

FEDERAL REGISTER, VOL. 31, NO. 146—FRIDAY, JULY 29, 1966

10241

RULES AND REGULATIONS

§ 52.1702 Score sheet for pickles.

Size and kind of container.

Container code or marking.

Label.

Net weight (ounces).

Vacuum (inches).

Acidity—grams per 100 grams or 100 ml.

Type of pack ( ), cured; ( ) fresh-pack.

Density of sirup (degrees Baumé or degrees Brix).

§ 52.1702

Style of pickle (whole, sliced, etc.).

Ingredients (if mixed or chow chow):

Color: (B) » 0-15

Flavor: ( ) Good; ( ) Reasonably good; ( ) On flavor.

Grade: ( ) Unfit; ( ) Good; ( ) Fair; ( ) Fair but treated in this subpart shall become effective upon with supersede the U.S. Standards for Grades of Pickles (which is the third issue) and have been in effect since April 30, 1954.

The U.S. Standards for Grades of Pickles (which is the third issue) and have been in effect since April 30, 1954.

Fees for Grading Service

Pursuant to the authority of sections 203 and 205 of the Agricultural Marketing Act of 1946, as amended (7 U.S.C. 1622, 1624), the provisions of 7 CFR 53.39(a) prescribing fees in connection with the performance of Federal meat grading services are hereby amended by changing the phrase “$7.80 per hour” to “$8.20 per hour.”

The Agricultural Marketing Act of 1946 provides for the collection of fees equal as nearly as may be to the cost of the services, such as Federal meat grading services, rendered under its provisions. The Federal Salary and Pringe Benefits Act of 1966, (P.L. 89-504), and the 1966 amendment to the Administrative Expenses Act of 1946, (P.L. 89-518), liberalizing moving, travel, and transportation expenses for Federal employees and their families transferred to other geographical locations, have required increases in the salaries and other benefits paid to Federal employees engaged in the performance of Federal meat grading services. It has been determined that in order to cover these increased costs of the service, the hourly fee charges in connection with the performance of the services must be increased as soon as practicable as provided for herein. The need for the increase and the amount thereof are dependent upon facts within the knowledge of the Consumer and Marketing Service. Therefore, under section 4 of the Administrative Procedure Act (5 U.S.C. 1003) it is found that notices and other public procedures with respect to this amendment are impracticable and unnecessary and good cause is found for making the amendment effective less than 30 days after its publication in the Federal Register.

This amendment shall become effective July 31, 1966, with respect to all Federal meat grading services rendered on and after that date; including service under weekly contracts whether heretofore or hereafter made.

Done at Washington, D.C., this 27th day of July 1966.

G. R. GRANGE,
Deputy Administrator,
Marketing Service.

F.R. Doc. 66-8327; Filed, July 28, 1966; 8:49 a.m.]

Chapter III—Agricultural Research Service, Department of Agriculture

PART 319—FOREIGN QUARANTINE NOTICES

Subpart—Nursery Stock, Plants, and Seeds

Postentry Quarantine of Chrysanthemum Plants

On March 29, 1966, there was published in the Federal Register (31 F.R. 5074) a notice of rule making concerning a proposed amendment of § 319.37–19(c) of the regulations relating to the importation of nursery stock, plants and seeds (7 CFR 319.37–19(c)). After due consideration of all relevant matters presented and pursuant to the provisions of sections 1 and 9 of the Plant Quarantine Act of 1912, as amended (7 U.S.C. 154, 162), § 319.37–19(c) is hereby amended by adding to the tabular material therein, in the proper alphabetical order, the following item:

§ 319.37–19 Postentry quarantine.

* * *

Plants to be grown under postentry quarantine.

Chrysanthemum spp. All foreign countries where imported except Canada.

* * *


Done at Washington, D.C., this 27th day of July 1966.

G. R. GRANGE,
Deputy Administrator,
Marketing Service.

F.R. Doc. 66-8327; Filed, July 28, 1966; 8:49 a.m.]

Chapter XIII—Agricultural Research Service, Department of Agriculture

PART 319—FOREIGN QUARANTINE NOTICES

Subpart—Nursery Stock, Plants, and Seeds

Postentry Quarantine of Chrysanthemum Plants

On March 29, 1966, there was published in the Federal Register (31 F.R. 5074) a notice of rule making concerning a proposed amendment of § 319.37–19(c) of the regulations relating to the importation of nursery stock, plants and seeds (7 CFR 319.37–19(c)). After due consideration of all relevant matters presented and pursuant to the provisions of sections 1 and 9 of the Plant Quarantine Act of 1912, as amended (7 U.S.C. 154, 162), § 319.37–19(c) is hereby amended by adding to the tabular material therein, in the proper alphabetical order, the following item:

§ 319.37–19 Postentry quarantine.

* * *

Plants to be grown under postentry quarantine.

Chrysanthemum spp. All foreign countries where imported except Canada.

* * *


Done at Washington, D.C., this 27th day of July 1966.

G. R. GRANGE,
Deputy Administrator,
Marketing Service.

F.R. Doc. 66-8327; Filed, July 28, 1966; 8:49 a.m.]

Chapter XIV—Commodity Credit Corporation, Department of Agriculture

SUBCHAPTER B—LOANS, PURCHASES, AND OTHER OPERATIONS

PART 1446—PEANUTS

Subpart—1966 Crop Peanut Warehouse Storage Loan and Shelter Purchase Regulations

FEDERAL REGISTER, VOL. 31, NO. 146—FRIDAY, JULY 29, 1966

10241

RULES AND REGULATIONS

§ 52.1702 Score sheet for pickles.

Size and kind of container.

Container code or marking.

Label.

Net weight (ounces).

Vacuum (inches).

Acidity—grams per 100 grams or 100 ml.

Type of pack ( ), cured; ( ) fresh-pack.

Density of sirup (degrees Baumé or degrees Brix).

§ 52.1702

Style of pickle (whole, sliced, etc.).

Ingredients (if mixed or chow chow):

Color: (B) » 0-15

Flavor: ( ) Good; ( ) Reasonably good; ( ) On flavor.

Grade: ( ) Unfit; ( ) Good; ( ) Fair; ( ) Fair but
§ 1446.1631 Administration.
(a) Responsibility. Under the general direction and supervision of the Executive Vice President, CCC, the Program Administrator, Agricultural Stabilization and Conservation Service (referred to in this subpart as “ASC”), will administer this subpart.

(b) Limitation of authority. County office records, as amended, county ASC committees, and the associations do not have authority to modify or waive any of the provisions of this subpart or any amendments or supplements thereto.

(c) Supervisory authority. No delegation of authority in this subpart shall preclude the Executive Vice President, CCC, or his designee, from determining any questions arising under the regulations or from reversing or modifying any determination made pursuant to such delegation.

§ 1446.1632 Definitions.
As used in this subpart, and in instructions and documents in connection herewith, the words and phrases defined in this section shall have the meanings herein assigned to them unless the context or subject matter otherwise requires.

General

§ 1446.1630 General statement.
(a) Scope. This subpart sets forth price supports for 1966 crops for farmers stock peanuts and the terms and conditions under which (1) eligible producers acting collectively through specified co-operative marketing associations (referred to in this subpart as “association”) may obtain price support on their eligible 1966 crop farmers stock peanuts and (2) Commodity Credit Corporation (referred to in this subpart as “CCC”) will purchase 1966 crop peanuts from eligible shellers.

(b) Price support advances. Eligible producers may obtain price support through in the Southeastern area, GFA Peanut Association, Camilla, Ga.; Southwestern area, Southwestern Peanut Growers Association, Gorman, Tex.; and Virginia-Carolina area, Peanut Growers Cooperative Marketing Association, Franklin, Va. Each association will make price support advances on eligible peanuts delivered to it by eligible producers at warehouses operating under peanut receiving and warehouse contracts with the association. CCC will make a loan (referred to in this subpart as a “warehouse storage loan”) to the association. Such loan will be secured by the eligible peanuts upon which the association has made advances to eligible producers.

(c) Purchases from shellers. CCC will purchase 1966 crop farmers stock and shelled peanuts from shellers who participate in the price support program and are parties to the peanut marketing agreement approved by the Secretary of Agriculture.

(d) Farm storage loans; purchases from producers. Regulations containing the terms and conditions under which CCC will make farm storage loans directly to producers and will purchase peanuts from producers of 1966 crop farmers stock peanuts will be published separately in the Federal Register.

§ 1446.1633 Level of price support.
(a) Applicability. The support prices specified in this section apply to 1966 crop farmers stock peanuts in bulk, loose shelled kernels, and in bags, net weight basis, eligible for price support advances under this subpart. The support prices in this subpart will not be reduced but will be increased as of August 1, 1966, and the parity price on that date requires a higher price.

(b) National average price. The national average support price for 1966 crop peanuts is $2.27 per ton.
The support prices by type per average grade ton of 1966 crop peanuts are:

<table>
<thead>
<tr>
<th>Type</th>
<th>Dollars per ton</th>
</tr>
</thead>
<tbody>
<tr>
<td>Virginia</td>
<td>239.86</td>
</tr>
<tr>
<td>Runner</td>
<td>214.24</td>
</tr>
<tr>
<td>Southeast Spanish</td>
<td>231.88</td>
</tr>
<tr>
<td>Southwest Spanish</td>
<td>223.70</td>
</tr>
</tbody>
</table>

(d) Calculation of support prices. The support price per ton for peanuts of a particular type and quality shall be calculated on the basis of the following rates, premiums, and discounts. No value shall be assigned to damaged kernels.

(1) Kernel value per net ton excluding loose shelled kernels. (i) Price for each percent of sound mature and sound split kernels shall be:

<table>
<thead>
<tr>
<th>Type</th>
<th>Dollars per ton</th>
</tr>
</thead>
<tbody>
<tr>
<td>Virginia</td>
<td>3.808</td>
</tr>
<tr>
<td>Burra</td>
<td>3.110</td>
</tr>
<tr>
<td>Southeastern Spanish</td>
<td>3.200</td>
</tr>
<tr>
<td>Southwestern Spanish</td>
<td>3.178</td>
</tr>
</tbody>
</table>

(2) Value of loose shelled kernels per pound:

<table>
<thead>
<tr>
<th>Type</th>
<th>Dollars per ton</th>
</tr>
</thead>
<tbody>
<tr>
<td>All types</td>
<td>0.75</td>
</tr>
</tbody>
</table>

(3) Damaged kernel discount. For all types of peanuts, the discount per ton for damaged kernels shall be as follows:

<table>
<thead>
<tr>
<th>Peanuts containing damaged kernels of</th>
<th>Discount</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 percent</td>
<td>None</td>
</tr>
<tr>
<td>2 percent</td>
<td>$3.40</td>
</tr>
<tr>
<td>3 percent</td>
<td>$7.00</td>
</tr>
<tr>
<td>4 percent</td>
<td>$11.00</td>
</tr>
<tr>
<td>5 percent</td>
<td>$25.00</td>
</tr>
<tr>
<td>6 percent</td>
<td>$40.00</td>
</tr>
<tr>
<td>7 percent</td>
<td>$60.00</td>
</tr>
<tr>
<td>8 percent and over</td>
<td>$80.00</td>
</tr>
<tr>
<td>10 percent and over</td>
<td>$100.00</td>
</tr>
</tbody>
</table>

(4) Sound split kernel discount. For all types of peanuts, the discount for sound split kernels shall be as follows:

<table>
<thead>
<tr>
<th>Peanuts containing sound split kernels of</th>
<th>Discount per ton</th>
</tr>
</thead>
<tbody>
<tr>
<td>0.2 percent</td>
<td>None</td>
</tr>
<tr>
<td>3 percent</td>
<td>$0.60</td>
</tr>
<tr>
<td>4 percent and above</td>
<td>$1.20</td>
</tr>
</tbody>
</table>

Plus $1.00 for each percent of sound split kernels in excess of 4 percent and not over 10 percent shall be $1 per ton.

(5) Foreign material discount. The discount for each full 1 percent foreign material in excess of 4 percent and not over 10 percent shall be $1 per ton.

(6) Price adjustment for peanuts in Virginia-Carolina area sampled with other than a pneumatic sampler. The support price for Virginia type peanuts in the Virginia-Carolina area sampled with other than a pneumatic sampler shall be reduced by one-tenth cent per pound net weight including loose shelled kernels.

(7) Mixed types discount. Individual lots of farmers stock peanuts containing mixed types, in which there is less than 90 percent of any one type will be supported at a rate which is $10 per ton less than the support price applicable to the type in the mixture having the highest support price.

(8) Location adjustments to support prices. Farmers stock peanuts delivered to the association for price support advances in the States specified, where peanuts are not customarily shelled or crushed, shall be discounted as follows:

<table>
<thead>
<tr>
<th>Type</th>
<th>Dollars per ton</th>
</tr>
</thead>
<tbody>
<tr>
<td>Virginia</td>
<td>$25.00</td>
</tr>
<tr>
<td>Arkansas</td>
<td>$10.00</td>
</tr>
<tr>
<td>California</td>
<td>$5.00</td>
</tr>
<tr>
<td>Louisiana</td>
<td>$7.00</td>
</tr>
<tr>
<td>Mississippi</td>
<td>$20.00</td>
</tr>
<tr>
<td>Tennessee</td>
<td>$25.00</td>
</tr>
<tr>
<td>Virginia type peanuts</td>
<td>$7.00</td>
</tr>
<tr>
<td>Runner type</td>
<td>$20.00</td>
</tr>
</tbody>
</table>

§ 1446.1634 Availability of warehouse storage loans.

(a) Loans to associations. CCC will make warehouse storage loans to the associations specified in § 1446.1630 which contract with CCC to arrange for the storing and handling of eligible farmers stock peanuts, make advances to eligible producers and use such peanuts as collateral for loans to be obtained from CCC.

(b) Areas. Price support advances will be available in the following areas:

(1) The Southeastern area consisting of the States of Alabama, Georgia, Mississippi, and that part of South Carolina south and west of the Santee-Conway-Broad Rivers.

(2) The Southwestern area consisting of the States of Arizona, Arkansas, California, Louisiana, New Mexico, Oklahoma, and Texas.

(3) The Virginia-Carolina area consisting of the States of Missouri, North Carolina, Tennessee, Virginia, and that part of South Carolina north and east of the Santee-Conway-Broad Rivers.

(c) Where available. Price support advances will be available to eligible producers at warehouses where enter into peanut receiving and warehouse contracts with an association. Such contracts will require the warehouses to inform producers that price support advances are available and to make advances to producers in accordance with the price support on peanuts tendered for price support as provided in paragraph (g) of this section. The names and locations of such warehouses may be obtained from the office of the appropriate association or from ASCS State and County offices. The associations shall pledge all eligible peanuts upon which they have made price support advances to CCC as security for loans and advances pursuant to agreements with CCC.

(d) Time. Price support advances to eligible producers will be available from time to time at harvest. In no event shall such advances be made before July 1, 1967, or such later date as may be established by the Executive Vice President, CCC. If the final date of availability falls on a nonworkday for the association, the applicable final date shall be the next workday.

(e) Inspection. The type and quality of each lot of farmers stock peanuts delivered to an association for a price support advance shall be determined by an inspector when such peanuts are received at a warehouse under contract with an association. The fee for such determination shall be paid by the association.

(f) Producer agreement. To obtain a price support advance, the producer shall, in writing, authorize the association to pledge peanuts delivered to the association to CCC as collateral for a warehouse storage loan, and relinquish any right to redeem or obtain possession of such peanuts.

§ 1446.1635 Advance to producer. For each lot of eligible peanuts received, the association will make a price support advance to the producer in an amount equal to the price support value of such peanuts, except that, in addition to any deductions specified in § 1446.1635, (1) the association will deduct from such advances and pay over to the proper State authorities any assessments or excise taxes imposed by State law, and (2) the Southwestern Peanut Growers Association will, upon the prior agreement of the producer, deduct from such advance 50 cents per net weight ton of peanuts upon which such advance was made to be used in payment for its peanut activities outside the price support program.

§ 1446.1635 Fraud of producer. The making of any fraudulent representation by a producer in the loan documents or in obtaining a loan or advance shall render such producer subject to criminal penalties under Federal law. The producer shall be personally liable to CCC, aside from any additional liability under civil or criminal statutes, for the amount of such advance and for all costs which CCC would not have incurred except for the producer’s fraudulent representation, together with interest upon such amounts at the rate of 6 percent per annum: Provided, That the producer shall be given credit for the proceeds received by CCC upon sale of the peanuts upon which such advance was made.
section claiming succession. More purchase of a crop prior to harvest, without ac-
quision of any additional interest in the farm on which the peanuts were pro-
duced, shall not constitute succession.

Any producer in doubt as to whether his interest in the peanuts complies with
the requirements of this section should, before any breach of the agreement is
available to the ASC County Committee
all pertinent information which will permit a determination with respect to
succession to be made by CCC.

§ 1446.1637 Eligible producer.

An eligible producer is an individual, partnership, association, corporation, estate, trust, or other legal entity, and
whenever applicable, a State, political subdivision of a State or any agency
of the Federal Government, producing peanuts as a land-
owner, landlord, lessee, or charterer.

(a) Estates and trusts.

A receiver of an insolvent debtor's estate, an executor or an administrator of a deceased per-
son's estate, a guardian of an estate or of a ward or incompetent person, and
trustees of a trust estate shall be con-
sidered to represent the insolvent debtor, the deceased person, the ward or incom-
petent, and the beneficiaries of a trust, respectively, and the production of the
receiver, executor, administrator, guar-

dian or trustees shall be considered to be the production of the person he repre-
sents. Loan documents executed by any such person shall be accepted by CCC
only if they are legally valid and such person has the authority to sign the
applicable documents.

(b) Eligibility of minors.

A minor who is otherwise an eligible producer shall be eligible for price support only
if he meets one of the following require-
ments: (1) the right of majority has
been conferred on him by court proceed-
ings or by statute; (2) a guardian has
been appointed to manage his property
and all applicable price support docu-
ments are signed by the guardian; or
(3) a bond is furnished under which a
surety guarantee to protect CCC from
any loss incurred for which the minor
would be liable had he been an adult.

§ 1446.1638 CCC purchases from
shellers.

Sections 1446.1638 through 1446.1656
contain the terms and conditions under
which CCC will purchase 1966 crop
farmers stock and shelled peanuts from
eligible shellers. Such shellers may offer
peanuts to CCC through the appropriate
association listed in § 1446.1630.

§ 1446.1639 Eligible sheller.

To be eligible to sell peanuts to CCC
under this subpart the sheller shall:
(a) File with the appropriate associa-
tion, not later than February 28, 1967,
or the nearest date as may be approved
by CCC, his notice of participation relating
to equal employment opportunity repre-
sentation required by the regulations
under Executive Order 11246 (the forms
of which will be furnished by the associa-
tion).

(b) Execute and comply with any
peanut marketing agreement approved
by the Secretary of Agriculture relating
to price support agreements.

(c) Cooperate with the association and
CCC in making price support available
to peanut producers by: (1) Informing
each producer, upon request, of the price
support value of his peanuts, (2) paying

FEDERAL REGISTER, VOL. 31, NO. 146—FRIDAY, JULY 29, 1966
RULES AND REGULATIONS

10245

producers not less than the price support value for each lot of farmers stock peanuts purchased which are represented by a within-quota marketing card, and (3) the association making price support advances available to producers by entering into peanut receiving and warehouse contract(s) with the association unless all his storage space needed in his normal milling operations and other storage space is not available to him in his area at reasonable cost.

The peanuts are represented value for each lot of farmers stock—Support price, out-weight-out-pound.

(2) Large split kernels (i.e., separated halves) which will not pass through screens with the following size openings—18.25 cents per pound:

Virginia. 3/16 x 1/4” slot. Runner. 3/16 x 1/4” slot. Spanish. 3/16 x 1/4” slot.

(3) Large split kernels (i.e., separated halves) which will not pass through screens with the following size openings—16.75 cents per pound:


(4) Small whole kernels which will not pass through screens with the following size openings—12 cents per pound:

Virginia. 1/4” x 1/4” slot. Runner. 1/4” x 1/4” slot. Spanish. 1/4” x 1/4” slot.

(5) Small split kernels (i.e., separated halves) which will not pass through screens with the following size openings—12 cents per pound:

Virginia and Runner. 1/8” x 1/4” round. Spanish. 1/8” x 1/4” round.

(6) Quality conditions: Any lot of shelled peanuts of the sizes described in subparagraphs (1) through (5) of this paragraph (d) shall not contain more than (1) 4 percent damaged or unshelled kernels other minor defects, (2) 8 percent total damaged or unshelled and minor defects, (3) 9 percent moisture in the Southeastern and Southwestern areas, or 10 percent moisture in the Virginia—Carolina area, (4) 6 percent fall through, as defined in subparagraph (8) of this paragraph (d) (but CCC will not pay for any fall through in excess of 3 percent), and (5) 2 percent foreign material. The peanuts in any bag(s) in any lot of such peanuts described in subparagraph (d) shall meet the quality conditions set forth above in this subparagraph. If a sheller offers to CCC any lot of such peanuts which contains peanuts of different sizes (i.e., No. 1 size, large whole, small whole, large split or small split kernels) bagged separately, the sheller (a) shall mark or tag each bag in the lot to show the size of the peanuts therein, and (b) shall stack the bags of each size of peanuts separately to make them readily available for sampling.

(7) The prices specified for shelled peanuts described in subparagraph (d) shall be discounted (i) for damaged and unshelled kernels and minor defects at the rates prescribed in the table appearing at the end of this subpart, and (ii) for foreign material, at the rate of one-tenth of 1 cent per pound for each full one-tenth of 1 percent by which the foreign material is in excess of 1 percent.

(8) In addition to the other prices specified in this subparagraph (d), CCC shall pay the sheller for fall through not exceeding 3 percent at the rate of 6 cents per pound. Fall through means all kernels or portions thereof which will pass through screens with the following size openings:

Virginia. 3/16 x 1/8” slot. Runner. 3/16 x 1/8” slot. Spanish. 3/16 x 1/8” slot.

§ 1446.1641 Peanuts excluded from purchase.

CCC will not purchase from a sheller (a) any 1966 crop peanuts eligible for indemnification, or which would be eligible for indemnification if sold commercially, under the peanut marketing agreement relating to 1966 crop peanuts approved by the Secretary of Agriculture, or (b) a quantity of peanuts (farmers stock equivalent as determined by CCC) which exceeds 90 percent of the quantity of 1966 crop peanuts purchased by the sheller for which producers received not less than their price support value, exclusive of any 1966 crop peanuts purchased from CCC or an association for the restricted uses of crushing or export.

§ 1446.1642 Ineligible peanuts.

(a) Rejection or sale. (1) CCC may refuse to accept delivery of, or may reject to the sheller, any lot of peanuts or any portion thereof, which (i) fails to meet all of the applicable quality requirements of this subpart, (ii) was offered or delivered by a sheller who was not an eligible sheller, or (iii) was excluded from purchase under §1446.1641. With respect to any peanuts rejected, the sheller shall reimburse CCC for any transportation, storage or handling charges incurred by CCC in connection with rejected damages. (2) If CCC has sold any lot of peanuts described in subparagraph (1) of this paragraph (a), the price paid the sheller shall be adjusted downward by CCC, in accordance with all requirements imposed by or pursuant to the regulations governing nondiscrimination in Federally assisted programs of the Department of Agriculture, Part 15 of this title, which effectuate Title VI of the Civil Rights Act of 1964.

(b) Liability. (1) If CCC finds that a sheller has offered or delivered to CCC any lot of peanuts, or part thereof, which the sheller knew did not meet all of the applicable quality requirements of this subpart, CCC may thereafter terminate its obligation to purchase additional 1966 crop peanuts from such sheller. If CCC incurs administrative costs in connection with any peanuts described in subdivisions (1), (ii), and (iii) of subparagraph (1) of paragraph (a) of this section, as well as damages to its program of orderly disposition of surplus peanuts, the amount of which would be difficult to
ascertain exactly. The shelter shall, therefore, in addition to any other payment or price adjustment provided for in this section, pay to CCC or liquidated damages at the rate of one cent ($0.01) per net pound of such peanuts either rejected to the shelter or sold by CCC.

(b) The shelter agrees that the amount of liquidated damages specified is a reasonable estimate of the administrative costs and program damages which CCC may incur because of sale to other than CCC peanuts.

c) Other rights of the Government. Nothing contained in this section shall be construed as waiving any other rights which CCC or the United States may have in the event of any unlawful or unfair act on the part of a shelter.

§ 1446.1643 Period of offering—size of lots—grading.

(a) Offers of peanuts. Unless a later date is approved in writing by CCC, written offers to sell peanuts to CCC, on terms and with conditions prescribed by CCC, may be made with the association from time of harvest through:

(1) July 31, 1967, for farmers stock peanuts described in § 1446.1640, paragraph (b), and for shelled peanuts not U.S. grade described in § 1446.1640, paragraph (d).

(2) December 31, 1967, for U.S. grade shelled peanuts described in § 1446.1640, paragraph (b).

(b) Time of offer and acceptance. The date the offer is received by the association shall be deemed to be the date of the offer. If peanuts (other than farmers stock peanuts) are inspected before they are offered to CCC, the offer must be received by the association within 9 days after the date of the inspection certificate, except that when the 9th day following the date of the inspection certificate is Saturday, Sunday, or a holiday, receipt of the offer by the association on the next regular working day shall be timely. Offers will be accepted by CCC as soon as possible after receipt thereof.

(c) Contract. The shelter's offer, the acceptance, and the terms and conditions of §§ 1446.1638-1446.1656 shall constitute the sales contract between the shelter and CCC with respect to the lot(s) of peanuts covered by the acceptance.

(d) Size of Lot. CCC will, by written notice to eligible shelters, prescribe the quantity of peanuts to be included in any lot(s) offered to and delivered to CCC.

§ 1446.1644 Determination of compliance.

 Authorized representatives of CCC or the United States may enter the shelter's mill(s) and storage and other facilities to the extent deemed necessary by them to determine that the shelter is complying with all of the terms and conditions of this subpart.

§ 1446.1645 Delivery.

(a) Place of delivery. The shelter shall accept the association in its area for the delivery of lots of peanuts accepted by CCC. The shelter shall deliver all peanuts sold to CCC either f.o.b. cars or trucks (CCC's option) at shelter's expense. All peanuts delivered to CCC shall revert to the shelter at the point of rejection as of the date of CCC's notice of rejection.

(b) Bags. The shelter shall deliver all shelled peanuts to CCC in bags of uniform size which are packed in accordance with instructions issued by the association. Such bags shall be made of new burlap of not less than 10 ounce weight material.

§ 1446.1646 Passage of title.

Title and risk of loss or damage to the peanuts purchased by CCC shall pass to CCC upon delivery. If any risk of loss or damage to peanuts rejected to the shelter in accordance with § 1446.1642 shall revert to the shelter at the point of rejection as of the date of CCC's notice of rejection.

§ 1446.1647 Payment for peanuts.

(a) Purchase price. Payment for peanuts purchased by CCC shall be made on the basis of the net weight determined at time of delivery. For purposes of calculating the price of shelled peanuts, the percentage of each grade factor shall be summed to the nearest tenth of a percent; fractions of five-hundreds or less shall be dropped.

(b) Invoice. Payment for peanuts delivered to CCC shall be made after presentation to the association of an invoice and such supporting documents as may be required by CCC.

§ 1446.1648 Records and books.

(a) The shelter shall keep complete and accurate records with respect to all his transactions relating to 1966 crop peanuts, including but not limited to:

(1) With respect to each lot of 1966 crop farmers stock or shelled peanuts purchased, the date and place received and the name and address of the vendor, the type and grade, and quantity as determined by inspectors, the weight and price paid, and (2) With respect to each lot of 1966 crop peanuts sold, the date of sale, the name and address of the buyer, the type and grade, and quality as determined by an inspector, and weight of peanuts involved in each sale. The shelter shall keep such records for a period of 3 years after the date of final delivery.

(b) The shelter shall obtain and furnish to CCC a statement from any person from whom the shelter purchases farmers stock peanuts (other than a producer, an association, or another shelter participating in this program) to the effect that such person will keep until December 31, 1970, and make available to representatives of CCC, the General Accounting Office or the Association, records which will readily disclose the quality and price paid to producers for each lot of such peanuts.

(c) Upon request by CCC, the shelter shall furnish CCC a written report summarizing, by type, quality and quantity, all purchases of 1966 crop farmers stock peanuts and all sales of 1966 crop shelled and cleaned in-shell peanuts.

§ 1446.1649 Covenant against contingent fees.

Shelter warrants that no person or selling agency has been or will be employed or retained to solicit or secure any contract entered into pursuant to this subpart upon an agreement or understanding for a commission, percentage, brokerage, or contingent fee, excepting bona fide employees or bona fide established commercial or selling agencies maintained by shelter for the purpose of securing business. For breach or violation of this warranty, CCC shall have the right to annul its agreement to purchase peanuts without liability or in its discretion to the purchaser, the contract price for peanuts, or otherwise recover, the full amount of such commission, percentage, brokerage, or contingent fee.

FEDERAL REGISTER, VOL. 31, NO. 146—FRIDAY, JULY 29, 1966
§ 1446.1650 Setoff.

If the shelter is indebted to CCC or any other agency of the United States, the amount of such indebtedness may be set off against any amount due the shelter under this subpart in accordance with the CCC Setoff and Withholding Regulations (40 FR 8094), and any amendments thereto.

§ 1446.1651 Assignment.

No assignment shall be made by the shelter of any contract entered into pursuant to this subpart or any rights thereunder, except that the shelter may assign the proceeds of such contract to any bank, trust company, Federal lending agency, or other financial institution and, subject to the approval of CCC, assignment may be made to any other person:

(a) Provided, That such assignment shall be recognized only if and when the assignee files with CCC written notice of the assignment, together with a signed copy of the instrument of the assignment, in accordance with the instructions on Form CCC–251, “Notice of Assignment,” which form must be used in giving notice of assignment to CCC.

(b) Provided further, That such assignment shall cover all amounts payable and not already paid into pursuant to this subpart, which is not precluded by this section.

§ 1446.1652 Buy American.

The shelter will furnish all information and reports required by Executive Order No. 10925 of March 6, 1961, as amended, and the rules, regulations, and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records, and accounts by the contracting agency and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations, and order.

§ 1446.1653 Convict labor.

The shelter, in the performance of any contract entered into pursuant to this subpart, which is not disposed of by agreement shall be decided by the Director or Acting Director, Producer Associations Division, ASCS, in accordance with the provisions contained in this subpart.

§ 1446.1654 Disputes.

(a) Questions of fact. Except as may otherwise be provided in this subpart, any dispute concerning a fact rising out of any sales contract entered into pursuant to this subpart, which is not disposed of by agreement shall be decided by the Director or Acting Director, Producer Associations Division, ASCS, in accordance with the provisions contained in this subpart.

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

(c) Notice to labor union. The shelter will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice, to be provided by the agency contracting officer advising the said labor union or workers’ representative of the shelter’s commitments under this section and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

(d) Executive Order No. 11246.

The shelter will comply with all provisions of Executive Order No. 11246 of September 24, 1965, and of the rules, regulations, and relevant orders of the Secretary of Labor.

(e) Information and reports. The shelter will furnish all information and reports required by Executive Order No. 10925 of March 6, 1961, as amended, and by the rules, regulations, and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records, and accounts by the contracting agency and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations, and order.

(f) Noncompliance. In the event of the shelter’s noncompliance with the nondiscrimination provisions of this subpart, the shelter shall be subject to further action as provided in this section and as otherwise provided by law.

§ 1446.1655 Officials not to benefit.

No member of or delegate to the Congress of the United States, or Resident Commissioner, shall be admitted to any share or part of any sales contract entered into pursuant to this subpart or to any benefit that may arise therefrom, but this provision shall not be construed to extend to such contract if made with a corporation for its general benefit, and subject to section 204(a) of Executive Order No. 11246 of September 24, 1965, such other sanctions may be prescribed and remedies invoked as provided in the said Executive Order or by rule, regulations, or order of the Secretary of Labor, or as otherwise provided by law.

§ 1446.1656 Equal opportunity policy.

During the period between the date the shelter files his notice of participation pursuant to §1446.1608 or 2317, 1967, or, if later, the date on which he completes delivery of the final lot of peanuts sold to CCC pursuant to this subpart, the shelter agrees as follows:

(a) Nondiscrimination. The shelter will not discriminate against any employee or applicant for employment because of race, creed, color, or national origin.

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

(c) Notice to labor union. The shelter will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice, to be provided by the agency contracting officer advising the said labor union or workers’ representative of the shelter’s commitments under this section and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

(d) Executive Order No. 11246.

The shelter will comply with all provisions of Executive Order No. 11246 of September 24, 1965, and of the rules, regulations, and relevant orders of the Secretary of Labor.

(e) Information and reports. The shelter will furnish all information and reports required by Executive Order No. 10925 of March 6, 1961, as amended, and by the rules, regulations, and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records, and accounts by the contracting agency and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations, and order.

(f) Noncompliance. In the event of the shelter’s noncompliance with the nondiscrimination provisions of this subpart, the shelter shall be subject to further action as provided in this section and as otherwise provided by law.

§ 1446.1655 Officials not to benefit.

No member of or delegate to the Congress of the United States, or Resident Commissioner, shall be admitted to any share or part of any sales contract entered into pursuant to this subpart or to any benefit that may arise therefrom, but this provision shall not be construed to extend to such contract if made with a corporation for its general benefit, and subject to section 204(a) of Executive Order No. 11246 of September 24, 1965, such other sanctions may be prescribed and remedies invoked as provided in the said Executive Order or by rule, regulations, or order of the Secretary of Labor, or as otherwise provided by law.

§ 1446.1656 Equal opportunity policy.

During the period between the date the shelter files his notice of participation pursuant to §1446.1608 or 2317, 1967, or, if later, the date on which he completes delivery of the final lot of peanuts sold to CCC pursuant to this subpart, the shelter agrees as follows:

(a) Nondiscrimination. The shelter will not discriminate against any employee or applicant for employment because of race, creed, color, or national origin.

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

(c) Notice to labor union. The shelter will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice, to be provided by the agency contracting officer advising the said labor union or workers’ representative of the shelter’s commitments under this section and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

(d) Executive Order No. 11246.

The shelter will comply with all provisions of Executive Order No. 11246 of September 24, 1965, and of the rules, regulations, and relevant orders of the Secretary of Labor.

(e) Information and reports. The shelter will furnish all information and reports required by Executive Order No. 10925 of March 6, 1961, as amended, and by the rules, regulations, and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records, and accounts by the contracting agency and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations, and order.

(f) Noncompliance. In the event of the shelter’s noncompliance with the nondiscrimination provisions of this subpart, the shelter shall be subject to further action as provided in this section and as otherwise provided by law.
Title 9—ANIMALS AND ANIMAL PRODUCTS

Chapter III—Consumer and Marketing Service (Meat Inspection), Department of Agriculture

SUBCHAPTER A—MEAT INSPECTION REGULATIONS

PART 307—FACILITIES FOR INSPECTION

PART 340—SPECIAL SERVICES RELATING TO MEAT AND OTHER PRODUCT

PART 355—CERTIFIED PRODUCTS FOR DOGS, CATS, AND OTHER CARNIVORA; INSPECTION, CERTIFICATION, AND IDENTIFICATION AS TO CLASS, QUALITY, QUANTITY, AND CONDITION

Miscellaneous Amendments

Pursuant to the statutory authorities cited below the fees relating to inspection are hereby amended due to increased cost resulting from the Federal Salary and Fringe Benefits Act of 1966 (Pub. L. 89-504).

1. Section 307.4 is amended and read as follows:

§ 307.4 Assignment of inspectors where members of family employed; soliciting employment.

The management of an official establishment, an importer, or an exporter desiring to work under conditions which will require the services of an employee of the Division on any Saturday, Sunday, or holiday, or for more than 8 hours on any other day, shall, sufficiently in advance of the period of overtime, request the inspector in charge or his assistant to furnish inspection service during such overtime period; and shall pay the administrator therefor $6.60 per hour to reimburse the Service for the cost of the inspection services so furnished.

2. Section 307.4 is amended to read:

§ 307.4 Assignment of inspectors where members of family employed; soliciting employment.

The management of an official establishment, an importer, or an exporter desiring to work under conditions which will require the services of an employee of the Division on any Saturday, Sunday, or holiday, or for more than 8 hours on any other day, shall, sufficiently in advance of the period of overtime, request the inspector in charge or his assistant to furnish inspection service during such overtime period; and shall pay the administrator therefor $6.60 per hour to reimburse the Service for the cost of the inspection services so furnished.

3. Section 355.12 is amended to read as follows:

§ 355.12 Charge for service.

The fees to be charged and collected by the Administrator shall be $6.28 per hour for base time, $6.60 per hour for overtime including Saturdays, Sundays, and holidays, and $7.20 per hour for laboratory service to reimburse the Service for the cost of the inspection services so furnished.

It has been determined that in order to cover these increased costs of the service, the hourly fee charges in connection with the performance of the services must be increased as soon as practicable hereof. The need for the increase and the amount thereof are dependent upon facts within the knowledge of the Consumer and Marketing Service. Therefore, under section 4 of the Administrative Procedure Act (5 U.S.C. 553), it is found that notices and other public procedure with respect to this amendment are impracticable and unnecessary and good cause is found for making the amendment effective less than 30 days after its publication in the Federal Register.

This amendment shall become effective July 31, 1966, with respect to all Federal meat inspection services rendered on and after that date.

Done at Washington, D.C., this 27th day of July 1966.


Title 14—AERONAUTICS AND SPACE

Chapter I—Federal Aviation Agency

SUBCHAPTER C—AIRCRAFT

[Docket No. 7518; Amendment 39-367]

PART 39—AIRWORTHINESS DIRECTIVES

Air Cruisers Emergency Evacuation Slides

There have been instances in which certain Air Cruisers emergency evacuation slides installed on Boeing Model 727 Series airplanes have hung-up during operation. Since this condition is likely to exist or develop in other products of the same manufacture, an airworthiness directive is being issued to require modification of certain Air Cruisers emergency evacuation slides on Boeing Model 727 Series airplanes.

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

Accordingly, action is taken herein to modify Air Cruisers emergency evacuation slides on Boeing Model 727 Series airplanes.

This amendment becomes effective July 29, 1966.

James F. RUDOLPH, Acting Director, Flight Standards Service.

Title 14—AERONAUTICS AND SPACE

Chapter I—Federal Aviation Agency

SUBCHAPTER C—AIRCRAFT

[Docket No. 7518; Amendment 39-367]

PART 39—AIRWORTHINESS DIRECTIVES

Air Cruisers Emergency Evacuation Slides

There have been instances in which certain Air Cruisers emergency evacuation slides installed on Boeing Model 727 Series airplanes have hung-up during operation. Since this condition is likely to exist or develop in other products of the same manufacture, an airworthiness directive is being issued to require modification of certain Air Cruisers emergency evacuation slides on Boeing Model 727 Series airplanes.

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

Accordingly, action is taken herein to modify Air Cruisers emergency evacuation slides on Boeing Model 727 Series airplanes.

This amendment becomes effective July 29, 1966.

James F. RUDOLPH, Acting Director, Flight Standards Service.

Title 14—AERONAUTICS AND SPACE

Chapter I—Federal Aviation Agency

SUBCHAPTER C—AIRCRAFT

[Docket No. 7518; Amendment 39-367]

PART 39—AIRWORTHINESS DIRECTIVES

Air Cruisers Emergency Evacuation Slides

There have been instances in which certain Air Cruisers emergency evacuation slides installed on Boeing Model 727 Series airplanes have hung-up during operation. Since this condition is likely to exist or develop in other products of the same manufacture, an airworthiness directive is being issued to require modification of certain Air Cruisers emergency evacuation slides on Boeing Model 727 Series airplanes.

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

Accordingly, action is taken herein to modify Air Cruisers emergency evacuation slides on Boeing Model 727 Series airplanes.

This amendment becomes effective July 29, 1966.

James F. RUDOLPH, Acting Director, Flight Standards Service.
reflect this minor realignment in this north alternate segment.

In consideration of the foregoing, Part 71 of the Federal Aviation Regulations is amended, effective 0001, e.s.t., September 15, 1966, as hereinafter set forth.

In § 71.123 (31 F.R. 2009, 5055, 6984, 7352, 7507) V-20 is amended by deleting

"including a 12 AGL N alternate via INT Palacios 016° and Houston 255° radials;" and substituting "including a 12 AGL N alternate via INT Palacios 016° and Houston 255° radials, and a 12 AGL S alternate via INT Palacios 064° and Houston 201° radials;" therefor.

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

Issued in Washington, D.C., on July 22, 1966.

T. McCORMACK,
Acting Chief, Aeronautics and Air Traffic Rules Division.

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 supersed 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 Procedures

Barings, 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.

The 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.

<table>
<thead>
<tr>
<th>From</th>
<th>To</th>
<th>Course and distance</th>
<th>Minimum altitude (feet)</th>
<th>Condition</th>
<th>2-knot or less</th>
<th>More than 2-knot, more than 65 knots</th>
</tr>
</thead>
<tbody>
<tr>
<td>Asheville VOR</td>
<td>Broad River RBl</td>
<td>Direct</td>
<td>5500</td>
<td>T-1-1</td>
<td>800-1</td>
<td>800-1</td>
</tr>
<tr>
<td>Sphinxburg VOR</td>
<td>Toccoa Int</td>
<td>Direct</td>
<td>5000</td>
<td>C-1-1</td>
<td>1000-2</td>
<td>1000-2</td>
</tr>
<tr>
<td>Toccoa Int</td>
<td>Broad River RBl</td>
<td>Direct</td>
<td>5000</td>
<td>C-1-1</td>
<td>1000-2</td>
<td>1000-2</td>
</tr>
<tr>
<td>Owen Int</td>
<td>Broad River RBl</td>
<td>Direct</td>
<td>5000</td>
<td>C-1-1</td>
<td>1000-2</td>
<td>1000-2</td>
</tr>
</tbody>
</table>

If visual contact not established upon descent to authorized landing or if landing not accomplished within 3.7 miles after passing CA LOM, climb to 3200' on heading of 000°, proceed direct to ACO VOR. Hold E, 1-minute right turn, 270° inbound.

MVA within 26 miles of facility: 090°—2600'.

City, Akron; State, Ohio; Airport name, Akron-Canton; Elevetion, 1228'; Fac. Class., LOM; Ident., CA; Procedure No. 1, Amdt. 16; Eff. date, 20 Aug. 66; Sup. Amdt. No. 15; Dated, 7 Nov. 64

FEDERAL REGISTER, VOL. 31, NO. 146—FRIDAY, JULY 29, 1966

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 supersed 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 Procedures

Barings, 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.

The 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.

<table>
<thead>
<tr>
<th>From</th>
<th>To</th>
<th>Course and distance</th>
<th>Minimum altitude (feet)</th>
<th>Condition</th>
<th>2-knot or less</th>
<th>More than 2-knot, more than 65 knots</th>
</tr>
</thead>
<tbody>
<tr>
<td>Asheville VOR</td>
<td>Broad River RBl</td>
<td>Direct</td>
<td>5500</td>
<td>T-1-1</td>
<td>800-1</td>
<td>800-1</td>
</tr>
<tr>
<td>Sphinxburg VOR</td>
<td>Toccoa Int</td>
<td>Direct</td>
<td>5000</td>
<td>C-1-1</td>
<td>1000-2</td>
<td>1000-2</td>
</tr>
<tr>
<td>Toccoa Int</td>
<td>Broad River RBl</td>
<td>Direct</td>
<td>5000</td>
<td>C-1-1</td>
<td>1000-2</td>
<td>1000-2</td>
</tr>
<tr>
<td>Owen Int</td>
<td>Broad River RBl</td>
<td>Direct</td>
<td>5000</td>
<td>C-1-1</td>
<td>1000-2</td>
<td>1000-2</td>
</tr>
</tbody>
</table>

If visual contact not established upon descent to authorized landing or if landing not accomplished within 3.7 miles after passing CA LOM, climb to 3000' on heading of 000°, proceed direct to ACO VOR. Hold E, 1-minute right turn, 270° inbound.

MVA within 26 miles of facility: 090°—2600'.

City, Akron; State, Ohio; Airport name, Akron-Canton; Elevetion, 1228'; Fac. Class., LOM; Ident., CA; Procedure No. 1, Amdt. 16; Eff. date, 20 Aug. 66; Sup. Amdt. No. 15; Dated, 7 Nov. 64

FEDERAL REGISTER, VOL. 31, NO. 146—FRIDAY, JULY 29, 1966

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 supersed 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 Procedures

Barings, 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.

The 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.

<table>
<thead>
<tr>
<th>From</th>
<th>To</th>
<th>Course and distance</th>
<th>Minimum altitude (feet)</th>
<th>Condition</th>
<th>2-knot or less</th>
<th>More than 2-knot, more than 65 knots</th>
</tr>
</thead>
<tbody>
<tr>
<td>Asheville VOR</td>
<td>Broad River RBl</td>
<td>Direct</td>
<td>5500</td>
<td>T-1-1</td>
<td>800-1</td>
<td>800-1</td>
</tr>
<tr>
<td>Sphinxburg VOR</td>
<td>Toccoa Int</td>
<td>Direct</td>
<td>5000</td>
<td>C-1-1</td>
<td>1000-2</td>
<td>1000-2</td>
</tr>
<tr>
<td>Toccoa Int</td>
<td>Broad River RBl</td>
<td>Direct</td>
<td>5000</td>
<td>C-1-1</td>
<td>1000-2</td>
<td>1000-2</td>
</tr>
<tr>
<td>Owen Int</td>
<td>Broad River RBl</td>
<td>Direct</td>
<td>5000</td>
<td>C-1-1</td>
<td>1000-2</td>
<td>1000-2</td>
</tr>
</tbody>
</table>

If visual contact not established upon descent to authorized landing or if landing not accomplished within 3.7 miles after passing CA LOM, climb to 3000' on heading of 000°, proceed direct to ACO VOR. Hold E, 1-minute right turn, 270° inbound.

MVA within 26 miles of facility: 090°—2600'.

City, Akron; State, Ohio; Airport name, Akron-Canton; Elevetion, 1228'; Fac. Class., LOM; Ident., CA; Procedure No. 1, Amdt. 16; Eff. date, 20 Aug. 66; Sup. Amdt. No. 15; Dated, 7 Nov. 64

FEDERAL REGISTER, VOL. 31, NO. 146—FRIDAY, JULY 29, 1966
**ADF Standard Instrument Approach Procedures—Continued**

<table>
<thead>
<tr>
<th>From</th>
<th>To</th>
<th>Distance</th>
<th>Minimum Altitude (feet)</th>
<th>Condition</th>
<th>Ceiling and visibility minimums</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>2-engine or less</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>65 knots or less</td>
</tr>
</tbody>
</table>

**Bismarck Rb:** LOM

<table>
<thead>
<tr>
<th>Procedure turn E side of crs, 346° Outbound, 183° Inbound, 3900' within 10 miles.</th>
<th>Course and distance</th>
<th>Minimum Altitude (feet)</th>
<th>Condition</th>
<th>Ceiling and visibility minimums</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Direct</td>
<td>3000</td>
<td>T-dn%</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>C-4</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>C-6</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>3000</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>A-dn</td>
<td></td>
</tr>
</tbody>
</table>

**Bismarck VOR:** LOM

<table>
<thead>
<tr>
<th>Procedure turn N side of crs, 674° Outbound, 234° Inbound, 3900' within 10 miles.</th>
<th>Course and distance</th>
<th>Minimum Altitude (feet)</th>
<th>Condition</th>
<th>Ceiling and visibility minimums</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Direct</td>
<td>3000</td>
<td>T-dn%</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>C-4</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>C-6</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>3000</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>A-dn</td>
<td></td>
</tr>
</tbody>
</table>

**Bismarck Int:** LOM

<table>
<thead>
<tr>
<th>Procedure turn S side of crs, 276° Outbound, 606° Inbound, 4000' within 10 miles.</th>
<th>Course and distance</th>
<th>Minimum Altitude (feet)</th>
<th>Condition</th>
<th>Ceiling and visibility minimums</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Direct</td>
<td>4300</td>
<td>T-dn%</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>C-4</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>C-6</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>4300</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>A-dn</td>
<td></td>
</tr>
</tbody>
</table>

**Pemberton Int:** LOM

**Reynolds Int:** LOM (final)

**Boise Int:** LOM (final)

**Boise VOR:** LOM

<table>
<thead>
<tr>
<th>Procedure turn S side of crs, 276° Outbound, 606° Inbound, 4000' within 10 miles.</th>
<th>Course and distance</th>
<th>Minimum Altitude (feet)</th>
<th>Condition</th>
<th>Ceiling and visibility minimums</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Direct</td>
<td>4000</td>
<td>T-dn%</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>C-4</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>C-6</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>4000</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>A-dn</td>
<td></td>
</tr>
</tbody>
</table>

**FEDERAL REGISTER, VOL. 31, NO. 146—FRIDAY, JULY 29, 1966**
<table>
<thead>
<tr>
<th>From</th>
<th>Madeira RBN (final)</th>
<th>Madeira RBN</th>
<th>Madeira RBN</th>
<th>CVG VOR</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hamilton Int</td>
<td>Direct</td>
<td>Direct</td>
<td>Direct</td>
<td></td>
</tr>
<tr>
<td>Alexandria Int</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Radar available.
Procedure turn 8 side of crs, 021° Outbd, 201° Inbnd, 2700' within 10 miles of Madeira RBN.
Minimum altitude over facility on final approach crs, 2700' over OM, 1000' over crs and distance, facility to airport, 201°—2.7 miles; OM to airport, 201°—3.4 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 2.2 miles after passing MDE RBN, climb to 2700' to California Int on heading, 230° to intercept CVU, R 165°. Proceed to California Int, hold R, 1-minute left turns, 285° Inbnd.

| City, Cincinnati; State, Ohio; Airport name, Cincinnati Municipal-Lunken Field; Elev., 488'; Fac. Class., MHW; Ident., MD.E; Procedure No. 1, Arndt. 1; Eff. date, 20 Aug. 66; Sup. Arndt. No. 4; Dated, 9 July 66 |

| MSA within 25 miles of facility: 000°—090°—2500'; 090°—180°—2200'; 180°—270°—2800'; 270°—360°—2200'. |

| City, Dallas; State, Tex.; Airport name, Dallas Love Field; Elev., 489'; Fac. Class., LOM; Ident., DA; Procedure No. 1, Arndt. 7; Eff. date, 20 Aug. 66; Sup. Arndt. No. 4; Dated, 9 July 66 |

<table>
<thead>
<tr>
<th>Madeira RBn</th>
<th>200' T-dn</th>
<th>300-1</th>
<th>300-1</th>
<th>300-1</th>
</tr>
</thead>
<tbody>
<tr>
<td>C-dn</td>
<td>400-1</td>
<td>500-1</td>
<td>600-1</td>
<td>600-1</td>
</tr>
<tr>
<td>A-dn</td>
<td>800-2</td>
<td>800-2</td>
<td>800-2</td>
<td>800-2</td>
</tr>
</tbody>
</table>

| City, Huntingburg; State, Ind.; Airport name, Huntingburg; Elev., 525'; Fac. Class., MHW; Ident., HNB; Procedure No. 1, Arndt. Orig.; Eff. date, 18 Aug. 66; Sup. Arndt. No. 2; Dated, 31 July 66 |

<table>
<thead>
<tr>
<th>Holland Int</th>
<th>HNB RBn</th>
<th>St. Marks Int</th>
<th>HNB RBn</th>
<th>Augusta Int</th>
<th>HNB RBn</th>
</tr>
</thead>
<tbody>
<tr>
<td>Direct</td>
<td>2100</td>
<td>Direct</td>
<td>2100</td>
<td>Direct</td>
<td>2100</td>
</tr>
<tr>
<td>T-d</td>
<td>200-1</td>
<td>C-dn</td>
<td>700-1</td>
<td>A-d</td>
<td>NA</td>
</tr>
<tr>
<td>C-dn</td>
<td>700-1</td>
<td>700-1</td>
<td>700-1</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>A-dn</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
<td></td>
</tr>
</tbody>
</table>

| City, Evansville altitude setting. MSA within 25 miles of facility: 000°—300°—2100'. |

| City, Farmingdale; State, N.Y.; Airport name, Republic Airport; Elev., 82'; Fac. Class., MWH; Ident., DBN; Procedure No. 1, Arndt. 5; Eff. date, 20 Aug. 66; Sup. Arndt. No. 4; Dated, 4 July 64 |

<table>
<thead>
<tr>
<th>E-14 LNL RBn</th>
<th>200-1</th>
<th>300-1</th>
<th>300-1</th>
<th>200-1</th>
</tr>
</thead>
<tbody>
<tr>
<td>C-dn</td>
<td>700-1</td>
<td>700-1</td>
<td>700-1</td>
<td></td>
</tr>
<tr>
<td>A-dn</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
</tr>
</tbody>
</table>

| City, Rhinelander altitude setting. Procedure authorized only during hours of Rhinelander, Wis., control zone operation. MSA within 25 miles of facility: 000°—200°—3000'. |

<table>
<thead>
<tr>
<th>Rhinelander VOR</th>
<th>LNL RBn</th>
</tr>
</thead>
<tbody>
<tr>
<td>Direct</td>
<td>2500</td>
</tr>
<tr>
<td>T-dn</td>
<td>300-1</td>
</tr>
<tr>
<td>C-dn</td>
<td>700-1</td>
</tr>
<tr>
<td>A-dn</td>
<td>NA</td>
</tr>
</tbody>
</table>

| City, Land O'Lakes; State, Wis.; Airport name, Kings Land O'Lakes Municipal; Elev., 1700'; Fac. Class., MWH; Ident., LNL; Procedure No. 1, Arndt. 1; Eff. date, 20 Aug. 66; Sup. Arndt. No. 1; Dated, 28 Dec. 66 |

<table>
<thead>
<tr>
<th>C-dn</th>
<th>700-1</th>
<th>700-1</th>
<th>700-1</th>
</tr>
</thead>
<tbody>
<tr>
<td>A-dn</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>From</td>
<td>To</td>
<td>Course and distance</td>
<td>Minimum altitude (feet)</td>
</tr>
<tr>
<td>--------------------</td>
<td>-------------</td>
<td>---------------------</td>
<td>-------------------------</td>
</tr>
<tr>
<td>Thomhurst VOR.</td>
<td>AOO RBn.</td>
<td>Direct</td>
<td>2600</td>
</tr>
<tr>
<td>Coalter Int.</td>
<td>AOO RBn.</td>
<td>Direct</td>
<td>2600</td>
</tr>
<tr>
<td>Huntington Int.</td>
<td>AOO RBn.</td>
<td>Direct</td>
<td>3100</td>
</tr>
</tbody>
</table>

| Procedure turn W side of crs, 030° Outbd, 050° Inbd, 3600' within 10 miles. Minimum altitude over facility on final approach crs, 3600'. Facility on airport. If visual contact not established on descent to authorized landing minimums or if landing not accomplished, climb to 2000' on crs, 040° from LOM within 10 miles of AOO RBn. **Nonstandard procedure turn and holding pattern due to terrain considerations and to provide separations from en route traffic.**

| Facility on airport. If visual contact not established on descent to authorized landing minimums or if landing not accomplished, climb to 2000' on crs, 040° from LOM within 10 miles, turn right and return to RBn. |

| Facility on airport. If visual contact not established on descent to authorized landing minimums or if landing not accomplished, climb to 2000' on crs, 040° from LOM within 10 miles, turn right and return to RBn. |

| City, Martinburg; State, Pa.; Airport name, Blair County; Elev., 150'; Fac. Class., LOM; Ident., AOO; Procedure No. 1, Amdt. Orig.; Eff. date, 18 Aug. 66 |

| City, Sheboygan; State, Wis.; Airport name, Sheboygan County Memorial; Elev., 746'; Fac. Class., LOM; Ident., SBM; Procedure No. 1, Amdt. Orig.; Eff. date, 18 Aug. 66 |

| City, Sioux Falls; State, S. Dak.; Airport name, Joe Foss Field; Elev., 1428'; Fac. Class., LOM; Ident., SBM; Procedure No. 1, Amdt. 10; Eff. date, 20 Aug. 66; Sup. Amdt. No. 6; Dated, 7 Dec. 04 |

| City, Wilkes-Barre; State, Pa.; Airport name, Wilkes-Barre-Scranton; Elev., 150'; Fac. Class., LOM; Ident., AV; Procedure No. 1, Amdt. 7; Eff. date, 20 Aug. 66; Sup. Amdt. No. 6; Dated, 7 Aug. 65 |

**Rules and Regulations**

**ADF Standard Instrument Approach Procedure—Continued**
2. By amending the following very high frequency omnirange (VOR) procedures prescribed in §97.11(c) to read:

**VOR STANDARD INSTRUMENT APPROACH PROCEDURES**

For VOR standard instrument approach procedures of the above type  is conducted at the below named airport, it shall be in accordance with the following instrument approach procedures, unless an approach is conducted in accordance with a different procedure for each airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall be those established for en route operation in the particular area or as not forth below.

**RULES AND REGULATIONS**

**Transition**

<table>
<thead>
<tr>
<th>From</th>
<th>To</th>
<th>Course and distance</th>
<th>Minimum altitude (feet)</th>
<th>Condition</th>
<th>Ceiling and visibility minimums</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>2-engine or less</td>
<td>More than 2-engine, more than 65 knots</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Less than 65 knots</td>
<td></td>
</tr>
</tbody>
</table>

- **Bismarck RBN**
  - R 093°, BIS VOR, clockwise
  - R 093°, BIS VOR, counterclockwise
  - 6-mile Fix, R 093°

- **Norwalk Int**
  - 24-mile DME Fix, LAX R 081°
  - 15-mile DME Fix, LAX R 081°

- **La Habra Int**
  - Spike Int, 24-mile DME Fix, LAX R 081°
  - Norwalk Int, 15-mile DME Fix, LAX R 081°

**Specified Routes**

**Bisquick**

- BIS VOR due to 3373'tower, 10 miles SSW of airport.
- 6-mile Fix, R 093°
- BIS VORTAC (final)
- Direct
- 2700

- R 263°, BIS VOR within 20 miles, or when directed by ATC, make right-climbing turn to 4000' on R 336° BIS VOR within 20 miles.
- 2000

**Norwalk**

- Spike Int, 24-mile DME Fix, LAX R 081°
- Norwalk Int, 15-mile DME Fix, LAX R 081°

**La Habra**

- Bell Int (final), 10.8-mile DME arc, LAX R 081°

**Radar Available**

- Procedure turn W side of crs, 352° Outbound, 172° Inbound, 1700' within 10 miles.
- Minimum altitude over facility to final approach crs, 600'.
- R 093°, BIS VOR clockwise.
- R 093°, BIS VOR counterclockwise.
- 6-mile Fix, R 093°.

- Minimum altitude over Bell Int, 10.8-mile DME Fix, LAX R 081°, on final approach crs, 3000'.
- R 093°, BIS VOR clockwise.
- R 093°, BIS VOR counterclockwise.
- 6-mile Fix, R 093°.

- If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.6 miles after passing BIS VOR climb to 4000' on R 263° BIS VOR within 20 miles, or when directed by ATC, make right-climbing turn to 4000' on R 336° BIS VOR within 20 miles.
- Final approach from holding pattern at VOR not authorized, procedure turn required.
- When weather is below 1800', aircraft departing southwestbound, flight below 3600' beyond 5 miles from airport is prohibited between R 175° and 230° inclusive, of the BIS VOR due to 3373'tower, 10 miles SSW of airport.

**City, Bismarck; State, N. Dak.; Airport name, Bismarck Municipal; Elev., 1677'; Fac. Class., LBVORTAC; Ident., BIS; Procedure No. 1, Arndt. 8; Eff. date, 20 Aug. 66; Sup. Arndt. No. Orig.; Dated, 25 June 66**

**City, Norwalk; State, Calif.; Airport name, Norwalk Municipal; Elev., 64'; Fac. Class., H-BVORTAC; Ident., LAX; Procedure No. 1, Arndt. 3; Eff. date, 20 Aug. 66; Sup. Arndt. No. Orig.; Dated, 28 Aug. 66**

**City, La Habra; State, Calif.; Airport name, La Habra Municipal; Elev., 184'; Fac. Class., H-BVORTAC; Ident., LAX; Procedure No. 1, Arndt. 2; Eff. date, 26 Nov. 64; Sup. Arndt. No. Orig.; Dated, 25 June 66**

**Notes**

- All altitudes are feet MSL. Elevations and altitudes are in feet above airport elevation. Distances are in statute miles. Ceiling and visibility minimums are in feet above airport elevation. Distances are in nautical miles. Elevations and altitudes are in feet MSL. Ceiling and visibility minimums are in feet above airport elevation. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceiling and visibility minimums are in feet above airport elevation. Distances are in nautical miles.
- Crs and distance, facility to airport, 273°—3.6 miles.
- Minimum altitude over facility on final approach crs, 2000'.
- Minimum altitude over Bell Int, 10.8-mile DME Fix, LAX R 081°, on final approach crs, 2000'.
- Minimum altitude over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as not forth below.
- Minimum altitude over facility to final approach crs, 172°—1.8 miles.
- Crs and distance, facility to airport, 172°—1.8 miles.
- If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 1.8 miles after passing GLH VOR, make left-climbing turn to 1700', proceed direct to GLH VOR, hold N, right turns, 1-minute pattern.
- Alternate minimums authorized only from 0700 to 2000 hours, local time, daily. Weather service available only from 0700 to 2000 hours, local time, daily.
- Minimum altitude over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as not forth below.
- Minimum altitude over facility on final approach crs, 2000'.
- Minimum altitude over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as not forth below.
- Minimum altitude over facility on final approach crs, 170°—4.5 miles; 2.5-mile DME Fix to airport, 172°—2 miles.
- Minimum altitude over facility on final approach crs, 170°—5.5 miles breakoff point to runway, 172°—0.3 mile.
- Minimum altitude over facility on final approach crs, 170°—7200'; over 2.5-mile DME Fix, 664'.
- Minimum altitude over facility on final approach crs, 170°—5200'.
- Minimum altitude over facility on final approach crs, 170°—1400'; over 2.5-mile DME Fix, 664'.
- Minimum altitude over facility on final approach crs, 170°—1700'.
- Minimum altitude over facility on final approach crs, 170°—1700'.
- Minimum altitude over facility on final approach crs, 170°—7200'; over 2.5-mile DME Fix, 664'.
- Minimum altitude over facility on final approach crs, 170°—5200'.

**FEDERAL REGISTER, VOL. 31, NO. 146—FRIDAY, JULY 29, 1966**

**10253**
RULES AND REGULATIONS

VOR STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

<table>
<thead>
<tr>
<th>Transition</th>
<th>From</th>
<th>To</th>
<th>Course and distance</th>
<th>Minimum altitude (feet)</th>
<th>Condition</th>
<th>2-engine or less</th>
<th>More than 2-engine or less</th>
</tr>
</thead>
<tbody>
<tr>
<td>North Plains VHF Int.</td>
<td>UBG VOR</td>
<td>Direct</td>
<td>6000'</td>
<td>T-dn7°</td>
<td>500-1</td>
<td>500-1</td>
<td>500-1</td>
</tr>
<tr>
<td>Aurora VHF Int.</td>
<td>UBG VOR</td>
<td>Direct</td>
<td>3000</td>
<td>C-dn</td>
<td>1000-1</td>
<td>1000-1</td>
<td>1000-1</td>
</tr>
<tr>
<td>Glindstone VHF Int.</td>
<td>UBG VOR</td>
<td>Direct</td>
<td>3000</td>
<td>C-9n</td>
<td>1000-2</td>
<td>1000-2</td>
<td>1000-2</td>
</tr>
<tr>
<td>Lamar Municipal</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Procedure turn W side of crs, 160° Outbound, 260° Inbound, 2700' within 10 miles.

Final approach from holding pattern at UBG VOR not authorized, procedure turn required.

Minimum altitude over facility on final approach crs, 2600'.

Crs and distance, facility to airport, 246°—11.3 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 6 miles after passing UBG VOR, turn right to crs, 110° to intercept UBG VOR, R 040° (shoe) direct to UBG VOR, climbing to 2700'. Operations from 6 miles to airport must be conducted in accordance with visual flight rules.

CAUTION: VOR reception not available over the airport below 700'.

5% Takeoffs all runways (Climb visually to 500' over airport then direct to UBG VORTAC).

Weather service not available 2200-0600 local time. Alternate minimums not authorized 2200-0000.

Air carrier use not authorized.

MSA within 25 miles of facility: 000°-180°—2100'; 180°-360°—1700'.

City, Hillsboro; State, Oreg.; Airport name, Portland-Hillsboro; Elev., 204'; Fac. Class., H-BVORTAC; Ident., UBG; Procedure No. 1, Arndt. 4; Eff. date, 18 Aug. 66; Sup. Arndt. No. 3; Dated, 16 Apr. 66

<table>
<thead>
<tr>
<th>Crs</th>
<th>Minimum altitude over facility on final approach crs, 1900'.</th>
</tr>
</thead>
<tbody>
<tr>
<td>T-dn</td>
<td>300-1</td>
</tr>
<tr>
<td>C-dn</td>
<td>1000-1</td>
</tr>
<tr>
<td>S-18n</td>
<td>1000-2</td>
</tr>
<tr>
<td>A</td>
<td>700-2</td>
</tr>
</tbody>
</table>

City, Pullman; State, Wash.; Airport name, Pullman-Moscow Regional; Elev., 255'; Fac. Class., L-BVOR; Ident., PUW; Procedure No. 1, Arndt. Orig.; Eff. date, 18 Aug. 66

Procedure turn N side of crs, 260° Outbound, 280° Inbound, 2700' within 10 miles.

Minimum altitude over facility on final approach crs, 1900'.

Crs and distance, facility to airport, 208°—6.2 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 6.2 miles after passing PUW VOR, turn left, climbing to 2900' on R 220° of PUW VOR, within 10 miles of PUW VOR.

Sliding scale not authorized.

**Alternate minimums authorized only when control zone operative.

MSA within 25 miles of facility: 000°—90°—2700'; 90°—360°—1700'; 170°—200°—7000'; 200°—350°—4700'.

City, Neptune, State, N.J.; Airport name, Asbury Park-Neptune; Elev., 204'; Fac. Class., L-VORTAC; Ident., COL; Procedure No. 1, Arndt. 1; Eff. date, 20 Aug. 66; Sup. Amdt. No. 1; Dated, 6 Aug. 66

<table>
<thead>
<tr>
<th>From</th>
<th>To</th>
<th>Course and distance</th>
<th>Minimum altitude (feet)</th>
</tr>
</thead>
<tbody>
<tr>
<td>C-dn</td>
<td>600-1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>S-dn</td>
<td>600-1</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

City, Neptune; State, N.J.; Airport name, Asbury Park-Neptune; Elev., 204'; Fac. Class., L-VORTAC; Ident., COL; Procedure No. 1, Arndt. 1; Eff. date, 20 Aug. 66; Sup. Amdt. No. 1; Dated, 6 Aug. 66

Procedure turn N side of crs, 260° Outbound, 280° Inbound, 2700' within 10 miles.

Minimum altitude over facility on final approach crs, 1900'.

Crs and distance, facility to airport, 208°—6.2 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 6.2 miles after passing PUW VOR, turn left, climbing to 2900' on R 220° of PUW VOR, within 10 miles of PUW VOR.

Sliding scale not authorized.

**Alternate minimums authorized only when control zone operative.
3. By amending the following terminal very high frequency omnirange (TerVOR) procedures prescribed in § 97.13 to read:

### Terminal VOR Standard Instrument Approach Procedure

<table>
<thead>
<tr>
<th>From —</th>
<th>To —</th>
<th>Course and distance</th>
<th>Minimum altitude (feet)</th>
<th>Condition</th>
<th>Ceiling and visibility minimums</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>2-engine or less</td>
</tr>
<tr>
<td>FSD VOR</td>
<td></td>
<td>Direct</td>
<td>2700</td>
<td>T-dn%</td>
<td>300-1</td>
</tr>
<tr>
<td>R 20°, FSD VOR, clockwise</td>
<td>FSD VOR</td>
<td>Via 6-nautical mile DME Arc</td>
<td>2700</td>
<td>C-dn</td>
<td>600-1</td>
</tr>
<tr>
<td>R 061°, FSD VOR, counterclockwise</td>
<td>FSD VOR</td>
<td>Via 6-nautical mile DME Arc</td>
<td>2700</td>
<td>A-dn</td>
<td>600-1</td>
</tr>
<tr>
<td>6-mile DME Fix, R 337°</td>
<td>FSD VORTAC (blsld)</td>
<td>Direct</td>
<td>2000</td>
<td>A-dn</td>
<td>800-2</td>
</tr>
</tbody>
</table>


If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.1 miles, after passing FSD VOR, climb to 3000' on R 125° within 5 miles. 6-30-1 required for takeoff on Runway 16.

For southeastbound aircraft when weather is below 2100-2, flight below 3900' beyond 6 miles E and SE of airport is prohibited between R 096° and R 135° of the FSD VOR. Restrictions due to 3444' tower, 10 miles SE of airport.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.1 miles of FSD VOR, climb to 3000' on R 125° within 5 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.1 miles of CKV VOR, make immediate left-climbing Procedure turn W side of crs, 327° Outbnd, 147° Inbnd, 2700' within 10 miles.

If CKV VOR received, minimums become:

- C-dn
- 500-1
- 600-1
- NA


Facility on airport, Beldon Int/Radar Fix to airport, 241°—4.1 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile of CKV VOR, make immediate left-climbing Procedure turn S side of crs, 061° Outbnd, 241° Inbnd, 2000' within 10 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile of FSD VOR, climb to 3000' on R 125°, Clarita VOR, 1-mile right turns, 390° Inbd. (Note: altitude not authorized for non-carriers).

Minimums authorized at all times for air carriers with weather reporting service. Note: Runway 24 at 437', 65 knots or less.

Restrictions due to 1653' tower, 2.2 miles W.

These minimums are raised 300' and alternate minimums not authorized when control zone not effective.

Minimums authorized at all times for air carriers with weather reporting service. Note: Runway 24 at 437', 65 knots or less.

Restrictions due to 1653' tower, 2.2 miles W.

These minimums are raised 300' and alternate minimums not authorized when control zone not effective.

Minimums authorized at all times for air carriers with weather reporting service. Note: Runway 24 at 437', 65 knots or less.

Restrictions due to 1653' tower, 2.2 miles W.

These minimums are raised 300' and alternate minimums not authorized when control zone not effective.
Procedure turn R side of crs, 170° Outbd, 150° Inbhd, 2000' within 10 miles. Minimum altitude over facility on final approach crs, 1800'.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile of FMM VOR, make immediate right-climbing turn to 2900'.

MINUS 1, 2, 3.

MINUS 4, 5, 6.

MINUS 7, 8, 9, 10.

MINUS 11, 12, 13, 14.

MINUS 15, 16, 17, 18.

MINUS 19, 20, 21, 22.

MINUS 23, 24, 25, 26.

MINUS 27, 28, 29, 30.

MINUS 31, 32, 33, 34.

MINUS 35, 36, 37, 38.

MINUS 39, 40, 41, 42.

MINUS 43, 44, 45, 46.

MINUS 47, 48, 49, 50.

MINUS 51, 52, 53, 54.

MINUS 55, 56, 57, 58.

MINUS 59, 60, 61, 62.

MINUS 63, 64, 65, 66.
**RULES AND REGULATIONS**

**VOR/DME STANDARD INSTRUMENT APPROACH PROCEDURES—Continued**

### Ceiling and visibility minimums

<table>
<thead>
<tr>
<th>From—</th>
<th>To—</th>
<th>Condition</th>
<th>2-engine or less</th>
<th>More than 2-engine, more than 65 knots</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Minimum altitude (feet)</td>
<td>65 knots or less</td>
<td>More than 65 knots</td>
</tr>
<tr>
<td>North Plains Int/31-mile DME Fix, R 334°</td>
<td>UBG VOR</td>
<td>3000</td>
<td>550-1</td>
<td>800-1</td>
</tr>
<tr>
<td>Oswego Int/11-mile DME Fix, R 066°</td>
<td>UBG VOR</td>
<td>3000</td>
<td>1000-2</td>
<td>1000-2</td>
</tr>
<tr>
<td>Aurora Int/11-mile DME Fix, R 111°</td>
<td>UBG VOR</td>
<td>3000</td>
<td>1000-2</td>
<td>1000-2</td>
</tr>
<tr>
<td>Iron-10-mile DME Fix, R 18°</td>
<td>UBG VOR (final)</td>
<td>3000</td>
<td>1000-2</td>
<td>1000-2</td>
</tr>
<tr>
<td>Gladstone Int/37-mile DME Fix, R 060°</td>
<td>UBG VOR</td>
<td>3000</td>
<td>1000-2</td>
<td>1000-2</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>City, Hillsboro; State, Ohio; Airport name, Portland-Hillsboro; Elev., 354'; Fac. Class., BVORTAC; Ident., UBG; Procedure No. VOR/DME No. 1, Arndt. 8; Eff. date, 20 Aug. 66; Sup. Arndt. No. 2; Dated, 16 Apr. 66</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>City, Akron; State, Ohio; Airport name, Akron-Canton; Elev., 1264'; Fac. Class., ILS; Ident., I-CAK; Procedure No. ILS-1, Arndt. 9; Eff. date, 20 Aug. 66; Sup. Arndt. No. 5; Dated, 14 May 66</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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

### ILS STANDARD INSTRUMENT APPROACH PROCEDURE

Bearing, 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.

<table>
<thead>
<tr>
<th>From—</th>
<th>To—</th>
<th>Course and distance</th>
<th>Minimum altitude (feet)</th>
<th>Condition</th>
<th>65 knots or less</th>
<th>More than 65 knots</th>
</tr>
</thead>
<tbody>
<tr>
<td>ABE VOR</td>
<td>University Int</td>
<td>Direct</td>
<td>3000</td>
<td>T-dn</td>
<td>300-1</td>
<td>300-1</td>
</tr>
<tr>
<td>Dyon VOR</td>
<td>ABE LOM</td>
<td>Direct</td>
<td>3000</td>
<td>C-dn</td>
<td>500-1</td>
<td>500-1</td>
</tr>
<tr>
<td>Nuggets</td>
<td>University (Final)</td>
<td>Direct</td>
<td>3000</td>
<td>A-dn-17°</td>
<td>600-1</td>
<td>600-1</td>
</tr>
<tr>
<td>Fort Int</td>
<td>University (final)</td>
<td>Direct</td>
<td>3000</td>
<td>A-dn</td>
<td>600-2</td>
<td>600-2</td>
</tr>
</tbody>
</table>

Radar available. Procedure turn W side of crs, 16° Outbound, 346° Inbound, 2700’ within 10 miles. Final approach from holding pattern at UB G VOR not authorized, procedure turn required. Minimum altitude over facility on final approach crs, 2500’. Crs and distance, facility to airport, 36°—11.1 miles. If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5 miles after passing UB G VOR, or at the 6-mile DME Fix, R 346°, turn right to crs, 110° to intercept UB G VOR, R 001, then direct to UB G VOR climbing to 2700’. Operations from 6 miles to airport must be conducted in accordance with visual flight rules.

**CAUTION:** VOR reception not available over airport below 700’.

5. If an instrument approach procedure of the above type is conducted at the below named airport, it shall be conducted 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.

### Ceiling and visibility minimums

<table>
<thead>
<tr>
<th>From—</th>
<th>To—</th>
<th>Course and distance</th>
<th>Minimum altitude (feet)</th>
<th>Condition</th>
<th>65 knots or less</th>
<th>More than 65 knots</th>
</tr>
</thead>
<tbody>
<tr>
<td>Akron VOR</td>
<td>CA LOM (final)</td>
<td>Direct</td>
<td>3000</td>
<td>T-dn</td>
<td>300-1</td>
<td>300-1</td>
</tr>
<tr>
<td>Akron VOR</td>
<td>CA LOM (final)</td>
<td>Direct</td>
<td>3000</td>
<td>C-dn</td>
<td>500-1</td>
<td>500-1</td>
</tr>
<tr>
<td>Akron VOR</td>
<td>CA LOM (final)</td>
<td>Direct</td>
<td>3000</td>
<td>A-dn</td>
<td>600-2</td>
<td>600-2</td>
</tr>
</tbody>
</table>

Radar available. Procedure turn E side of crs, 324° Outbound, 144° Inbound, 2000’ within 10 miles of Faculty Int/5-mile DME Fix. Facility on airport. Minimum altitude over 3.5-mile DME Fix or Faculty Int on final approach crs, 1200’. Crs and distance, breakoff point to approach end of Runway 14, 150°—0.25 mile. If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5 miles of VOR, turn right, and climb to 2000’ on R 324° within 16 miles, or when directed by ATC, make right-climbing turn to 2000’. Intercept, R 150° within 15 miles.

Minimum altitude over 3.5-mile DME may be used within 16 miles at 2500’ in all directions to position aircraft for a final approach with the elimination of a procedure turn.

**Reduction below 3/4 mile not authorized.**


### Ceiling and visibility minimums

<table>
<thead>
<tr>
<th>From—</th>
<th>To—</th>
<th>Course and distance</th>
<th>Minimum altitude (feet)</th>
<th>Condition</th>
<th>65 knots or less</th>
<th>More than 65 knots</th>
</tr>
</thead>
<tbody>
<tr>
<td>Akron VOR</td>
<td>CA LOM</td>
<td>Direct</td>
<td>3000</td>
<td>T-dn</td>
<td>300-1</td>
<td>300-1</td>
</tr>
<tr>
<td>Akron VOR</td>
<td>CA LOM</td>
<td>Direct</td>
<td>3000</td>
<td>C-dn</td>
<td>500-1</td>
<td>500-1</td>
</tr>
<tr>
<td>Akron VOR</td>
<td>CA LOM</td>
<td>Direct</td>
<td>3000</td>
<td>A-dn</td>
<td>600-2</td>
<td>600-2</td>
</tr>
</tbody>
</table>

Radar available. Procedure turn W side of crs, 30° Outbound, 170° Inbound, 3000’ within 10 miles of University Int. Minimum altitude over University Int on final approach crs, 2600’ over airport, 3100’. Crs and distance, breakoff point to approach end of Runway 16, 170°—0.5 mile. If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5 miles of VOR, turn right, and climb to 2000’ on R 30° within 16 miles, or when directed by ATC, make right-climbing turn to 2000’. Intercept, R 170° within 15 miles.

Runway may be used within 16 miles at 2500’ in all directions to position aircraft for a final approach with the elimination of a procedure turn.

**Reduction below 3/4 mile not authorized.**

Radar may be used to position aircraft over Fort Int at 3100’, with elimination of procedure turn. Radar available.

### Ceiling and visibility minimums

<table>
<thead>
<tr>
<th>From—</th>
<th>To—</th>
<th>Course and distance</th>
<th>Minimum altitude (feet)</th>
<th>Condition</th>
<th>65 knots or less</th>
<th>More than 65 knots</th>
</tr>
</thead>
<tbody>
<tr>
<td>Akron VOR</td>
<td>CA LOM</td>
<td>Direct</td>
<td>3000</td>
<td>T-dn</td>
<td>300-1</td>
<td>300-1</td>
</tr>
<tr>
<td>Akron VOR</td>
<td>CA LOM</td>
<td>Direct</td>
<td>3000</td>
<td>C-dn</td>
<td>500-1</td>
<td>500-1</td>
</tr>
<tr>
<td>Akron VOR</td>
<td>CA LOM</td>
<td>Direct</td>
<td>3000</td>
<td>A-dn</td>
<td>600-2</td>
<td>600-2</td>
</tr>
</tbody>
</table>

Radar available. Procedure turn K side of crs, 330° Outbound, 110° Inbound, 3000’ within 10 miles of University Int. Minimum altitude over University Int on final approach crs, 2600’ over airport, 3100’. Crs and distance, breakoff point to approach end of Runway 17, 110°—0.5 mile. If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5 miles after passing University Int, climb to 3000’ on R 330° or R 170° within 20 miles, or when directed by ATC, turn left and climb to 3000’ on R 110° of AHI VOR within 20 miles.

**Radar may be used to position aircraft over Fort Int at 3100’, with elimination of procedure turn.**

**CAUTION:** VOR reception not available over airport below 700’.

5. If a glide slope inoperative. 400-% authorized with operative ALS, except for 4-engine turbojet aircraft.

<table>
<thead>
<tr>
<th>From—</th>
<th>To—</th>
<th>Course and distance</th>
<th>Minimum altitude (feet)</th>
<th>Condition</th>
<th>65 knots or less</th>
<th>More than 65 knots</th>
</tr>
</thead>
<tbody>
<tr>
<td>Akron VOR</td>
<td>CA LOM</td>
<td>Direct</td>
<td>3000</td>
<td>T-dn</td>
<td>300-1</td>
<td>300-1</td>
</tr>
<tr>
<td>Akron VOR</td>
<td>CA LOM</td>
<td>Direct</td>
<td>3000</td>
<td>C-dn</td>
<td>500-1</td>
<td>500-1</td>
</tr>
<tr>
<td>Akron VOR</td>
<td>CA LOM</td>
<td>Direct</td>
<td>3000</td>
<td>A-dn</td>
<td>600-2</td>
<td>600-2</td>
</tr>
</tbody>
</table>

FEDERAL REGISTER, VOL. 31, NO. 146—FRIDAY, JULY 29, 1966

5. By amending the following instrument landing system procedures prescribed in § 97.17 to read:
### ILS Standard Instrument Approach Procedure - Continued

<table>
<thead>
<tr>
<th>From</th>
<th>To</th>
<th>Course and distance</th>
<th>Minimum Altitude (feet)</th>
<th>Condition</th>
<th>2-engine or less</th>
<th>More than 2-engine, 65 knots or less</th>
<th>More than 65 knots</th>
</tr>
</thead>
<tbody>
<tr>
<td>Asheville VOR</td>
<td>Broad River RBN</td>
<td>Direct</td>
<td>5000</td>
<td>T-dn*</td>
<td>400-1</td>
<td>400-1</td>
<td>600-1</td>
</tr>
<tr>
<td>Owen Int</td>
<td>Broad River RBN</td>
<td>Direct</td>
<td>5000</td>
<td>C-d*</td>
<td>1000-2</td>
<td>1000-2</td>
<td>2000-2</td>
</tr>
<tr>
<td>Spartanburg VOR</td>
<td>Broad River RBN (final)</td>
<td>Direct</td>
<td>5000</td>
<td>G</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>Takedo Int</td>
<td>Broad River RBN</td>
<td>Direct</td>
<td>8000</td>
<td>8-dn-34</td>
<td>#</td>
<td>1000-2</td>
<td>1000-2</td>
</tr>
</tbody>
</table>

**Procedure turn E side of crs, 181° Outbound, 341° Inbound, 2000' within 10 miles of Broad River RBN.**

Minimum altitude at glide slope interception Inbound, 300'.

Altitude of glide slope and distance to approach end of runway at Broad River RBN, 2000'.

If visual contact not satisfied upon descent to authorized landing minimums or if landing not accomplished within 7.8 miles after passing LOM, climb to 3000' on 268° Inbound. Takeoffs to E will comply with missed approach procedure when climbing to altitude. Takeoffs to W will climb on crs of 181° over the Outbound course and on crs of 161° to Broad River RBN. Upon reaching 6000', or as directed by ATC, continue climb on crs on the Inbound course. All maneuvering for circling approach must be accomplished E of airport. Right angle precision approach is not authorized for air carrier use.

- **City, Bismarck; State, N. Dak.; Airport name, Bismarck Municipal; Elev., 1677'; Fac. Class., ILS; Ident., I-BIS; Procedure No. ILS-20, Amdt. 4; Eff. date, 20 Aug. 66; Sup. Amdt. No. 5; Dated, 22 Jan. 66**

<table>
<thead>
<tr>
<th>Bismarck RBN</th>
<th>LOM</th>
<th>Direct</th>
<th>3200</th>
<th>T-dn%</th>
<th>200-1</th>
<th>200-1</th>
<th>400-1</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lincoln Int</td>
<td>Broad River RBN</td>
<td>Direct</td>
<td>3300</td>
<td>C-d</td>
<td>400-1</td>
<td>400-1</td>
<td>500-1</td>
</tr>
<tr>
<td>Bell Int</td>
<td>Broad River RBN</td>
<td>Direct</td>
<td>3350</td>
<td>8-dn-300</td>
<td>200-3</td>
<td>200-3</td>
<td>300-3</td>
</tr>
</tbody>
</table>

**Procedure turn E side SE crs, 126° Outbound, 306° Inbound, 2000' within 10 miles.**

Minimum altitude at glide slope interception Inbound, 300'.

Altitude of glide slope and distance to approach end of runway at OM, 2500'—5.8 miles; at MM, 1850'—0.6 mile. If visual contact not satisfied upon descent to authorized landing minimums or if landing not accomplished within 5.8 miles after passing LOM, climb to 3000' on 268° outbound. Takeoffs to the N will comply with a missed approach procedure when climbing to altitude. Takeoffs to the E will climb on crs of 126° over the Outbound Course. All maneuvering for circling approach must be accomplished E of airport. Right angle precision approach is not authorized for air carrier use.

- **City, Bismarck; State, N. Dak.; Airport name, Bismarck Municipal; Elev., 1677'; Fac. Class., ILS; Ident., I-BIS; Procedure No. ILS-20, Amdt. 19; Ef. date, 20 Aug. 66; Sup. Amdt. No. 13; Dated, 19 Mar. 66**

<table>
<thead>
<tr>
<th>Mason Int</th>
<th>Madeira RBN (final)</th>
<th>Direct</th>
<th>2700</th>
<th>T-dn</th>
<th>600-1</th>
<th>600-1</th>
<th>600-1</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hamilton Int</td>
<td>Madeira RBN</td>
<td>Direct</td>
<td>2700</td>
<td>C-d</td>
<td>800-1</td>
<td>800-1</td>
<td>1000-1</td>
</tr>
<tr>
<td>Albright Int</td>
<td>Madeira RBN</td>
<td>Direct</td>
<td>2700</td>
<td>8-dn-301*</td>
<td>400-1</td>
<td>400-1</td>
<td>400-1</td>
</tr>
<tr>
<td>Scott DME Int</td>
<td>Madeira RBN</td>
<td>Direct</td>
<td>2700</td>
<td>A-dn</td>
<td>800-2</td>
<td>800-2</td>
<td>800-2</td>
</tr>
</tbody>
</table>

**Procedure turn E side of crs, 021° Outbound, 207° Inbound, 2700' within 10 miles of Madeira RBN.**

Minimum altitude at glide slope interception Inbound, 2070'.

Altitude of glide slope and distance to approach end of runway at OM, 1601'—3.4 miles; at MM, 681'—0.5 mile. If visual contact not satisfied upon descent to authorized landing minimums or if landing not accomplished within 7.2 miles after passing Madeira RBN, climb to 2700' on 207° Inbound radial. Standard clearance not provided over 1221' radio tower, 5.6 miles WNW of LOM. When weather is below 1500', aircraft departing southwestbound, flight below 2000' beyond 5 miles from airport is prohibited between E 115° and 229°, inclusive of the Bismarck VOR due to tower, 10 miles NW of airport.

- **City, Cincinnati; State, Ohio; Airport name, Cincinnati Municipal Lunken Field; Elev., 485'; Fac. Class., ILS; Ident., I-LUK; Procedure No. ILS-80L, Amdt. 1; Ef. date, 20 Aug. 66; Sup. Amdt. No. 1; Dated, 16 Apr. 66**

<table>
<thead>
<tr>
<th>Dallas VOR</th>
<th>LOM</th>
<th>Direct</th>
<th>2600</th>
<th>T-dn*</th>
<th>300-1</th>
<th>300-1</th>
<th>400-1</th>
</tr>
</thead>
<tbody>
<tr>
<td>Boss Ave Int</td>
<td>LOM</td>
<td>Direct</td>
<td>2600</td>
<td>C-d</td>
<td>400-1</td>
<td>400-1</td>
<td>500-1</td>
</tr>
<tr>
<td>Lakeside Int</td>
<td>LOM</td>
<td>Direct</td>
<td>2600</td>
<td>8-dn-13</td>
<td>#</td>
<td>200-3</td>
<td>200-3</td>
</tr>
</tbody>
</table>

**Procedure turn W side of crs, 088° Outbound, 218° Inbound, 3000' within 10 miles of 8-mile DME Fix.**

Minimum altitude over 9-mile DME Fix on final approach crs, 1100'.

- **City, Dallas; State, Tex.; Airport name, Dallas Love Field; Elev., 485'; Fac. Class., ILS; Ident., I-DAL; Procedure No. ILS-13L, Amdt. 12; Ef. date, 20 Aug. 66; Sup. Amdt. No. 11; Dated, 16 Apr. 66**

**MUL VORTAC**

- 5-mile DME Fix on MLU Locater BC.

<table>
<thead>
<tr>
<th>MLU, R 698°</th>
<th>T-dn</th>
<th>300-1</th>
<th>300-1</th>
<th>400-1</th>
</tr>
</thead>
<tbody>
<tr>
<td>C-d</td>
<td>400-1</td>
<td>400-1</td>
<td>500-1</td>
<td></td>
</tr>
<tr>
<td>8-dn-34</td>
<td>400-1</td>
<td>400-1</td>
<td>500-1</td>
<td></td>
</tr>
</tbody>
</table>

**Procedure turn W side of crs, 088° Outbound, 218° Inbound, 3000' within 10 miles of 5-mile DME Fix.**

Minimum altitude over 5-mile DME Fix on final approach crs, 1000'.

- **City, Monroe, State, La.; Airport name, Schump Field; Elev., 76'; Fac. Class., ILS; Ident., I-MLU; Procedure No. ILS-8-27; Amdt. Orig.; Ef. date, 20 Aug. 66**

**FEDERAL REGISTER/VOL. 31, NO. 146—FRIDAY, JULY 29, 1966**
FEDERAL REGISTER, VOL. 31, NO. 146—FRIDAY, JULY 29, 1966

RULES AND REGULATIONS

ILS STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

From—

To—

Course and condition—

Minimum altitude

feet—

Condition

2-engine or less

More than 2-engine, less than 5-engine

65 knots or less

More than 65 knots

Bay Point Int.

Hayward RBn.

Direct.

6000

T_dn% 200-1 300-1 200-1

A_dn 600-2

Allamon Int.

Hayward RBn.

Direct.

5000

C_dn 400-1 400-1 300-1

A_dn 600-2

OAK VOR.

Hayward RBn.

Direct.

4000

S_dn-27L#. 200-1 300-1 200-1

Decoto Int.

Hayward RBn.

Direct.

4000

S_dn-27L#. 200-1 300-1 200-1

Rand Int.

Hayward RBn.

Direct.

*4000

A_dn 600-2

Radar available.

Procedure turn S side of crs, 900° Outbound, 225° Inbound, 4000° within 10 miles of HWD RBn. Procedure turn S side of crs, high terrain to N. Minimum altitude at glide slope interception Inbound, 2700°. Without glide slope, procedure turn required; minimum altitude over Hayward RBn, 2000°. Glide slope and distance to approach end of runway at HWD RBn, 2500°—3.2 miles; at MM, 100%—0.5 miles. If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.5 miles after passing MM, proceed direct to OAK VOR, climbing to 2000° on OAK VOR R 312° to Richmond Int. Notes: *Descent on glide slope authorized to cross Hayward RBn at 2000°. %RVR 2400° required for takeoff Runway 27L.

City, Oakland; State, Calif.; Airport name, Metropolitan Oakland International; Elev., 6°; Fac. Class., ILS; Ident., I-OAK; Procedure No. ILS-27R, Amdt. 21; Eff. date,

20 Aug. 66; Sup. Amdt. No. ILS-27R, 20; Dated, 25 June 66

SAT VOR.

LOM.

Direct.

3000

T_dn 200-1 300-1 200-1

C_dn 300-1 300-1 300-1

A_dn 600-2 600-2 600-2

Radar available.

Procedure turn W side of NW crs, 360° Outbound, 123° Inbound, 3000° within 10 miles. Minimum altitude at glide slope interception Inbound, 2000°. Glide slope and distance to approach end of runway at LOM, 2000°—5.9 miles; at MM, 100%—0.5 miles. If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.5 miles after passing LOM, climb to 3000° on SAT VOR, R 135° within 20 miles. *RVR 2400° authorized for takeoff Runway 12. %600-1 required when glide slope not utilized. **RVR 2400°, descent below 1500° not authorized unless ALS is visible.

City, San Antonio; State, Tex.; Airport name, San Antonio International; Elev., 36°; Fac. Class., ILS; Ident., I-ANT; Procedure No. ILS-12, Amdt. 9; Eff. date, 20 Aug. 66; Sup. Amdt. No. 8; Dated, 25 June 66

Sioux Falls RBn.

LOM.

Direct.

2700

T_dn 200-1 300-1 200-1

C_dn 500-1 500-1 500-1

A_dn 600-2 600-2 600-2

Sioux Falls VOR.

LOM.

Direct.

2700

C_dn 500-1 500-1 500-1

A_dn 600-2 600-2 600-2

Bedstall Int.

LOM.

Direct.

2700

s_dn-3#. 300-1 300-1 300-1

Long Int.

LOM.

Direct.

2700

A_dn 600-2 600-2 600-2

Russell Int.

LOM.

Direct.

2700

Minimum altitude of glide slope and distance to approach end of runway at MM, 100°—0.5 miles. If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.5 miles after passing MM, climb to 3000° on SAT VOR, R 135° within 20 miles. *RVR 2400° authorized for takeoff Runway 12. **RVR 2400°, descent below 1500° not authorized unless ALS is visible. *600-1 required when glide slope not utilized. **RVR 2400° required if glide slope not utilized. When aircraft equipped to receive ILS and VOR simultaneously and Marie Int received, following minimums apply for all aircraft except 4-engine turbojet. 400-% with high-intensity runway lights; 600-% with ALS in operation. %400-% required if glide slope not utilized. 400-% authorized, except for 4-engine turbojets, with operative ALS.

City, Sioux Falls; State, S. Dak.; Airport name, Joe Foss Field; Elev., 1428°; Fac. Class., ILS; Ident., I-FSD; Procedure No. ILS-21, Amdt. 8; Eff. date, 20 Aug. 66; Sup. Amdt. No. 7; Dated, 7 Aug. 66

Sioux Falls RBn.

Renner Int.

Direct.

2700

T_dn 200-1 300-1 200-1

C_dn 300-1 300-1 200-1

A_dn 600-2 600-2 600-2

Sioux Falls VOR.

Renner Int.

Direct.

2700

C_dn 300-1 300-1 300-1

A_dn 600-2 600-2 600-2

Baltic Int.

Renner Int. (final).

Direct.

2700

C_dn 300-1 300-1 300-1

A_dn 600-2 600-2 600-2

Sherman Int.

NE crs, ILS (final).

Via R 06°, FSD VOR.

Minimum altitude (feet)

Condition

2-engine or less

More than 2-engine, less than 5-engine

65 knots or less

More than 65 knots

Transition

250-1

600-1

10259
RULES AND REGULATIONS

ILS STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

<table>
<thead>
<tr>
<th>From</th>
<th>To</th>
<th>Course and distance</th>
<th>Minimum altitude (feet)</th>
<th>Condition</th>
<th>Ceiling and visibility minimums</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>2-engine or less</td>
<td>More than 2-engine, more than 65 knots</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>65 knots or less</td>
<td>65 knots</td>
<td></td>
</tr>
<tr>
<td>Sweet Valley Int.</td>
<td>CVY RBN</td>
<td>Direct</td>
<td>2800</td>
<td>T-99°</td>
<td>600-1</td>
</tr>
<tr>
<td>Thornhurst VOR</td>
<td>CVY RBN</td>
<td>Direct</td>
<td>2800</td>
<td>C-99°</td>
<td>900-1</td>
</tr>
<tr>
<td>Effret Int.</td>
<td>CVY RBN</td>
<td>Direct</td>
<td>2800</td>
<td>C-99°</td>
<td>1200-2</td>
</tr>
<tr>
<td>Pecone Int.</td>
<td>CVY RBN</td>
<td>Direct</td>
<td>2800</td>
<td>S-99°</td>
<td>600-1</td>
</tr>
<tr>
<td>Scassen Int.</td>
<td>CVY RBN</td>
<td>Direct</td>
<td>2800</td>
<td>A-99°</td>
<td>1200-2</td>
</tr>
<tr>
<td>Lopez Int.</td>
<td>CVY RBN</td>
<td>Direct</td>
<td>2800</td>
<td>Hold</td>
<td>1200-2</td>
</tr>
<tr>
<td>Haselen VOR</td>
<td>CVY RBN</td>
<td>Direct</td>
<td>2800</td>
<td>Hold</td>
<td>1200-2</td>
</tr>
</tbody>
</table>

Radar available.

Procedure to W side SW crs, 225° outbound, 642' inbound, 3900' within 10 miles of Crystal Lake RBN.

Minimum altitude at glide slope intersection inbound final, 3717' over Crystal Lake RBN.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.8 miles after passing Crystal Lake RBN, climb to 3900' on crs. 353° from the Wilkes-Barre RBN, then proceed direct to the Wilkes-Barre VOR, maintain 3000'. Hold E, 1-minute right turns, inbound crs. 353°, or when directed by ATC. (1) climb to 3900' on crs. 043° from the LOM, turn left and proceed direct to Crystal Lake RBN, maintain 3800', hold SW, 2.5 miles. "Circling approaches are prohibited in that area SE of Runways 4/22 centerline extended."

IF glide slope inoperative, maintain 3900' until past LOM, circling minimums apply.

City, Wilkes-Barre; State, Pa.; Airport name, Wilkes-Barre-Scranton; Elev., 1328'; Fac. Class., ILS; Ident., I-AVP; Procedure No. ILS-4, Amdt. 19; Eff. date, 20 Aug. 66; Sup. Amdt. No. 18; Dated, 19 Feb. 66.

Procedure turn 8 side crs, 90° outbound, 286° inbound, 3900' within 10 miles of Picture Rocks RBN or Int.

Minimum altitude over Picture Rocks RBN or Int on final approach crs, 3800'.

Minimum altitude at glide slope intersection inbound final, 2977' over Picture Rocks RBN.

Altitude of glide slope and distance to approach end of runway at Picture Rocks RBN/Int, 3600'—9.4 miles; at OM, 1812'—3.8 miles; at MM, 766'—0.6 miles.

If glide slope inoperative, maintain 2000' until past OM; circling minimums apply.

Notes: (1) This approach is authorized when Crystal Lake Radio Beacon is operating, or when Radar is utilized. (2) High terrain to E, SE, and S of airport within 2.5 miles. "Circling approaches are prohibited in that area SE of Runways 4/22 centerline extended."

Takeoff minimums for Runways 10 and 18: Day, 600-2; Night, 800-2.

If glide slope inoperative, maintain 2900' until past LOM; circling minimums apply.

City, Williamsport; State, Pa.; Airport name, Williamsport-Lycoming County; Elev., 928'; Fac. Class., ILS; Ident., I-1PT; Procedure No. ILS-27, Amdt. 6; Eff. date, 20 Aug. 66; Sup. Amdt. No. 1; Dated, 12 June 65.

PROCEDURE CANCELED, EFFECTIVE 20 AUG. 1966

City, Bedford; State, Mass.; Airport name, Hanscom; Elev., 132°; Fac. Class and Ident., Hanscom Radar; Procedure No. 1, Amdt. 2; Eff. date, 5 June 65; Sup. Amdt. No. 1; Dated, 4 Jan. 64.

FEDERAL REGISTER, VOL. 31, NO. 146—FRIDAY, JULY 29, 1966

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

Radar Standard Instrument Approach Procedure

<table>
<thead>
<tr>
<th>From</th>
<th>To</th>
<th>Course and distance</th>
<th>Minimum altitude (feet)</th>
<th>Condition</th>
<th>Ceiling and visibility minimums</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>2-engine or less</td>
<td>More than 2-engine, more than 65 knots</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>65 knots or less</td>
<td>65 knots</td>
<td></td>
</tr>
</tbody>
</table>

PROCEDURE CANCELED, EFFECTIVE 20 AUG. 1966.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, Runway 1: Climb to 2700° on 006° bearing from MK LOM

**3-mile lateral separation required from 1720° tower, 7.8 miles N of airport; 1735° tower, 9.2 miles N of airport; 1091° tower, 3 miles SW of airport; 1449° tower, 5.2 miles N of airport.**

Radar STABILIZED APPROACH PROCEDURE—Continued

<table>
<thead>
<tr>
<th>Transition</th>
<th>Course and distance</th>
<th>Minimum altitude (foot)</th>
<th>Condition</th>
<th>Ceiling and visibility minimums</th>
</tr>
</thead>
<tbody>
<tr>
<td>From: All sectors</td>
<td>To: Radar site</td>
<td>7 miles</td>
<td>384°</td>
<td>7000</td>
</tr>
<tr>
<td>From: All sectors</td>
<td>To: Radar site</td>
<td>19-25 miles</td>
<td>5200</td>
<td>T-dn</td>
</tr>
<tr>
<td>From: All sectors</td>
<td>To: Radar site</td>
<td>7-10 miles</td>
<td>7000</td>
<td>300-1</td>
</tr>
<tr>
<td>From: All sectors</td>
<td>To: Radar site</td>
<td>7-14 miles</td>
<td>300-1</td>
<td>400-1</td>
</tr>
<tr>
<td>From: 210° clockwise to 260°</td>
<td>To: Radar site</td>
<td>300-1</td>
<td>400-1</td>
<td>400-1</td>
</tr>
</tbody>
</table>

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, Runway 25L-31: Left turn, climb to 2100° and proceed to LOM.

Everett, Wash.; State, Wash.; Airport name, Everett Municipal; Elev., 138'; Fac. Class, and Ident., Everett Radar; Procedure No. 1, Elston; Efl. date, 20 Aug. 66

These procedures shall become effective on the dates specified thereon.

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

Issued in Washington, D.C., on July 15, 1966.

**James F. Rudolph,**
Acting Director, Flight Standards Service.

**SUBCHAPTER I—AIRPORTS**

[Docket Nos. 7094; Amdt. 151-12]

**PART 151—FEDERAL AID TO AIRPORTS**

Equal Employment Opportunity

The purpose of this amendment is to reflect the changes in the equal employment opportunity regulations incorporated in this part brought about by Executive Order 11246 and subsequent action thereunder by the Secretary of Labor.

Section 151.54 reflects the equal employment opportunity requirements applicable to contractors and subcontractors under Federal-aid to Airports grants of the regulations of the President's Committee on Equal Employment Opportunity, 28 F.R. 9819, 11505. By Executive Order 11246, 30 F.R. 12319, the President abolished the Committee and transferred its functions to the Secretary of Labor. The Secretary established an Office of Federal Contract Compliance for the discharge of these responsibilities (31 F.R. 6921). He also adopted as his own the rules of the Committee “to the extent not inconsistent with Executive Order 11246 of September 24, 1965” and replaced the references to officers of the Committee in these rules by references to the Director of the Office of Federal Contract Compliance, effective October 24, 1965 (30 F.R. 13441). These changes should therefore be reflected in § 151.54.

Since this amendment merely reflects rule making action already taken by the Secretary of Labor, notice and public procedure thereon are not required and the amendment may be made effective immediately.

Accordingly, § 151.54 of Part 151 of the Federal Aviation Regulations, 14 CFR 151.54, is amended, effective immediately, as follows:

1. By amending the introductory paragraph to read as follows:

   In conformity with Executive Order 11246 of September 24, 1965 (30 F.R. 12319) the regulations of the former President's Committee on Equal Employment Opportunity, 41 CFR Part 60-1 (28 F.R. 9812, 11505), as adopted “to the extent not inconsistent with Executive Order 11246” by the Secretary of Labor (“Transfer of Functions,” Oct. 19, 1965, 30 F.R. 13441), are incorporated by reference into Subparts B and C of this part as set forth below. They are referred to in this section by section numbers of Part 60-1 of Title 41.

2. By amending § 151.54(d) by striking out the words “President's Committee on Equal Employment Opportunity” and “Executive Vice Chairman of the President's Committee” and inserting in place thereof, respectively, the words “Office of Federal Contract Compliance in the United States Department of Labor” and “Director of the Office of Federal Contract Compliance.”

3. By striking out the word “Committee” in § 151.54(e) and inserting the words “Office of Federal Contract Compliance” in place thereof; and

4. By striking out the words “the Committee Regulations refer” in § 151.54(g) and inserting the words “Part 60-1 refers” in place thereof.

(Federal Airway Act (49 U.S.C. 1101-1114, 1116-1119); Executive Order 11246, Regulations of Secretary of Labor (30 F.R. 13441, 31 F.R. 6921))

Issued in Washington, D.C., on July 26, 1966.

**William F. McKee,**
Administrator.

[F.R. Doc. 66-8293; Filed, July 28, 1966; 8:47 a.m.]
PART 13—PROHIBITED TRADE PRACTICES
Clairol, Inc.

Subpart—Discriminating in price under section 2, Clayton Act—Payment or facilities.

Order requiring a New York City manufacturer of beauty preparations, to cease paying discriminatory promotional allowances to competing customers in two channels of trade, beauty salons and regular retailers, in the sale of its hair coloring products, in violation of section 2(d) of the Clayton Act.

1. (a) Cease and desist from paying or contracting to pay anything of value to or for the benefit of any retailer customer engaged in the resale of respondent's hair care products to home users, unless such payment or consideration for any services or facilities furnished by or through such customer in connection with the processing, handling, sale or offering for sale, sale or distribution of its products, in commerce, as "commerce" is defined in the Clayton Act, as amended, do forthwith:

   (1) Be proportionally equal terms to all other retailer customers of respondent compet­ing with the favored retailer customer in the distribution of such products to the consumer for home use.

   (b) Cease and desist from making or contracting to make any such payment to or for the benefit of any such retailer customer unless such payment or consideration is available on proportionally equal terms to all other retailer customers of respondent compet­ing with the favored retailer customer in the distribution of such products to the consumer for home use.

2. (a) Cease and desist from paying or contracting to pay anything of value to or for the benefit of any customer engaged in rendering hair care services, in the course of which such customer uses respondent's hair care products, for advertising services furnished by or through such customer in the promotion of such products unless such payment or consideration is available on proportionally equal terms to all beauty salon customers of respondent compet­ing with the favored customer in the rendering of hair care services and the use of respondent's hair care products.

   (b) Cease and desist from making or contracting to make any such payment to or for the benefit of any such customer unless such payment or consideration is available on proportionally equal terms to all other cus­tomers of respondent who resell such products of respondent to beauty salons who compete with the favored customer in the rendering of hair care services and the use of respondent's hair care products.

It is further ordered, That the initial decision, as modified and supplemented by the accompanying opinion of the Commission, be, and it hereby is, adopted as the decision of the Commission.

It is further ordered, That respondent, Clairol, Inc., its officers, agents, representatives, and employees, directly or indirectly, through any corporate or other device, in or in connection with the offering for sale, sale or distribution of its products, in commerce, as "commerce" is defined in the Clayton Act, as amended, do forthwith:

1. Representing, directly or by im­plication, that:

   (1) Respondents are a subsidiary, ex­clusive licensee, or division of, or affili­ated in any manner with, E. I. du Pont de Nemours & Co., Inc., either by that name or the abbreviated name of Du Pont; or in any other manner suggesting a relationship with the Du Pont company other than that of seller and purchaser; or that the respondent are affiliated with any company or organization with which, in fact, they are not so affiliated.

   (2) That such products were developed or manufactured by respondent was manufactured, developed, or tested by E. I. du Pont de Nemours & Co., Inc., either by that name or the abbreviated name of Du Pont; or that such products were developed or manufactured by any company or organization which, in fact, has not developed or manufactured such products.

2. Respondents' products are guaran­teed, unless the nature, conditions, and extent of the guarantee, the identity of the guarantor, and the manner in which the guarantor will perform thereunder are such as to render the guarantee any other than an outright sale of respondent's product to the dealer.

3. Franchise dealers will earn, or are likely to earn, any specific amount in dollars, or will earn any amount in excess of that usually earned by respondents' dealers in the normal course of business in any similar trade area.

4. The contract or franchise may be cancelled by the franchise dealer at any time, and they are not sold or held by respondents or the corporation, an officer of the corporation, an officer, respondent's agents, representatives, and employees, directly or through any corporate or other device, in connection with the offering for sale, sale or distribution of respondent's product to the dealer.

5. Respondents' product will be sold by the customer before payment therefor becomes due.

6. Respondents' products were tested by E. I. du Pont de Nemours & Co., Inc., either by that name or the abbreviated name of Du Pont, by the corporate re­spondent, or by an independent labor­atory.

7. Respondents' products are water­proof or will cause any surface to which they are applied to become waterproof, though not all of their products are waterproof, or in any other way misrepresenting the uses or efficacy of any of their products.

8. Any trade acceptance or any other form of commercial paper or obligation given in payment for some or all of respondents' products, transfer them to another dealer, or make refund to the dealers for unsold merchandise, or that the contract is either in whole or in part for the guarantee to dealer, or make refund to the dealers for unsold merchandise.

9. Franchise dealers will earn, or are likely to earn, any specific amount in dollars, or will earn any amount in excess of that usually earned by respondents' dealers in the normal course of business in any similar trade area.

10. The contract or franchise may be cancelled by the franchise dealer at any time, and they are not sold or held by respondents or the corporation, an officer of the corporation, an officer, respondent's agents, representatives, and employees, directly or through any corporate or other device, in connection with the offering for sale, sale or distribution of respondent's product to the dealer.

11. Respondents' product will be sold by the customer before payment therefor becomes due.

12. Respondents' products were tested by E. I. du Pont de Nemours & Co., Inc., either by that name or the abbreviated name of Du Pont, by the corporate re­spondent, or by an independent labor­atory.

13. Respondents' products are water­proof or will cause any surface to which they are applied to become waterproof, though not all of their products are waterproof, or in any other way misrepresenting the uses or efficacy of any of their products.

14. Any trade acceptance or any other form of commercial paper or obligation given in payment for some or all of respondents' products, transfer them to another dealer, or make refund to the dealers for unsold merchandise, or that the contract is either in whole or in part for the guarantee to dealer, or make refund to the dealers for unsold merchandise.

15. Franchise dealers will earn, or are likely to earn, any specific amount in dollars, or will earn any amount in excess of that usually earned by respondents' dealers in the normal course of business in any similar trade area.

16. The contract or franchise may be cancelled by the franchise dealer at any time, and they are not sold or held by respondents or the corporation, an officer of the corporation, an officer, respondent's agents, representatives, and employees, directly or through any corporate or other device, in connection with the offering for sale, sale or distribution of respondent's product to the dealer.

17. Respondents' product will be sold by the customer before payment therefor becomes due.

18. Respondents' products were tested by E. I. du Pont de Nemours & Co., Inc., either by that name or the abbreviated name of Du Pont, by the corporate re­spondent, or by an independent labor­atory.

19. Respondents' products are water­proof or will cause any surface to which they are applied to become waterproof, though not all of their products are waterproof, or in any other way misrepresenting the uses or efficacy of any of their products.

20. Any trade acceptance or any other form of commercial paper or obligation given in payment for some or all of respondents' products, transfer them to another dealer, or make refund to the dealers for unsold merchandise, or that the contract is either in whole or in part for the guarantee to dealer, or make refund to the dealers for unsold merchandise.

21. Franchise dealers will earn, or are likely to earn, any specific amount in dollars, or will earn any amount in excess of that usually earned by respondents' dealers in the normal course of business in any similar trade area.

22. The contract or franchise may be cancelled by the franchise dealer at any time, and they are not sold or held by respondents or the corporation, an officer of the corporation, an officer, respondent's agents, representatives, and employees, directly or through any corporate or other device, in connection with the offering for sale, sale or distribution of respondent's product to the dealer.

23. Respondents' product will be sold by the customer before payment therefor becomes due.

24. Respondents' products were tested by E. I. du Pont de Nemours & Co., Inc., either by that name or the abbreviated name of Du Pont, by the corporate re­spondent, or by an independent labor­atory.

25. Respondents' products are water­proof or will cause any surface to which they are applied to become waterproof, though not all of their products are waterproof, or in any other way misrepresenting the uses or efficacy of any of their products.

26. Any trade acceptance or any other form of commercial paper or obligation given in payment for some or all of respondents' products, transfer them to another dealer, or make refund to the dealers for unsold merchandise, or that the contract is either in whole or in part for the guarantee to dealer, or make refund to the dealers for unsold merchandise.

27. Franchise dealers will earn, or are likely to earn, any specific amount in dollars, or will earn any amount in excess of that usually earned by respondents' dealers in the normal course of business in any similar trade area.
RULES AND REGULATIONS

they may mislead or deceive the public in the manner or as to the things prohibited by this order. It is further ordered, That the charges contained in paragraphs 6 (8) and (10) and 7 (8) and (10) of the complaint be, and they hereby are, dismissed. By order of the Commission further order requiring report of compliance is as follows: It is further ordered, That respondents Wilmington Chemical Corp., a corporation, and Joseph S. Klehman, individually and as an officer of said corporation, shall, within sixty (60) days after service of this order upon them, file with the Commission a report in writing, signed by each respondent named in this order, setting forth in detail the manner and form of their compliance with the order to cease and desist. Issued: June 17, 1966.

By the Commission.

[Seal] JOSEPH W. SHEA, Secretary.

[F.R. Doc. 66-8226; Filed, July 28, 1966; 8:46 a.m.]

PART 13—PROHIBITED TRADE PRACTICES

Guild Mills Corp. and Lawrence W. Guild

Subpart—Importing, selling, or transporting flammable material: § 13.1060

Importing, selling or transporting flammable material whether it is permissible for the commercial banking affiliates of a bank holding company registered under the Bank Holding Company Act of 1956, as amended, to acquire and hold the shares of the holding company’s Edge corporation subsidiary organized under section 25(a) of the Federal Reserve Act. Section 9 of the Bank Holding Company Act amendments of 1966 (Public Law 89-485, approved July 1, 1966) repealed section 6 of the Bank Holding Company Act of 1956. That rendered obsolete the Board’s interpretation of section 6 that was published in the March 1966 Federal Reserve Bulletin, page 339 (§ 222.120). Thus, so far as Federal banking law applicable to State member banks that are affiliates of a member banks that are affiliates of a holding company within the amount limitation of section 25(a) of the Federal Reserve Act.

Trustee Geo. Guild, individually and as an officer of said corporation, and respondents’ representatives, agents, and employees, directly or through any corporation or other device to forthwith cease and desist from:
(a) Importing into the United States; or

(b) Selling, offering for sale, introducing, delivering for introduction, transporting, or causing to be transported, in commerce, as “commerce” is defined in the Flammable Fabrics Act; or

(c) Importing, selling or transporting flammable fabric dangerous to the individual wearer.

By order of the Board of Governors.


By the Board.

[Seal] MERRITT SHERRILL, Secretary.

[F.R. Doc. 66-8227; Filed, July 28, 1966; 8:45 a.m.]
PART 121—FOOD ADDITIVES

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

SANITIZING SOLUTIONS

The Commissioner of Food and Drugs, having evaluated the data in a petition (FAP 5H1665) filed by West Chemical Products, 42-16 West Street, Long Island City, New York 11101, and other relevant material, has concluded that the food additive regulations should be amended to provide for the safe use of an additional sanitizing solution on food-processing equipment and utensils. Therefore, pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (sec. 409 (c)(1), 72 Stat. 1786; 21 U.S.C. 348(c) (1)), and under the authority delegated to the Commissioner by the Secretary of Health, Education, and Welfare (21 CFR 2.120; 31 F.R. 3008), § 121.2547 is amended by adding a new paragraph (b) (5) and by revising paragraph (c) (3) and (4), as follows:

§ 121.2547 Sanitizing solutions.

(b) * * *

(5) An aqueous solution containing elemental iodine, hydriodic acid, isopropyl alcohol, polyoxyethylene (4-12 moles) nonylphenol with a maximum average molecular weight of 748, and/or polyoxyethylene - polyoxypropylene block polymers (having a minimum average molecular weight of 1900), together with components generally recognized as safe.

(c) * * *

(3) Solutions identified in paragraph (b) (3) of this section will provide not more than 25 parts per million of titratable iodine. The solutions will contain the components potassium iodide, sodium p-toluenesulfonchloramide, and sodium lauryl sulfate at a level not in excess of the minimum required to produce their intended functional effect.

(4) Solutions identified in paragraph (b) (4) and (5) of this section will contain iodine to provide not more than 25 parts per million of titratable iodine. The adjuvants used with the iodine will not be in excess of the minimum amounts required to accomplish the intended technical effect.

Any person who will be adversely affected by the foregoing order may at any time within 30 days from the date of its publication in the Federal Register file with the Hearing Clerk, Department of Health, Education, and Welfare, Room 5446, 330 Independence Avenue SW., Washington, D.C. 20201, written objections thereto, preferably in quintuplicate.

Objections shall show wherein the person filing will be adversely affected by the order and specify with particularity the provisions of the order deemed objectionable and the grounds for the objections. If a hearing is requested, the objections must state the issues for the hearing. A hearing will be granted if the objections are supported by grounds legally sufficient to justify the relief sought. Objections may be accompanied by a memorandum or brief in support thereof.

Effective date. This order shall become effective on the date of its publication in the Federal Register.

Dated: July 22, 1966.

J. K. KIRK,
Acting Commissioner of Food and Drugs.
objections must state the issues for the hearing. A hearing will be granted if the objections are supported by grounds legally sufficient to justify the relief sought. Objections may be accompanied by a memorandum or brief in support thereof.

Effective date. This order shall become effective on the date of its publication in the Federal Register.

(Doc. 66-8287; Filed, July 28, 1966; 8:46 a.m.)

Title 28—Judicial Administration

Chapter I—Department of Justice

(Order No. 366-66)

PART 42—Nondiscrimination; Equal Employment Opportunity; Policies and Procedures

Subpart C—Nondiscrimination in Federally Assisted Programs—Implementation of Title VI of the Civil Rights Act of 1964

Implementation of Title VI of Civil Rights Act of 1964 With Respect to Federally Assisted Programs Administered by the Department

By virtue of the authority vested in me by section 161 of the Revised Statutes (5 U.S.C. 22), section 2 of Reorganization Plan No. 2 of 1950, Title VI of the Civil Rights Act of 1964 (78 Stat. 252), and the Law Enforcement Assistance Act of 1965 (79 Stat. 828), it is hereby ordered as follows:

Section 1. The heading of Part 42 of Title 28 of the Code of Federal Regulations is hereby amended to read as set forth above.

Sec. 2. Part 42 is hereby amended by adding at the end thereof a new Subpart C to read as follows:

Subpart C—Nondiscrimination in Federally Assisted Programs—Implementation of Title VI of the Civil Rights Act of 1964


§ 42.101 Purpose.

The purpose of this subpart is to implement the provisions of Title VI of the Civil Rights Act of 1964, 78 Stat. 252 (hereafter referred to as the "Act") to the end that no person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or otherwise be subjected to discrimination under any program or activity receiving Federal financial assistance from the Department of Justice.

§ 42.102 Definitions.

As used in this subpart—

(a) The term "responsible Department official" means the Attorney General, or Deputy Attorney General, or such other official of the Department as has been assigned the primary responsibility within the Department for the administration of the law extending such assistance.

(b) The term "United States" includes the several States, the District of Columbia, the Commonwealth of Puerto Rico, the Virgin Islands, American Samoa, Guam, Wake Island, the Canal Zone, and all other territories and possessions of the United States, and the term "State" includes any one of the foregoing.

(c) The term "Federal financial assistance" includes (1) grants and loans of Federal funds, (2) the grant or donation of Federal property and interests in property, (3) the detail of Federal personnel, (4) the sale and lease of, and the permission to use (on other than a casual or temporary basis), Federal property or any interest in such property without consideration or at a nominal consideration, or at a consideration which is reduced for the purpose of carrying out a program, and (5) any Federal agreement, arrangement, or other contract which has as one of its purposes the provision of assistance.

(d) The term "program" includes any program, project, or activity for the provision of services, financial aid, or other benefits to individuals (including education or training, rehabilitation, or other services or disposition, whether provided at the expense of the recipient of Federal financial assistance or provided by others through contracts or other arrangements with the recipient, and including work opportunities and other services or disposition to individuals), or for the provision of facilities for furnishing services, financial aid, or other benefits to individuals. The disposition, services, financial aid, or benefits provided under a program receiving Federal financial assistance shall be deemed to include any disposition, services, financial aid, or benefits provided with the aid of Federal financial assistance or with the aid of any non-Federal funds, property, or other resources required to be expended or made available for the program to meet matching requirements.

(f) The term "recipient" means any State, political subdivision of any State, or instrumentality of any State or political subdivision, any public or private agency, institution, organization, or other entity, or any individual, in any State, to whom Federal financial assistance is extended, directly or through another recipient, for any program, project, or activity, or in recognition of any successor, assign, or transferee thereof, but such term does not include any ultimate beneficiary under any such program.

(g) The term "primary recipient" means any recipient which is authorized or required to extend Federal financial assistance to another recipient for the purpose of carrying out a program.

(h) The term "applicant" means one who submits an application, request, or plan required to be approved by a responsible Department official, or by a primary recipient, as a condition to eligibility for Federal financial assistance, and the term "application" means such an application, request, or plan.

(i) The term "academic institution" includes any college, university, institute, or other association, organization, or agency conducting or administering any program, project, or activity.

(j) The term "disposition" means any treatment, handling, decision, sentencing, confinement, or other prescription of conduct.

(k) The term "governmental organization" means the political subdivision for a prescribed geographical area.

§ 42.103 Application of this subpart.

This subpart applies to any program for which Federal financial assistance is authorized under a law administered by the Department. It applies to money paid, property transferred, or other Federal financial assistance extended under any such program after the date of this subpart pursuant to an application whether approved before or after such date. This subpart does not apply to—

(a) any Federal financial assistance by way of insurance or guaranty contracts, or any employment practice concerning which the primary purpose of the Federal assistance is not that of providing employment as described in § 42.104(c).
§ 42.104 Discrimination prohibited.

(a) General. No person in the United States shall, on the ground of race, color, or national origin be excluded from participation in, or be otherwise subjected to discrimination in, any program or activity conducted by any recipient of Federal financial assistance which program, function, or activity is directly or indirectly improved, enhanced, enlarged, or benefited by such Federal financial assistance or which makes use of any facility, equipment, or property provided with the aid of Federal financial assistance.

(b) Specific discriminatory actions prohibited. (1) A recipient under any program to which this subpart applies may not, directly or through contractual or other arrangements, on the ground of race, color, or national origin:

(i) Deny an individual any disposition, service, financial aid, or benefit provided under the program;

(ii) Provide any disposition, service, financial aid, or benefit to an individual which is different, or is provided in a different manner, from that provided to others under the program;

(iii) Subject an individual to segregation or separate treatment in any matter related to his receipt of any disposition, service, financial aid, or benefit under the program;

(iv) Restrict an individual in any way in the enjoyment of any advantage or privilege enjoyed by others receiving any disposition, service, financial aid, or benefit under the program;

(v) Treat an individual differently from others in determining whether he satisfies any admit, enrollment, quota, eligibility, membership, or other requirement or condition which individual must meet in order to be provided any disposition, service, financial aid, function, or benefit provided under the program;

(vi) Deny an individual an opportunity to participate in the program through the provision of services or otherwise or afford him an opportunity to do so which is different from that afforded others under the program (including the opportunity to participate in the training of employees but only to the extent set forth in paragraph (c) of this section).

(2) A recipient, in determining the type of discrimination, services, financial aid, benefits, or facilities to be provided under any such program, or the class of individuals to whom, or the situations in which, such will be provided under such program, or the class of individuals to be afforded an opportunity to participate in any such program, may not, directly or through contractual or other arrangements, utilize criteria or methods of administration which have the effect of subjecting individuals to discrimination because of their race, color, or national origin, or have the effect of sustaining or insulating the pairing accomplishment of the objectives of the program as respects individuals of a particular race, color, or national origin.

(3) For the purposes of this section the disposition, services, financial aid, or benefits provided under a program receiving Federal financial assistance shall be deemed to include any portion of any program or function or activity conducted by any recipient of Federal financial assistance which program, function, or office of any State or local government for Federal financial assistance for any specified purpose, that is required by this section shall extend to any other department, agency, or office of the same governmental unit if the policies of such other department, agency, or office will substantially affect the program for which Federal financial assistance is requested. That requirement may be waived by the responsible Department official if the agreement to extend such assurance is approved by the responsible Department official, that the practices in other agencies or parts or programs of the governmental unit will in no way affect (1) its practices in the program for which Federal financial assistance is sought, or (2) the beneficiaries of or participants in or persons affected by such program, or (3) full compliance with this subpart as respects such program.

(c) Assurance from academic and other institutions. (1) In the case of any application for Federal financial assistance for any purpose, any part of a subpart of this subpart to which this subpart applies, the assurance required by this section shall extend to academic practices and to all other practices relating to the promotion or treatment of students.

(2) The assurance required with respect to an academic institution, detention or correctional facility, or any other institution or facility, insofar as the assurances relates to the institution's practices with respect to admission or correctional facility, or any other arrangement) subject any individual to discrimination on the ground of race, color, or national origin in its employment practices under such program (including recruitment or employment advertising, employment, layoff, or termination, compensation, rates of pay or other forms of compensation, and use of facilities).

That prohibition also applies to the same extent to all other arrangements subject to the provisions of this subpart.

§ 42.106 Compliance information.

(a) Cooperation and assistance. Each responsible Department official shall, to the fullest extent practicable, seek the cooperation of recipients in obtaining compliance with this subpart and shall provide assistance and guidance to recipients to help them comply voluntarily with this subpart.

(b) Compliance reports. Each recipient shall keep such records and submit to the responsible Department official or his designee timely, complete, and accurate compliance reports on a form and in such form and containing such information, as the responsible Department official or his designee may determine to be necessary to enable him to ascertain whether the recipient has complied or is complying with this subpart.
In the case of any program under which a primary recipient extends Federal financial assistance to any other recipient or subcontracts with any other person or group, such other recipient shall in good faith ensure that such other person or group shall comply with this subpart. In the case of any program under which a primary recipient submits other than periodic reports to the primary recipient as may be necessary to enable the primary recipient to carry out its obligations under this subpart.

(e) Access to, and release of, information.

Each recipient shall permit access by the responsible Department official or his designee during normal business hours to such of its books, records, accounts, and other sources of information, and its facilities, as may be pertinent to ascertain compliance with this subpart. Whenever any information required of a recipient is in the exclusive possession of any other agency, institution, or person and that agency, institution, or person fails or refuses to furnish that information, the recipient shall so certify in its report and set forth the efforts which it has made to obtain the information.

(f) Information to beneficiaries and participants.

Each recipient shall make available to all beneficiaries, participants, and other interested persons such information regarding the provisions of this subpart and its applicability to the program under which the recipient receives Federal financial assistance, and make such information available to them in such manner, as the responsible Department official finds necessary to apprise such persons of the protections against discrimination assured them by the Act and this subpart.

§ 42.109 Conduct of investigations.

(a) Periodic compliance review.

The responsible Department official or his designee shall from time to time review the practices of recipients to determine whether they are complying with this subpart.

(b) Complaints.

Any person who believes himself or any specific class of individuals to be subjected to discrimination prohibited by this subpart may make a written complaint to the responsible Department official or his designee a written complaint. A complaint must be filed not later than 90 days from the date of the alleged discrimination, unless the time for filing is extended by the responsible Department official or his designee.

(c) Investigations.

The responsible Department official or his designee will make a prompt investigation whenever a compliance review, report, complaint, or any other information indicates a possibility of noncompliance by or pursuant to the Act. The investigation should include, whenever appropriate, a review of the pertinent practices and policies of the recipient, the circumstances under which the possibility of noncompliance existed, factors which caused the noncompliance, and other factors relevant to a determination as to whether the recipient has failed to comply with this subpart.

(d) Resolution of matters.

(1) If an investigation pursuant to paragraph (c) of this section indicates a failure to comply with this subpart, the responsible Department official or his designee will so inform the recipient and the matter will be resolved by informal means whenever possible. If it is determined that the matter cannot be resolved by informal means, action will be taken as provided for in § 42.108.

(2) If an investigation does not warrant action pursuant to subparagraph (1) of this paragraph, the responsible Department official or his designee will so inform the recipient and the complainant, if any, in writing.

(e) Intimidatory or retaliatory acts prohibited.

No recipient or other person shall intimidate, threaten, coerce, or discriminate against any individual for or because of any right or privilege secured by section 601 of the Act or this subpart, or because he has made a complaint, testified, assisted, or participated in any manner in an investigation, compliance action, or hearing under this subpart. The identity of complainants shall be kept confidential except to the extent necessary to carry out the purposes of this subpart, including the conduct of any investigation, hearings, or judicial proceedings arising thereunder.

§ 42.108 Procedure for effecting compliance.

(a) General.

If there appears to be a failure or threatened failure to comply with this subpart and if the noncompliance or threatened noncompliance cannot be corrected by informal means, the responsible Department official may suspend or terminate, or refuse to grant or to continue Federal financial assistance. Such other means include, but are not limited to, the practices of recipients to determine whether they are complying with this subpart.

(b) Noncompliance with assurance requirement.

If an applicant or recipient fails or refuses to furnish an assurance required under § 42.105, or fails or refuses to comply with the provisions of the assurance it has furnished, or otherwise fails or refuses to comply with any requirement imposed by or pursuant to Title VI or this subpart, Federal financial assistance may be suspended, terminated, or refused in accordance with the procedures of Title VI and this subpart. The Department may be required to provide assistance in such a case during the pendency of administrative proceedings under this subpart, except that the Department shall continue assistance during the pendency of such proceedings whenever such assistance is due and payable pursuant to a final commitment made or an application finally approved prior to the date of this subpart.

(c) Termination of or refusal to grant or to continue Federal financial assistance.

No order suspending, terminating, or refusing to grant or continue Federal financial assistance shall be effective until (1) the responsible Department official or his designee has notified the applicant or recipient of his failure to comply and has determined that compliance cannot be secured by voluntary means, (2) there has been an express opportunity for hearing, of a failure by the applicant or recipient to comply with a requirement imposed by or pursuant to § 42.110, and (4) the expiration of 30 days after the Attorney General has filed with the committee of the House and the committee of the Senate having legislative jurisdiction over the program involved, a full written report of the circumstances and the grounds for such action. Any action to suspend or terminate or to refuse to grant or to continue Federal financial assistance shall be limited to the particular political entity, or part thereof, or other applicant or recipient as to whom the finding has been made and shall be limited in its effect to the particular program, or part thereof, in which such noncompliance has been found.

(d) Other means authorized by law.

No action to effect compliance by any other means authorized by law shall be taken until (1) the responsible Department official or his designee has determined that compliance cannot be secured by informal means, (2) the action has been approved by the Attorney General, and (3) the recipient or other person has been notified of its failure to comply and of the action to be taken to effect compliance.

§ 42.109 Hearings.

(a) Opportunity for hearing.

Whenever an opportunity for a hearing is required by § 42.108(c), reasonable notice shall be given by registered or certified mail, return receipt requested, to the affected applicant or recipient. That notice shall advise the applicant or recipient of the action proposed to be taken, the specific provision under which the proposed action against it is to be taken, and the matters of fact or law asserted as the basis for that action. The notice shall (1) fix a date, not less than 20 days after the date of such notice, within which the applicant or recipient may request that the responsible Department official schedule the matter for hearing, or (2) advise the applicant or recipient that a hearing concerning the matter in question has been scheduled and advise the applicant or recipient to appear at the hearing.

(b) Noncompliance with assurance requirements.

If the Department is to effect compliance by any other means, it shall be required to provide assistance in such a case during the pendency of administrative proceedings under this subpart, except that the Department shall continue assistance during the pendency of such proceedings whenever such assistance is due and payable pursuant to a final commitment made or an application finally approved prior to the date of this subpart.

(c) Termination of or refusal to grant or to continue Federal financial assistance.

The investigating officer finds necessary to apprise the Department of the action proposed to be taken, the specific provision under which the proposed action against it is to be taken, and the matters of fact or law asserted as the basis for that action. The time and place so fixed shall be reasonable and shall be subject to change for cause. The complainant, if any, shall be advised of the time and place of the hearing. An applicant or recipient may waive a hearing and submit written information and argument for the record. The failure of an applicant or recipient to appear at a hearing held under this paragraph or to appear at a hearing for which a date has been set shall be deemed to be a waiver of the right to a hearing afforded by section
602 of the Act and § 42.108(c) and consent to the making of a decision on the basis of such information as is available.

(b) Time and place of hearing. Hearings shall be held at the offices of the Department in Washington, D.C., at a time fixed by the responsible Department official, unless he determines that the convenience of the applicant or recipient, or agencies, requires that another place be selected. Hearings shall be held before the responsible Department official or, at his discretion, before a hearing examiner designated in accordance with section 11 of the Administrative Procedure Act.

(c) Right to counsel. In all proceedings under this section, the applicant or recipient and the Department shall have the right to be represented by counsel.

(d) Procedures, evidence, and record. (1) The hearing, decision, and any administrative review thereof shall be conducted in conformity with sections 3 through 8 of the Administrative Procedure Act (5 U.S.C. 1004 through 1007), and in accordance with such rules of procedure as are proper (and not inconsistent with) the provisions designed to assure effectuation of the purposes of Title VI of the Act, the Attorney General may, by his own motion, within 45 days after the initial decision, serve on the applicant or recipient a notice that he will review the decision, and open a period of 45 days for the submission of additional evidence and arguments. If the Department official on the record and a written notice to the applicant or recipient, and a decision shall be made by the responsible Department official. If the hearing is held by a hearing examiner, such hearing examiner shall either make an initial decision, if so authorized, or certify the examiner's findings, on the record, including his recommended findings and proposed decision, to the responsible Department official for a final decision, and a copy of such initial decision or certification shall be mailed to the applicant or recipient.

Whenever the initial decision is made by the hearing examiner, the applicant or recipient may, within 30 days of the mailing of such notice of initial decision, file with the responsible Department official his exceptions to the initial decision, with his reasons therefor. In the absence of such exceptions, the responsible Department official may on his own motion, within 45 days after the initial decision, serve on the applicant or recipient a notice that he will review the decision. Upon open or closed hearing, or upon receipt of notice of review, the responsible Department official shall review the initial decision and issue his own decision thereon including the reasons therefor. In the absence of either exceptions or a notice of review, the initial decision shall constitute the final decision of the responsible Department official.

(e) Consolidated or joint hearings. In cases in which the same or related issues are to be considered by two or more programs to which this subpart applies, or noncompliance with this subpart and the regulations of one or more other Federal departments or agencies is alleged under Title VI of the Act, the Attorney General may, by agreement with such other departments or agencies, whenever appropriate, provide for the conduct of a consolidated or joint hearing, and for the application to such hearings of rules of procedure not inconsistent with this subpart.

Final decisions in such cases, insofar as this subpart is concerned, shall be made in accordance with § 42.110.

§ 42.110 Decisions and notices.

(a) Decisions by person other than the responsible Department official. If the hearing is held by a hearing examiner, such hearing examiner shall either make an initial decision, if so authorized, or certify the examiner's findings, on the record, including his recommended findings and proposed decision, to the responsible Department official for a final decision, and a copy of such initial decision or certification shall be mailed to the applicant or recipient.

(b) Decisions on the record whenever a hearing is waived. Whenever a hearing is waived pursuant to § 42.109(a), a decision shall be made by the responsible Department official on the record and a copy of such decision shall be given in writing to the applicant or recipient and to the complainant, if any.

(c) Decisions on the record whenever a hearing is waived. Whenever a hearing is waived pursuant to § 42.109(a), a decision shall be made by the responsible Department official on the record and a copy of such decision shall be given in writing to the applicant or recipient and to the complainant, if any.

(d) Rulings required. Each decision of a hearing officer or responsible Department official shall set forth its ruling on each finding, conclusion, or action taken, and shall identify the requirement or requirements imposed by or pursuant to this subpart to which which it is found that the applicant or recipient, has failed or refused to comply.

(e) Approvals by Attorney General. Any final decision of a responsible Department official (other than the Attorney General) which provides for the suspension or termination of, or the refusal to grant, Federal financial assistance, or the imposition of any other sanction available under this subpart or the Act, shall promptly be transmitted to the Attorney General, who may approve such decision, vacate it, remit or mitigate any sanction imposed.

(f) Content of orders. The final decision may provide for suspension or termination of, or the refusal to grant, Federal financial assistance, in whole or in part, under the program involved, and may contain such terms, conditions, and other provisions as are consistent with, and will effectuate the purposes of, the Act and this subpart, including provisions designed to assure that no Federal financial assistance will thereafter be extended under such program to the applicant or recipient determined by such decision to be in default in its performance of an assurance given by it pursuant to this subpart, or to have otherwise failed to comply with this subpart, unless and until, it corrects its noncompliance and satisfies the responsible Department official that it will fully comply with this subpart.

§ 42.111 Judicial review.

Action taken pursuant to section 602 of the Act is subject to judicial review as provided in section 603 of the Act.

§ 42.112 Effect on other regulations; forms and instructions.

(a) Effect on other regulations. Nothing in this subpart shall be deemed to supersede any provision of Subpart A or B of this part or of any other regulation or instruction of the Department on discrimination on the ground of race, color, or national origin in any program or situation to which this subpart is applicable, or which prohibits discrimination on any other ground.

(b) Forms and instructions. Each responsible Department official, other than the Attorney General or Deputy Attorney General, shall issue and promptly make available to interested persons forms and detailed instructions and procedures for effectuating this subpart as applied to programs to which this subpart applies and for which he is responsible.

(c) Supervision and coordination. The Attorney General may from time to time assign to officials of the Department, or to officials of other departments or agencies of the Government, with the consent of such departments or agencies, responsibilities in connection with the effectuation of the purposes of Title VI of the Act and this subpart (other than their responsibility for final decision as provided in § 42.110(d), including the achievement of the effective coordination of the Department and within the Executive Branch of the Government in the application of Title VI of the Act and this subpart to similar programs and in similar situations.

This subpart shall become effective on the 30th day following the date of its publication in the Federal Register.

RULERS AND REGULATIONS

FEDERAL REGISTER, VOL. 31, NO. 146—FRIDAY, JULY 29, 1966

NIcholAs DeB. KATZENBACH, Attorney General.


**Title 29—LABOR**

Chapter XIV—Equal Employment Opportunity Commission

**PART 1601—PROCEDURAL REGULATIONS**

### Miscellaneous Amendments

By virtue of the authority vested in it by section 713(a) of Title VII of the Civil Rights Act of 1964, 42 U.S.C. 2000e–12(a), the Equal Employment Opportunity Commission hereby amends Part 1601 of its regulations as set forth below.

The purpose of this amendment is to describe more clearly the present Commission policy with respect to the filing of charges and to standardize the procedures for the investigation and disposition of charges and the reconsideration of Commission determinations with respect to charges.

Because the amendments herein adopted are procedural in nature the provisions of section 4 of the Administrative Procedure Act, 5 U.S.C. 503, for public notice and delay in effective date are inapplicable, and these regulations shall become effective immediately.

1. The table of contents of Part 1601 is revised to read as follows:

<table>
<thead>
<tr>
<th>Rule Number</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1601.2</td>
<td>Withdrawal of charge by an aggrieved person</td>
</tr>
<tr>
<td>1601.3</td>
<td>Charges by members of the Commission</td>
</tr>
<tr>
<td>1601.11</td>
<td>Contents; amendment</td>
</tr>
<tr>
<td>1601.12</td>
<td>Referrals to State and local authorities</td>
</tr>
<tr>
<td>1601.13</td>
<td>Service of charge</td>
</tr>
<tr>
<td>1601.14</td>
<td>By whom made</td>
</tr>
<tr>
<td>1601.15</td>
<td>Documentary evidence to be produced by a respondent</td>
</tr>
<tr>
<td>1601.16</td>
<td>Witnesses</td>
</tr>
<tr>
<td>1601.17</td>
<td>Payment of witness fees and mileage</td>
</tr>
<tr>
<td>1601.18</td>
<td>Right to inspect or copy data</td>
</tr>
<tr>
<td>1601.19</td>
<td>Determination of reasonable cause</td>
</tr>
<tr>
<td>1601.20</td>
<td>Confidentiality</td>
</tr>
<tr>
<td>1601.21</td>
<td>Dismissals</td>
</tr>
<tr>
<td>1601.22</td>
<td>Conciliations; settlements</td>
</tr>
</tbody>
</table>

2. The purpose of this amendment is to revise § 1601.11 to read as follows:

§ 1601.11 Contents; amendment.

(a) Each charge should contain the following:

1. The full name and address of the person making the charge.
2. The full name and address of the person against whom the charge is made (hereinafter referred to as the respondent).
3. A clear and concise statement of the facts, including pertinent dates, constituting the alleged unlawful employment practice.
4. If known, the approximate number of employees of the respondent employer or the approximate number of members of the respondent labor organization, as the case may be.
5. A statement disclosing whether proceedings have been brought under the alleged unlawful employment practice have been commenced before a State or local authority charged with the enforcement of fair employment practices laws, and, if so, the date of such commencement and the name of the authority.

(b) Notwithstanding the provisions of paragraph (a) of this section, a charge is deemed filed when the Commission receives from the person aggrieved a written statement sufficiently precise to identify the parties and to describe generally the action or practices complained of. A charge may be amended to cure technical defects or omissions, including failure to swear to the charge, or to clarify and amplify allegations made therein, and such amendments relate back to the original filing date. However, an amendment alleging additional acts constituting unlawful employment practices not directly related to or growing out of the subject matter of the original charge will be permitted only where at the date of the amendment the allegation could have been timely filed as a separate charge.

3. Section 1601.13 is revised to read as follows:

§ 1601.13 Service of charge.

Upon the filing of a charge or the amendment of a charge, the Commission shall furnish the respondent with a copy thereof by certified mail or in person.

4. Section 1601.14 is revised to read as follows:

§ 1601.14 By whom made.

The investigation of a charge shall be made by the Commission. During the course of such investigation, the Commission may utilize the services of State and local agencies which are charged with the administration of fair employment practice laws or appropriate Federal agencies. As part of each investigation, the charging party and the respondent shall each be offered an opportunity to submit a statement of its position or evidence with respect to the allegations. The statement and evidence of the respondent shall be submitted within 10 days after receipt of the charge, but the Commission will endeavor to consider statements or evidence submitted thereafter by either party if received by the Commission prior to the determination pursuant to § 1601.19. The Commission encourages voluntary cooperation in its investigations, but will resort to the compulsory processes authorized by Title VII, when, in its judgment, such resort becomes necessary.

5. Section 1601.19 is revised to read as follows:

§ 1601.19 Determination of reasonable cause.

(a) Upon the completion of an investigation, the Commission shall determine whether there is reasonable cause to believe that the charge is true. If the Commission determines that the charge fails to state a valid claim for relief under Title VII, or that there is not reasonable cause to believe that the charge is true, the Commission shall dismiss the charge. Where the Commission determines that there is reasonable cause to believe that an unlawful employment practice has occurred or is occurring, it shall endeavor to eliminate such practice by informal methods of conference, conciliation and persuasion.

(b) The Commission shall promptly notify the charging party, the respondent, and, in the case of a charge filed under § 1601.10, the person aggrieved, if known, of its determination under this section. Any party aggrieved by such determination may within 5 days of receipt of notice request that the Commission reconsider its action. Such reconsideration shall be granted only on the basis of additional material evidence not previously available to the party aggrieved or for other good cause shown. The Commission may at any time on its own motion reconsider a determination of reasonable cause, but a dismissal of a charge becomes final upon expiration of the time within which to seek reconsideration.
PART 824—AIR FORCE PARTICIPATION IN PUBLIC EVENTS

Sec. 824.1 Purpose.
824.2 Policy.
824.3 Definitions.
824.4 General policy for participating in public events.
824.5 Funding policy.
824.6 Approval requirements.
824.7 Use of aircraft.
824.8 Use of personnel, bases and equipment.
824.9 Loan of equipment and base facilities.
824.10 Checklists.
824.11 General instructions.


§ 824.1 Purpose.

This part governs official Air Force participation in public events and community relations programs.

§ 824.2 Policy.

(a) This part tells when Air Force participation may and may not be provided for public events and community relations programs.

(b) This part does not govern Armed Forces Day activities except as noted and does not apply to appearances on commercially sponsored audiovisual media. (See AFM 190-4 (Information Policies and Procedures) (Part 835 of this subchapter).

(c) Nothing in this part restricts or controls individual Air Force members from participating in community activities. Such participation is desirable and encouraged on a personal off-duty basis and helps to create and sustain public awareness of the civil responsibilities assumed by Air Force personnel.

§ 824.3 Definitions.

The following terms are defined for this part:

(a) Additional cost to the Government. The Operation and Maintenance (OKM) costs of providing Air Force resources for a public event of mutual interest to the Air Force and to the sponsor of the event; i.e., the expenditure of appropriated funds to participate in the event. Additional costs include but are not limited to: Travel and transportation of personnel; per diem allowances payable under the provision of the Joint Travel Regulations (JTRs); transportation of exhibit materials when shipped by commercial means; and the cost of handling and transporting military equipment and supplies on an Air Force aircraft if such fuel is not available at a military staging base or at military contract price at the airport.

(b) Aerial demonstrations. Flight demonstrations, jumps, personnel or equipment drops by Air Force personnel or aircraft in public events and community relations programs.

(1) Flight demonstrations. Include participation by the USAF Thunderbirds, rescue demonstrations by helicopters, aerial refueling demonstrations, maximum performance takeoffs and landings or similar flight operations.

(c) Air Force exhibits. Any display for public affairs purposes of Air Force military equipment. Specifically included are items of equipment, models, devices, and information and orientation material. Excluded are operable aircraft.

(d) Air Force participation. Includes any use of Air Force personnel as individuals or as units; bases; and material to include aircraft, ships, exhibits, and equipment in public events and community relations programs.

(e) Air Force share of costs. Those continuing type costs which would exist if the Air Force did not participate in the event, such as: Regular pay and allowances of the Armed Forces; small incidental base expenses such as local transportation, telephone calls, etc.; and other minor expenses as may be determined by the Air Force to be a civilian responsibility for participating in the event. The use of routine training flights or military aircraft for transporting military personnel and exhibiting materials is also considered to be an Air Force responsibility, as authorized by AFR 190-13 (Use of Military Carriers for Public Affairs Purposes).

(f) Base. Any type of Air Force installation on active status, including Government-owned or leased facilities at a municipal or county airport.

(g) Classes of public events—(1) International event. Audience and/or participation from the United States and at least one other nation.

(2) National event. Audience and/or participation from the United States as a whole.

(3) Regional event. Audience and/or participation from two or more States of the United States.

(4) State event. Audience and/or participation drawn from that State as a whole.

(5) County event. Audience and/or participation drawn from more than one county within a county, from a county as a whole, or from several counties.

(6) Local event. One within a State which centers on and is of primary interest to a single community.

(h) Community relations area. The geographical area wherein Air Force facilities and/or personnel have a social or economic impact on the population.

(1) Flyover. A straight and level flight of one or more aircraft over a predetermined point on the ground at an announced time.

(2) Fraternal groups. Societies whose members are banded together for mutual benefit or for work towards a common goal. They include, but are not limited to, such organizations as the Fraternal Order of the Eagles, Benevolent and Protective Order of Elks, Loyal Order of the Moose, Free and Accepted Masons (Scottish Rite, York Rite, and Shrine), Knights of Columbus, Knights Templar, Independent Order of Odd Fellows, and Order of the Eastern Star. Service or

Title 32—NATIONAL DEFENSE

Chapter VII—Department of the Air Force

MISCELLANEOUS AMENDMENTS TO CHAPTER

Chapter VII of Title 32 is amended as follows:

SUBCHAPTER C—PUBLIC RELATIONS

1. In Part 820 the heading "Competition With Civilian Bands" and the centerhead "Air Force Bands" are deleted. The heading of Part 820 now reads as follows:

PART 820—AIR FORCE BANDS

2. Present Part 824 is deleted and the following inserted therefor:
of Foreign Wars, Disabled American Veterans, American Veterans of World War II and Forces (AMVETS), Military Order of the World Wars, Italian-American Veterans, Catholic War Veterans, Jewish War Veterans, and auxiliaries and youth societies officially attached to these veterans organizations; (w) Washington, D.C., area. The District of Columbia; the city of Alexandria, Virginia; the counties of Arlington and Fairfax, Virginia; the counties of Montgomery and Prince Georges in Maryland, together with incorporated municipalities lying within these borders.

§ 824.4 General policy for participating in public events.

(a) Participation is authorized, encouraged, and essential, within the limits defined in this part, to inform the public, demonstrate Air Force preparedness, promote national security, stimulate public understanding of the Air Force mission, and aid community relations. A positive approach to providing participation is encouraged.

(b) All participation will be subject to operational requirements for personnel, facilities, and material resources; the significance of the event in relation to other Air Force programs; and cost considerations.

(c) Nothing in this part authorizes or indirectly benefit or appear to benefit or favor any private individual, commercial venture, sect, or political or fraternal organization.

(d) Participation cannot support commercial advertising, publicity, promotional activities, or events which benefit or favor a private individual, commercial venture, sect, or political or fraternal group.

(e) Participation must not directly or indirectly benefit or appear to benefit or favor any private individual, commercial venture, sect, or political or fraternal group.

(f) A general admission charge does not necessarily prohibit participation. However, no specific or additional charge can be made unless it is consistent with the costs of Air Force participation or to see the exhibit, demonstration, parade, flyover, etc.

(g) Participation shall be incident to the event except for paratropic programs, celebration of national holidays, or events which are open to the general public at no admission charge.

(h) Participation in support of nationally recognized veterans organizations is authorized when the program or event is oriented exclusively to the veteran. Participation is not inappropriate when it supports some other special objective of the organization such as sectarian or religious programs and ethnic or national origin purposes. Similarly, participation in support of nonpublic schools is authorized if it is clearly in support of education or recruiting programs.

(i) Participation in support of fundraising events is limited to: (1) Officially recognized campaigns for the National Health Service Commission.

(j) Public events held for the sole purpose of raising funds for United States teams competing in the Pan American Games and Olympic Games.

(k) Participation is not authorized in public events for which private persons should properly be employed or when the presence of Air Force participants deprives a civilian group from employment opportunities.

(note: Air Force personnel participating in public events for which civilians should properly be employed or when the presence of Air Force participants deprives a civilian group from employment opportunities.

§ 824.5 Funding policy.

The basic Air Force policy is to keep costs of Government participation to the minimum possible consistent with community relations objectives. The cost of Government participation to the minimum possible consistent with community relations objectives. The cost of Government participation to the minimum possible consistent with community relations objectives. The cost of Government participation to the minimum possible consistent with community relations objectives. The cost of Government participation to the minimum possible consistent with community relations objectives. The cost of Government participation to the minimum possible consistent with community relations objectives. The cost of Government participation to the minimum possible consistent with community relations objectives. The cost of Government participation to the minimum possible consistent with community relations objectives. The cost of Government participation to the minimum possible consistent with community relations objectives. The cost of Government participation to the minimum possible consistent with community relations objectives. The cost of Government participation to the minimum possible consistent with community relations objectives. The cost of Government participation to the minimum possible consistent with community relations objectives. The cost of Government participation to the minimum possible consistent with community relations objectives. The cost of Government participation to the minimum possible consistent with community relations objectives. The cost of Government participation to the minimum possible consistent with community relations objectives. The cost of Government participation to the minimum possible consistent with community relations objectives. The cost of Government participation to the minimum possible consistent with community relations objectives. The cost of Government participation to the minimum possible consistent with community relations objectives. The cost of Government participation to the minimum possible consistent with community relations objectives. The cost of Government participation to the minimum possible consistent with community relations objectives. The cost of Government participation to the minimum possible consistent with community relations objectives. The cost of Government participation to the minimum possible consistent with community relations objectives. The cost of Government participation to the minimum possible consistent with community relations objectives. The cost of Government participation to the minimum possible consistent with community relations objectives. The cost of Government participation to the minimum possible consistent with community relations objectives. The cost of Government participation to the minimum possible consistent with community relations objectives. The cost of Government participation to the minimum possible consistent with community relations objectives. The cost of Government participation to the minimum possible consistent with community relations objectives. The cost of Government participation to the minimum possible consistent with community relations objectives. The cost of Government participation to the minimum possible consistent with community relations objectives. The cost of Government participation to the minimum possible consistent with community relations objectives. The cost of Government participation to the minimum possible consistent with community relations objectives. The cost of Government participation to the minimum possible consistent with community relations objectives. The cost of Government participation to the minimum possible consistent with community relations objectives. The cost of Government participation to the minimum possible consistent with community relations objectives. The cost of Government participation to the minimum possible consistent with community relations objectives. The cost of Government participation to the minimum possible consistent with community relations obje...
RULES AND REGULATIONS

§ 824.4 Aircraft demonstrated on aircraft military installations.

(a) Aircraft demonstrated on aircraft military installations are authorized for official aviation, military, or national interest missions. Aircraft will be in place, with the resources to provide the participation requested, at the sponsor's expense.

(b) Aircraft will be in place, with the resources to provide the participation requested, at the sponsor's expense. Costs include all expenses required to support participation, including all travel expenses.

§ 824.6 Approval requirements.

Except as noted in this section, major air commands and the National Guard Bureau are delegated authority to appropriate necessary resources under their control according to the policy provisions of this part. Major air commands and the National Guard Bureau may authorize activities that require special approval authority as desired. Delegation to the commander having the resources to provide the participation requested is encouraged.

(a) Events or programs requiring approval of the Assistant Secretary of Defense (Public Affairs) through channels to Secretary of the Air Force (SAF-OIC) are:

(1) International and national events, or events considered to be in the national interest.

(2) Public events in the Washington, D.C., area.

(3) Aerial demonstrations held off military installations, except sports parachute participation as explained in § 824.7(d) (2).

(b) Participation in events of professional, technical, or scientific interest to the Air Force when such participation will result in additional cost to the Government. Requests will include an estimate of the expenses involved. No additional cost is required if participation can be accomplished at no additional cost to the Government. (See AFR 160-46 (Professional Exhibits Program) for details on the Professional Exhibits Program of the USAF Surgeon General.)

(c) Participation in any public event or community relations program not specifically authorized by the USAF Recruiting Service as explained in § 824.5 (a) and (b) which will result in additional cost to the Government. Requests will include an estimate of these expenses. An example is a base "open house" event which requires per diem for static display air crews from other bases or other services.

(d) Postseason college bowl games, sports contests held off base with professional opposition and formal international competitions.

(e) Flyovers of more than four aircraft in the civilian domain.

(f) Armed Forces Day activities except as delegated by the Assistant Secretary of Defense (Public Affairs).

§ 824.7 Use of aircraft.

There are three categories of aircraft participation—static displays, flyovers, and aerial demonstrations. As predictable, flying time accrued will be used for flying proficiency or training purposes. The following supplementary guidelines and procedures apply:

(a) General. (1) Static displays, flyovers, and aerial demonstrations are authorized on military bases and installations, including those leased by the Government, with no indemnity insurance required.

(2) Mass parachute jumps, equipment drops, assault aircraft demonstrations, or helicopter troop landings under simulated tactical conditions can be held only at military installations regularly used for such training and only during an "open house" event.

(b) Off-base static display requirements. The USAF Thunderbirds are limited to 2 days performance at events in the civilian domain and the team will not be scheduled to perform at any non-military installation regularly used for such training and only during an "open house" event.

(c) Off-base flyover requirements. No indemnity insurance is required and sponsor has no financial obligation. Flyovers in the civilian domain are authorized for:


(2) Memorial services for dignitaries of the Armed Forces or the Federal Government.

(3) Ceremonies or receptions for dignitaries of foreign governments.

(4) National conventions of bona fide veterans' organizations.

(5) All classes of events (see § 824.3). (c) Requests for off-base demonstrations may be designed to encourage the advancement of aviation.

Note: Approval of a flyover of four or less aircraft for regional, state and county events is delegated to major commands.

(d) Off-base aerial demonstration requirements. Includes flight demonstrations and parachute demonstrations as explained in § 824.3(b). Determine sponsor costs according to § 824.5.

(1) Flight demonstration guidelines. (i) Flight demonstrations may be held only at a public airport or over an open body of water.

(ii) Sponsor is required to obtain a public liability and property damage insurance policy for demonstrations held in the 50 States of the United States to safeguard the Government from any claims which might arise. Sponsor must submit the policy direct to the Office of the Assistant Secretary of Defense (Public Affairs), Directorate for Community Relations, Pentagon, Washington, D.C. 20301. Not later than 30 days before the date of the event for which the insurance was obtained. The insurance policy for aerial demonstrations includes the approved insurance policy endorsement which must be quoted verbatim in the sponsor's policy.

(iii) Flight demonstrations by the USAF Thunderbirds are limited to 2 days performance at events in the civilian domain and the team will not be scheduled to perform at any non-military installation regularly used for such training and only during an "open house" event.

(ii) Parachute demonstration guidelines. (1) Requests for off-base demonstrations at locations other than airports...
or similar large open areas are discouraged and normally will not be approved by DOD except when required to obtain public, military participants, and aircraft. Jumping into enclosed areas such as a stadium, ballpark, or other location bordered by permanent structures or obstacles, or into sites requiring the aircraft to maneuver over densely populated areas such as a residential or downtown business area is similarly to be avoided.

(2) Participating sponsors, individuals or groups, other military personnel, or non-military organizations, even though at times when shops are closed for business and if the overall emphasis of the parade is on civic rather than commercial aspects. Participation is authorized only at no additional cost to the Government when commercial firms are represented.

(3) An Air Force athletic team in an off-base professional sporting event or in a postseason college bowl game because of the commercial interest Involved and probable ensuing requests for additional Air Force support to the event. DOD will seriously consider requests for approval (see §824.6(f)) only when the following conditions prevail:

(i) The participating Air Force team(s) is (are) organized for regular season play.

(ii) The public affairs objective to be accomplished is of direct interest and concern to the Air Force; is a program actively par­ ticipated in by the unit; and, is wholly appropriate when the following criteria are met:

(a) The public affairs purpose involved is of direct interest and concern to the Air Force; is a program actively par­ ticipated in by the unit.

(b) Equipment is locally available and nonappropriated fund will be reimbursed from game proceeds for travel and per diem.

(c) Fifty percent of the proceeds, after game, travel, and per diem expenses have been paid is donated to the Air Force Aid Society or the unit welfare fund, and the remainder is donated to a charity specified in §824.4(j).

(d) The participation can be expected to bring credit to the Air Force and assist in recruiting or related personnel procurement objectives.

(e) Other paid admission events will normally not be approved for participation in public events. It will be composed of: Two Army bearers with National and Army colors; one each Marine Corps, Navy, Air Force, and Coast Guard Color Guards, if possible for participation in public events. Each color guard must be a nonpartisan and there should be a reasonable assumption of judgment by a responsible organization par­ ticipating in the event.

(f) Use of personnel: Air Force personnel will not be used as ushers, guards, parking lot attendants, or communicators for public events off-base. Individ­ uals may act as escorts in beauty pageants or other local community civic sponsored ceremonies if the following conditions prevail:

(i) The approving commander believes participation is appropriate and in good taste.

(ii) The participation is appropriate for the assignment.

(iii) There is no interference with military duties or operations.

(iv) Use of exhibiting (1) Display of exhibits at fairs, expos, carnivals, and other paid admission events will normally be at no additional cost to the Government.

(2) Display of exhibits at an air show. The charges for rental or utility charges.

(b) If a public information program is sponsored or carried by a responsible organization and participation is of mutual benefit to the public and the unit, the colors of national, veterans' groups, or other non-military organizations.

(c) A joint Armed Forces color detail will be employed to carry flags of foreign nations, veterans' groups, or other non-military organizations.

(d) Use of personnel: Air Force personnel are not authorized to carry flags of foreign nations, veterans' groups, or other non-military organizations.

(e) Equipment is locally available and nonappropriated fund will be reimbursed from game proceeds for travel and per diem.

(f) The public affairs purpose to be accomplished is of mutual benefit to the public and the unit, is wholly within the scope of its public affairs responsibilities.

(g) Equipment is locally available and is its loan or use of the base is a prudent use of resources and does not interfere with the unit mission.

(h) Use of personnel: Air Force personnel will not be used as ushers, guards, parking lot attendants, or communica­ tors for public events off-base. Individuals may act as escorts in beauty pageants or other local community civic sponsored ceremonies if the following conditions prevail:

(i) The approving commander believes participation is appropriate and in good taste.

(ii) The individuals volunteer for the assignment.

(iii) There is no interference with military duties or operations.

(iv) Use of exhibiting: (1) Display of exhibits at fairs, expos, carnivals, and other paid admission events will normally be at no additional cost to the Government.

(2) Display of exhibits at an air show. The charges for rental or utility charges.
co-sponsored by an Air Force command or unit.
§ 824.10 Checklists.
To aid civilian sponsors desiring military participation and to guide Air Force officials receiving such requests, checklists will be prepared and distributed separately. To expedite completed action, each checklist is designed to provide the approving authority with the information needed to determine the scope and type of Air Force participation authorized.
(a) Information officers will assist sponsors to complete the checklist and will forward it through channels if the requested participation is not locally available or if it is an event requiring approval of higher authority.
§ 824.11 General instructions.
(a) Air Force Academy student sports and athletic programs are exempt from this part and will be guided by policies established by the Superintendent of the Academy.
(b) A minimum of 60 days lead time at Hq USAF is desired for requests received from sponsors for participation in unscheduled events requiring Hq USAF or DOD approval. For major programmed and scheduled events, the maximum possible lead time is required and 18 to 24 months is desired.
(c) Requests are frequently received directly from civilian sponsors at Hq USAF. When this happens, the major air command with the base closest to the requesting community is assigned responsibility and is required to appoint a project officer from that base to coordinate all Air Force participation.
(d) Requests for exceptions to policies in this part will be considered only for highly unusual circumstances. Submit such requests through command channels to Secretary of the Air Force (SAP-OIC), Washington, D.C., 20330.
(e) The National Guard Bureau directives take precedence for Air National Guard units except that the policy in this part on use of aircraft will not be waived without authority of Hq USAF (AFXOP).

SUBCHAPTER I—MILITARY PERSONNEL
PART 886—EQUAL OPPORTUNITY AND TREATMENT OF MILITARY PERSONNEL
§ 886.11 [Deleted]
In Part 886, § 886.11, Reports of racial incidents, is deleted.
(Sec. 8012, 70A Stat. 488; 10 U.S.C. 8012) [AFR 35-78A, Apr 7, 1966]

RULES AND REGULATIONS
By order of the Secretary of the Air Force.
LUCIAN M. FERGUSON,
Colonel, U.S. Air Force, Chief,
Special Activities Group, Office of The Judge Advocate General.
[F.R. Doc. 66-8287; Filed, July 28, 1966; 8:45 a.m.]

Title 49—TRANSPORTATION
Chapter I—Interstate Commerce Commission
SUBCHAPTER A—GENERAL RULES AND REGULATIONS
§ 824.10 Checklists.
Section 95.886 Service Order No. 986 (Distribution of Boxcars), be, and is hereby amended by substituting the following paragraph (e) for paragraph (e) thereof:
(e) Expiration date. This order shall expire at 11:59 p.m., August 14, 1966, unless otherwise modified, changed, or suspended by order of this Commission.

PART 95—CAR SERVICE
Distribution of Boxcars
At a session of the Interstate Commerce Commission, Railroad Safety and Service Board, held in Washington, D.C., on the 24th day of July A.D. 1966.
Upon further consideration of Service Order No. 986 (31 F.R. 8816) and good cause appearing therefor:
It is ordered, That:
Section 95.886 Service Order No. 986 (Distribution of Boxcars), be, and is hereby amended by substituting the following paragraph (e) for paragraph (e) thereof:
(e) Expiration date. This order shall expire at 11:59 p.m., August 14, 1966, unless otherwise modified, changed, or suspended by order of this Commission.

PART 86—EQUAL OPPORTUNITY AND TREATMENT OF MILITARY PERSONNEL

Title 50—WILDLIFE AND FISHERIES
Chapter I—Bureau of Sport Fisheries and Wildlife Service, Fish and Wildlife Service, Department of the Interior
PART 32—HUNTING
Ouray National Wildlife Refuge, Utah
The following special regulation is issued and is effective on date of publication in the Federal Register.
§ 32.32 Special regulations; big game; for individual wildlife refuge areas.

OURAY NATIONAL WILDLIFE REFUGE
Public hunting of deer and antelope on the Ouray National Wildlife Refuge, Utah, is permitted for the 1966 archery and rifle season except in those areas designated by signs as closed to hunting. The open area, comprising 9,500 acres is delineated on maps available at refuge headquarters, Vernal, Utah, and from the office of the Regional Director, Bureau of Sport Fisheries and Wildlife, Post Office Box 1306, Albuquerque, N. Mex. 87103.
August 27 through September 11, 1966, has been designated as archery season for the taking of one deer, either sex. The rifle deer season has been set as October 22 through November 1, 1966. Rifle hunting is confined to bucks only. Antelope season has been set as August 20, 21, 22, and 27, 28, 29.
Hunting shall be in accordance with all applicable State regulations covering the hunting of deer and antelope subject to the following special conditions:
(1) Hunting on Indian lands east of Green River, as posted, requires the possession of a Ute Tribal Permit.
(2) Every deer or antelope killed must be checked out at refuge subheadquarters before hunters leave the area.
The provisions of this special regulation supplement the regulations which govern hunting on wildlife refuge areas generally which are set forth in Title 50, Code of Federal Regulations, Part 32, and are effective through November 1, 1966.

H. J. JOHNSON,
Refuge Manager, Ouray National Wildlife Refuge, Vernal, Utah.

JULY 27, 1966.
[F.R. Doc. 66-8281; Filed, July 28, 1966; 8:49 a.m.]
DEPARTMENT OF AGRICULTURE
Consumer and Marketing Service

7 CFR Part 919

HANDLING OF PEACHES GROWN IN MESA COUNTY, COLO.

Notice of Proposed Rule Making With Respect to Expenses and Rate of Assessment for 1966—67 Fiscal Year

Consideration is being given to the following proposals submitted by the Administrative Committee, established under the marketing agreement, as amended, and Order No. 919, as amended (7 CFR Part 919), regulating the handling of peaches grown in Mesa County, Colo., effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601-674), as the agency to administer such agreement and order.

Agreement Act of 1937, as amended (7 U.S.C. 601-674), as the agency to administer such agreement and order.

Under the marketing agreement, as amended, and Order No. 919, as amended (7 CFR Part 919), regulating the handling of peaches grown in Mesa County, Colo., effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601-674), as the agency to administer such agreement and order:

Interested persons are invited to participate in the making of the proposed rule by submitting such written data, views, or arguments as they may desire. Communications should identify the regulatory docket or notice number and be submitted in duplicate to the Federal Aviation Agency, Office of the General Counsel, Attention: Rules Docket, 800 Independence Avenue SW., Washington, D.C. 20553. All communications received on or before September 30, 1966, will be considered by the Administrator before taking action on the proposed rule. The proposals contained in this notice may be changed in light of comments received. All comments submitted will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons.

On February 23, 1966, the Federal Aviation Agency announced a conference to be held on March 29—30, 1966, to discuss regulatory standards involving crashworthiness and passenger evacuation requirements and problems associated therewith. As indicated in that announcement, in January of this year, the FAA established an Agency Task Force to study factors affecting crashworthiness and evacuation that were brought to light by recent accident investigations, to review the adequacy of existing regulations, and to recommend regulatory changes as necessary. In addition, the Agency held a conference from April 25—29, 1966, to review all of the airworthiness standards for transport category airplanes. The following discussion relates to the more significant proposals presented in this notice. For convenience, the various proposals are identified as to whether they apply to Part 25, Part 121 or both.

FEDERAL AVIATION AGENCY

CRASHWORTHINESS AND PASSENGER EVACUATION

Standards and Operating Rules

The Federal Aviation Agency is considering amending Parts 25, 27, 121, and 123 of the Federal Aviation Regulations, as hereinafter set forth, to improve the emergency evacuation equipment requirements and operating procedures for transport category airplanes.

Interested persons are invited to participate in the making of the proposed rule by submitting such written data, views, or arguments as they may desire. Communications should identify the regulatory docket or notice number and be submitted in duplicate to the Federal Aviation Agency, Office of the General Counsel, Attention: Rules Docket, 800 Independence Avenue SW., Washington, D.C. 20553. All communications received on or before September 30, 1966, will be considered by the Administrator before taking action on the proposed rule. The proposals contained in this notice may be changed in light of comments received. All comments submitted will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons.
emergency evacuation demonstrations (Parts 25 and 121). Amendment 121-2 required all air carriers and new commercial operators operating under FAR Part 121 to demonstrate by October 6, 1965, that "the emergency procedures for each type and model of airplane with a seating capacity of 44 passengers or more must be such that the time required for passengers to evacuate the airplane must not exceed 90 seconds. The evacuation time must be determined in an emergency situation. Therefore, the Agency believes that the number of additional passengers that may be approved for the addition of a ventral exit should be limited to 10. For the additional tail cone exits, the number of additional passengers should be limited to 15 or 20, depending on the utility of the exit. The Agency proposes not to amend the airworthiness requirements of Parts 25 and 121 to be conducted for the certification of the new airplane type without regard to crewmember training, operating procedures, and similar items, that are of concern to an operator under Part 121.

requests for increases in passenger capacity based upon the installation of such exits have been received. Since there are no standards for these exits, each request has been evaluated on its own merits. While the Agency has classified these and additional passenger credit has been given based on this individual evaluation. As a result of these individual cases, the Agency has given considerable thought to elimination of such exits. While they have merit, they nevertheless have an inherent limitation relative to conventional exits in that they are a single exit per airplane rather than one per side. This, plus their location makes them somewhat less effective than a pair of fuselage side doors. Therefore, the Agency believes that the number of additional passengers that may be approved for the addition of a ventral exit should be limited to 10. For the additional tail cone exits, the number of additional passengers should be limited to 15 or 20, depending on the utility of the exit. The Agency proposes not to amend the airworthiness requirements of Parts 25 and 121 to be conducted for the certification of the new airplane type without regard to crewmember training, operating procedures, and similar items, that are of concern to an operator under Part 121.

1. The limitation on the authority to use a stand or ramp "at the trailing edge of the wings or tail cone on larger transport aircraft now under development has been considered sufficient to provide the necessary components for an emergency evacuation system through the detailed quantitative requirements prescribed in the airworthiness rules. However, experience has shown that compliance with these requirements is relatively easy. The detailed requirements do not ensure that the airplane can be evacuated, during an emergency, within an acceptable time interval. Differences in the relationship between evacuation clearances and the evacuation system introduce a considerable variation in evacuation time, and this variation is expected to be even more marked on larger transport aircraft now under development. To make certain that airplanes undergoing type certification can be evacuated within an acceptable time interval, the Agency proposes to require manufacturers to demonstrate type certification that each airplane with a seating capacity of more than 44 passengers can be evacuated under certain specified conditions within a reasonable period of time. In this connection, the Agency now proposes to require emergency evacuation demonstrations under both Parts 25 and 121 to be conducted within 90 seconds. The demonstration requirement does not specify details of the airplane that will be required to be demonstrated, and the demonstration will encompass the airplane type without regard to crewmember training, operating procedures, and similar items.

2. "Mechanics and training personnel" employed by a certificate holder would also be excluded from participation in demonstrations (present item 8).

3. The amount of baggage, blankets, pillows, and similar items that must be distributed throughout the cabin will be required to be approximately one-half of the total of such items normally aboard a fully loaded flight (present item 16).

4. Participants in a demonstration will be prohibited from taking part in another demonstration for at least 6 months. In addition, the amount of briefing that may be given to participants would be such that it clear that participants may be given safety warnings such as to follow crewmember instructions (present item 13).

5. The requirement for use of not more than 50 percent of the airplane exits would be changed to prevent the use in a gear-up crash landing demonstration of a one of a kind exit such as a ventral exit. The Agency is of the opinion that usable exits selected by the certificate holder would have to be approved by the Administrator.

6. Paragraph (b) of Appendix D would be amended to make it clear that the required demonstration is to be an "unanticipated gear-up crash landing" and not a planned one in which all of the exits are designed for the purpose of evacuation prior to the start of the demonstration. This paragraph would also be amended to prohibit the use of any stand higher than the lowest point of the fuselage under the floor level of the airplane. This clarification is needed because some operators attempted to justify the placement of stands within a few inches of the exits by assuming a crushed fuselage.

Size of Type I emergency exits (Part 25). Section 25.807 presently requires that Type I emergency exits must "have a rectangular opening of not less than 24 inches wide by 48 inches high." As a practical matter, in modern transport category airplanes the doors in the side of the fuselage that qualify as Type I emergency exits are substantially larger than this minimum. However, should the manufacturers meet only the 48-inch minimum requirement, the evacuation rate for both present and future designs may be considerably reduced. Therefore, the Agency believes that retention of the 48-inch minimum height for Type I exits is no longer justified and proposes that it be increased to 60 inches.

Ventral and tail cone exits (Part 25). Airplanes have recently been designed with ventral and tail cone exits and requirements for increases in passenger capacity based upon the installation of such exits have been received. Since there are no standards for these exits, each request has been evaluated on its own merits. While the Agency has classified these and additional passenger credit has been given based on this individual evaluation. As a result of these individual cases, the Agency has given considerable thought to elimination of such exits. While they have merit, they nevertheless have an inherent limitation relative to conventional exits in that they are a single exit per airplane rather than one per side. This, plus their location makes them somewhat less effective than a pair of fuselage side doors. Therefore, the Agency believes that the number of additional passengers that may be approved for the addition of a ventral exit should be limited to 10. For the additional tail cone exits, the number of additional passengers should be limited to 15 or 20, depending on the utility of the exit. The Agency proposes not to amend the airworthiness requirements of Parts 25 and 121 to be conducted for the certification of the new airplane type without regard to crewmember training, operating procedures, and similar items, that are of concern to an operator under Part 121.

Airplanes have recently been designed with ventral and tail cone exits and requests for increases in passenger capacity based upon the installation of such exits have been received. Since there are no standards for these exits, each request has been evaluated on its own merits. While the Agency has classified these and additional passenger credit has been given based on this individual evaluation. As a result of these individual cases, the Agency has given considerable thought to elimination of such exits. While they have merit, they nevertheless have an inherent limitation relative to conventional exits in that they are a single exit per airplane rather than one per side. This, plus their location makes them somewhat less effective than a pair of fuselage side doors. Therefore, the Agency believes that the number of additional passengers that may be approved for the addition of a ventral exit should be limited to 10. For the additional tail cone exits, the number of additional passengers should be limited to 15 or 20, depending on the utility of the exit. The Agency proposes not to amend the airworthiness requirements of Parts 25 and 121 to be conducted for the certification of the new airplane type without regard to crewmember training, operating procedures, and similar items, that are of concern to an operator under Part 121.

The Agency proposes to amend the emergency exit requirements of § 25.807 to require at least two Type III exits for 80-109 passengers rather than as presently permitted one each Type I, Type III and Type IV. In addition, the Agency believes that the general provision permitting substitution of two Type IV exits for one required Type III exit should be deleted and that such a substitution be permitted only in the traditional airplane configurations. Since the Agency believes that in the larger passenger configurations, additional exits are necessary, the present
table in § 25.807 would be amended to require additional exits in all configurations. The Agency proposes to amend § 25.815 to provide an open ended authorization with a view toward the much larger configurations now being designed.

In line with the foregoing, the Agency considers it appropriate to eliminate the credit in passenger capacity presently given for inflatable slides in order to improve the relationship between the emergency evacuation capability of the airplane and the number of passengers carried.

Since, as previously indicated, substantial improvements have been made in the design and installation of inflatable slides at floor level exits, it is proposed to require automatically deployable slides for each landplane emergency exit (other than exits over the wing) more than 6 feet from the ground. Specific standards for these slides are proposed including a requirement that they be self-supporting on the ground. The provision for automatic inflation would not apply to passenger entrance or service doors.

In addition to the foregoing, the Agency proposes to require that each emergency exit in the passenger compartment in excess of the minimum number of required exits must meet the applicable requirements concerning emergency exit arrangement, marking and lighting. It is also proposed to require that if extended flaps cannot be used as a slide or if the trailing edge of the lowered flaps is more than 6 feet from the ground means be provided to assist descent from the wing.

Emergency exit marking and interior lighting (Parts 25 and 121). The Agency considers that regulatory action must be taken to overcome the visibility problems associated with a smoke filled cabin. Visibility is appreciably reduced when smoke is encountered and when the slit in the fuselage is 8 inches or less, this is the most critical condition for evacuation since no delay in locating emergency exits can be tolerated. To improve this situation, the Agency proposes the following:

(1) (Part 25) Means, such as the use of distinctive material on seats adjacent to an exit, or a strobe light under seats at exits, would be required to assist occupants in locating exits in dense smoke.

(2) (Part 25) Contrary to the present regulations, this proposal would require that certain exit locating signs be internally electrically illuminated with a brightness of at least 50-foot lamberts. On the other hand, exit locating signs on a bulkhead or divider that prevents flame spread along the passenger cabin and each exit locating sign must be either internally electrically illuminated or radioactively self-illuminated with an initial minimum brightness of at least 1500-癩.

(3) (Part 25) The general cabin interior illumination would have to meet the 0.05-foot candle requirement at each armrest. As a result of a combination of lighting deterioration (aging) and the soiling of cabin interiors, the general interior cabin illumination existing at the time an all-weather type first received will be after the airplane has been in service for any substantial period of time. For operating purposes the Agency considers an average cabin interior illumination of 0.05 foot candles at armrest height (§ 121.310(c)(2)) to be the minimum level acceptable for safety. Therefore, to provide a reasonable useful life for the type certificated lightmarking, the Agency proposes that for type certification the interior illumination must meet the 0.05-foot candle requirement at each armrest.

(4) (Part 25) The floor illumination at floor level emergency exits would have to be at least 2-foot candles.

(5) (Parts 25 and 121) Emergency lighting systems would have to be designed so that the lights are manually operable from both the flight crew station and a flight attendant's location and once armed would have to continue to function after a flight the emergency lighting system failed. Thus, sole dependence on an inertia switch would not suffice. An amendment to the operating rule in Part 121 would require the emergency system to be turned on before takeoff and landing. In addition, new aircraft would be required to be designed so that in the event of cabin breakup the emergency lights, except those emergency lights damaged in the breakup, would continue to function.

Exterior lighting (Parts 25 and 121). The present requirements for exterior marking are that the ratio of 3:1 between the color of the band outlining the exit and its background color. This ratio has proved effective except where one of the colors has a very low reflectance value. Therefore, the Agency proposes to require that the reflectance of the lighter color must be at least 45 percent whereas the reflectance of the darker color is 15 percent or where the difference in reflectance be provided whenever the reflectance of the darker color is greater than 15 percent.

Exterior marking (Parts 25 and 121). The present exterior marking requirements are that the ratio of 3:1 between the color of the band outlining the exit and its background color. However, the Agency proposes to require the use of an inertia switch and a flight attendant's location and marked by a strobe light in addition to the colored band.

In connection with the foregoing, the American Association of Airport Executives requested that the current regulations be amended to allow the use of a strobe light, operated by a crash inertia switch and mounted in the exit window, so that it could be visible inside as well as outside the aircraft, in lieu of the required 2-inch colored band. Most of the argument offered in support of this request stressed the difficulties that have been encountered in locating wreckage. While the colored band and a crash locator serve two different purposes, the Agency has no objection to the use of a strobe light in addition to the colored band. However, the Agency does not consider that a strobe light should be allowed in lieu of a color band since, in the opinion of the Agency, the effectiveness of the strobe light depends on the reliability of the mechanical functioning of the light, adequate battery power, and integrity of the circuit.

In addition to the foregoing, since passenger emergency exits other than those in the side of the fuselage of an airplane, such as ventral and tail cone exits, are relatively uncommon, the Agency proposes to require more conspicuous marking for these exits. When the means for opening the exit is located on only one side of the fuselage, it is possible to require the marking to have effect on the other side of the fuselage. The Agency also proposes to amend § 121.310(e) to make it clear that the emergency exit markings, slides, or other evacuation means, the effectiveness of the evacuation could be substantially reduced by the inability of the passengers to find their way once they were outside the airplane. Therefore, it is proposed to require external illumination at over wing emergency exits if the wing edge is more than 6 feet from the floor, and landing. In addition, new aircraft would be required to be designed so that in the event of cabin breakup the emergency lights, except those emergency lights damaged in the breakup, would continue to function.
sidered possible, and practical to require that materials used in passenger and crew compartments meet a specified horizontal and vertical burn rate when tested in accordance with test procedures outlined in Federal Specification CC-T-191b. While it is not practical to require retrofitting of all existing airplanes operating under Part 121, the Agency proposes to require that materials used to replace materials installed in the passenger cabin and flight deck area meet the requirements proposed in this notice.

Landing gear, electrical cables and fuel lines (Part 25). In order to prevent fires following the failure of the landing gear and the rupturing of fuel and electrical lines in the fuselage, the Agency proposes to require that the main landing gear system be designed so that if it fails due to overloads during takeoff and landing, the failure mode is not likely to puncture any part of the fuel system. Moreover, it is proposed to require that electrical cables be isolated from fuel lines and that both be designed to allow a reasonable degree of deformation and stretching without fire or leakage.

Seat and seat attachment strength requirements. Under dates of April 28, 1965, and March 7, 1966, the Agency received petitions from Dr. Horace Campbell requesting, among other things, changes in the regulations concerning seat and seat attachment strength requirements (including load factors and occupant weights) and requiring unobstructed passage to midsection exits on transport airplanes. At the present time, the Agency does not believe that there is sufficient evidence to establish that current seat and attachment strength requirements are inadequate. However, a project is now underway at the National Aviation Facilities Experimental Center to determine the relationship which may exist between static and dynamic load. Values of load factor, occupant weight, and time duration of load application will be quantitatively determined so that fully dynamic crash load standards can be formulated. Therefore, until its research program is completed and the results evaluated, the Agency is not in a position to recommend changes to the seat and attachment strength requirements or the related problems of load factors and passenger weights. On the other hand, this notice does contain specific proposals under §25.815 concerning the obstruction of exit passageways.

Technical Standard Orders (Part 37). Appropriate changes are also proposed to the Technical Standard Orders (TSO's) covering Safety Belts, Aircraft Seats and Belts, and Individual Flotation Devices consistent with the fire protection requirements contained for compartment interiors. The TSO concerning Emergency Evacuation Slides would also be amended consistent with the inflation requirements proposed under §25.809.

Part 121. The Agency proposes that §121.391 contains requirements for flight attendants for passenger-carrying air-

§21.17 Designation of applicable regulations.

(a) Except as provided in §25.2 of this chapter, an applicant for a type certificate (other than for restricted category, import, or surplus military, aircraft) must show that the aircraft, aircraft engine, or propeller meets the applicable requirements of this subchapter that are effective on the date of application for that certificate, unless—

(1) Otherwise specified by the Administrator; or

(2) Compliance with later effective amendments is elected or required under this section.

1a. By amending the introductory statement in §21.101(a) to read as follows:

§21.101 Designation of applicable regulations.

(a) Except as provided in §25.2 of this chapter, an applicant for a change to a type certificate must comply with either—

   1. By adding a new §25.2 after §25.1 to read as follows:

§25.2 Special retroactive requirements.

   (a) Except as provided in §25.2 of this chapter, an applicant for a supplemental type certificate or an amendment to a type certificate involving an increase in passenger seating capacity, must show that the airplane concerned meets the requirements of §§25.721(c), 25.783, 25.809(b), 25.809(c), 25.809(d), 25.809(e), 25.809(f), 25.811, 25.813, 25.813(a), 25.815, 25.817, 25.853(a), 25.855(a), and 12.139(c), effective on the effective date of this amendment.

3. By adding a new paragraph (d) to §25.721 to read:

§25.721 General.

   (d) The main landing gear system must be designed so that if it fails due to overloads during takeoff and landing (assuming the overloads are symmetrical about the longitudinal axis of the airplane) the failure mode is not likely to puncture any part of the fuel system.

4. By amending §25.783 to read as follows:

§25.783 Doors.

   (a) Each passenger door in the side of the fuselage must qualify as a Type I or a Type II passenger emergency exit and must meet the requirements of §§25.807 through §25.813 that apply to that type of passenger emergency exit. If an integral stair is installed at such a passenger door, the stair must be designed so that when subjected to the internal forces specified in §25.561, and following the collapse of one or more legs of the landing gear, it will not interfere...
with emergency egress through the pas­

senger door. 

(b) Each external door, except cargo 

and service doors not suitable for use as 

an emergency exit, must be located where 

persons using them will not be en­
dangered. Further, when appropriate 

operating procedures are used. 

(c) There must be a visual means to 

signal to appropriate crew members 

when external doors are closed and fully 

locked. 

(d) Each external door whether or not 

used as an emergency exit must meet the 

requirements of § 25.809(d). 

5. By amending § 25.785(e) to read as follows: 

§ 25.785 Seats, berths, safety belts, and 
harnesses.

(e) Each occupant of a sideward 

facing seat must be protected from head 

injury by a safety belt plus a cushioned 

rest that will support the arms, shoulders, 

head, and spine. Each occupant of any 

other seat must be protected from head 

injury by— 

(1) A safety belt and shoulder harness 

that will prevent the head from contact­

ing any injurious object; 

(2) A safety belt plus the elimination 

of any injurious object within striking 

radius of the head; or 

(3) A safety belt plus a cushioned rest 

that will support the arms, shoulders, 

head, and spine. 

6. By amending paragraph (b) of 

§ 25.803 and by adding new paragraphs 

e) and d) to read: 

§ 25.803 Emergency evacuation. 

(b) Passenger ventral and tail cone, 

crew access, and service doors may be 

considered as emergency exits if they 

meet the applicable requirements of this 

section and §§ 25.805 through 25.813. 

(c) Except as provided in paragraph 

d) of this section, on airplanes having a 

seating capacity of more than 44 pas­

sengers, it must be shown by actual 

demonstration that the maximum num­

ber of passengers for which certification 

is requested can be evacuated within 90 

seconds. The demonstration must be 

conducted under the following condi­
tions: 

(1) It must be conducted either 

during the dark of the night or during daylight 

with the dark of the night simulated, 

utilizing only the emergency lighting 

system, and utilizing only the emergency 

exits and escape apparatus on one side of 

the fuselage, with the airplane in the 

normal ground attitude with landing 

gear extended. 

(2) All emergency equipment must 

be installed in accordance with specified 

limitations of the equipment. 

(3) Each external and exit, and each 

internal door or curtain must be in a 

position to simulate a normal flight. 

(d) Seat belts and shoulder harnesses 

(as required) must be fastened. 

(5) A representative passenger load 

of persons in normal health must be used 

as follows:

§ 25.807 Passenger emergency exits. 

(1) At least 30 percent must be female. 

(2) Approximately 5 percent must be over 

60 years of age, with a propor­
tionate number of females. 

(3) At least 5 percent but no more 

than 10 percent must be children under 

12 years of age, provided through that 

age group. 

(4) Seat belts and shoulder harnesses 

must be used as an emergency exit must meet the 

requirement of § 25.809(d). 

(5) By amending § 25.809(c) to read as follows: 

§ 25.809 Emergency exits.

(c) Each internal door or curtain must be in 

place thereof and by adding new sub-,

paragraphs (c) and (d) to read: 

§ 25.809(d) Emergency exits. 

§ 25.809(c) Emergency exits.

(c) Each internal door or curtain must be in 

place thereof and by adding new sub-,

paragraphs (c) and (d) to read: 

§ 25.809(d) Emergency exits. 

(c) Except as provided in paragraph 

d) of this section, on airplanes having a 

seating capacity of more than 44 pas­

sengers, it must be shown by actual 

demonstration that the maximum num­

ber of passengers for which certification 

is requested can be evacuated within 90 

seconds. The demonstration must be 

conducted under the following condi­
tions: 

(1) It must be conducted either 

during the dark of the night or during daylight 

with the dark of the night simulated, 

utilizing only the emergency lighting 

system, and utilizing only the emergency 

exits and escape apparatus on one side of 

the fuselage, with the airplane in the 

normal ground attitude with landing 

gear extended. 

(2) All emergency equipment must 

be installed in accordance with specified 

limitations of the equipment. 

(3) Each external and exit, and each 

internal door or curtain must be in a 

position to simulate a normal flight. 

(d) Seat belts and shoulder harnesses 

(as required) must be fastened. 

(5) A representative passenger load 

of persons in normal health must be used 

as follows:

§ 25.807 Passenger emergency exits. 

(c) Passenger emergency exits; side of 

fuselage. The prescribed exits need 

not be diametrically opposite each other 

nor identical in size and location on both 

sides. They must be distributed as uni­

formly as practicable taking into account 

passenger distribution and where more 

than one floor level exit per side is 

prescribed, at least one floor level exit per 

side must be located at each end of the 

cabin.

(1) Except as provided in subpara­

graphs (2) through (5) of this para­

graph, the number and type of passenger 

emergency exits must be in accordance 

with the following table:

<table>
<thead>
<tr>
<th>Number of passengers</th>
<th>Type I</th>
<th>Type II</th>
<th>Type III</th>
<th>Type IV</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 to 19 inclusive</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>20 to 39 inclusive</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>40 to 59 inclusive</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>60 to 79 inclusive</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>80 to 109 inclusive</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>110 to 139 inclusive</td>
<td>3</td>
<td>3</td>
<td>3</td>
<td>3</td>
</tr>
<tr>
<td>140 to 179 inclusive</td>
<td>4</td>
<td>4</td>
<td>4</td>
<td>4</td>
</tr>
<tr>
<td>180 to 219 inclusive</td>
<td>5</td>
<td>5</td>
<td>5</td>
<td>5</td>
</tr>
<tr>
<td>220 to 259 inclusive</td>
<td>6</td>
<td>6</td>
<td>6</td>
<td>6</td>
</tr>
<tr>
<td>260 to 299 inclusive</td>
<td>7</td>
<td>7</td>
<td>7</td>
<td>7</td>
</tr>
<tr>
<td>300 to 399 inclusive</td>
<td>8</td>
<td>8</td>
<td>8</td>
<td>8</td>
</tr>
<tr>
<td>400 inclusive</td>
<td>9</td>
<td>9</td>
<td>9</td>
<td>9</td>
</tr>
</tbody>
</table>

1. These Type II exits must be floor level, over the 

wing, with a step-down outside the airplane of not more 

than 11 inches.

(2) Increases in passenger capacity 

above 359 may be allowed for each addi­
tional pair of emergency exits in accord­

ance with the following table:

<table>
<thead>
<tr>
<th>Type</th>
<th>Increase in passenger capacity allowed</th>
</tr>
</thead>
<tbody>
<tr>
<td>I</td>
<td>10</td>
</tr>
<tr>
<td>II</td>
<td>20</td>
</tr>
<tr>
<td>III</td>
<td>30</td>
</tr>
<tr>
<td>IV</td>
<td>40</td>
</tr>
</tbody>
</table>

(3) If a passenger ventral or tail cone 

exit is certified and can be shown to be 

useful following the sequential order or 

more legs of the landing gear, an 
increase in passenger capacity beyond the 

limits specified in subparagraphs (1) 

and (2) of this paragraph may be allowed 

as follows:

(1) For a ventral exit, 10 additional 

passengers. 

(2) For a tail cone exit incorporating 

a floor level Type I size opening in the 

pressure shell, and incorporating an 

approved assist means in accordance with 

§ 25.809(d), 20 additional passengers; 

or 

(3) For a tail cone exit incorporating 

an opening in the pressure shell which is 
at least equivalent to a Type III emer­

gency exit with respect to dimensions, 

step-up distance, and drop-down dis­
tance, 15 additional passengers.

(4) Each emergency exit in the pas­

senger compartment in excess of the 

minimum number of required emergency 

exits must meet the applicable require­
ments of §§ 25.809 through 25.812, and 

must be readily accessible.

(5) For airplanes on which the verti­

cal location of the wing does not allow 

the installation of over-the-wing exits, an 
exit of at least the dimensions of a 

Type II must be installed at floor level
instead of each Type III and each Type IV exit required by subparagraph (1) of this paragraph.

9. By amending §25.807(d) to read:

§ 25.807 Passenger emergency exits.

(d) Ditching emergency exits for passengers. If the emergency exits required by paragraphs (c) (1) and (2) of this section do not meet the following conditions, exits must be added to meet them:

(1) There must be at least one emergency exit for each unit (or part of a unit) of 35 passengers, but no less than two such exits, both above the waterline with one on each side of the airplane, meeting the minimum dimensions of—

(i) A Type IV exit for airplanes with a passenger seating capacity of 10 or less; and

(ii) A Type III exit for airplanes with a passenger seating capacity of 11 or more.

(2) If side exits cannot be above the waterline, the side exits must be replaced by an equal number of overhead hatches or by an equal number of exits both the dimensions of Type III exit except that, for airplanes with a passenger capacity of 35 or less, the two required Type III side exits need be replaced by only one overhead hatch.

10. By amending §25.809 by amending paragraph (f) and by adding a new paragraph (h).

§ 25.809 Exit arrangement.

(f) Each landplane emergency exit (other than exits located over the wing) more than 6 feet from the ground with the airplane in the ground or the landing gear extended, must be provided with a means to assist passengers who have used the overriding means to reach the ground. The means must be as follows:

(1) The assisting means for each passenger emergency exit must be a self-supporting slide or equivalent, designed to be available for immediate use when designed so that when installed it—

(i) Automatically deployed and inflated concurrent with the opening of the exit except that the device may be inflated in a different manner when installed at service doors that qualify as emergency exits, and at passenger doors; and

(ii) Inflatable within 10 seconds and of such length that the lower end is self-supporting on the ground after collapse of any one or more landing gear legs.

(2) The assisting means for flight crew emergency exits may be the device described in any other means demonstrated to be suitable for the purpose. If the assisting means is a rope, an approved device equivalent to a rope, it must be—

(1) Attached to the fuselage structure at the top of the emergency exit opening, or, for a device at a pilot's emergency exit window, at another approved location if the stowed device, or its attachment, would reduce the pilot's view in flight;

(ii) Able (with its attachment) to withstand a 200-pound static load.

(h) If extended flaps are unsuitable as a slide, or if the trailing edge of flaps in the landing position is more than 6 feet from the ground with the airplane on its landing gear extended, means must be provided to assist evacuees, who have used the overriding means, to reach the ground.

11. By amending §25.811 to read as follows:

§ 25.811 Emergency exit marking.

(a) Each passenger emergency exit, its means of access, and its means of opening must be conspicuously marked.

(b) The location and location of each passenger emergency exits must be recognizable from a distance equal to the width of the cabin. Means must be provided to assist the occupants in locating the exits in conditions of dense smoke. There must be a location sign:

(1) Above the aisle near each over-wing passenger emergency exit, or at another ceiling location if it is more practical to use a low headroom; and

(2) Next to each floor level passenger emergency exit, except that one sign may serve two such exits if they both can be seen readily from the sign.

(c) The location of each passenger emergency exit must be indicated by a sign visible to occupants approaching or using the passenger emergency slide.

(d) The location of each passenger emergency exit must be indicated by a sign visible to occupants approaching or using the passenger emergency slide. There must be a location sign:

(1) Above the aisle near each over-wing passenger emergency exit, or at another ceiling location if it is more practical to use a low headroom; and

(2) Next to each floor level passenger emergency exit, except that one sign may serve two such exits if they both can be seen readily from the sign.

(e) Each exit locating sign required in §25.811(c) must be either internally electrically illuminated or radioactively self-illuminated with an initial minimum brightness of at least 160 microlamberts. The sizes and colors must be as prescribed in paragraph (b) of this section. If the sign is internally electrically illuminated, the colors may be reversed if this will increase the emergency lighting illumination.

(f) An emergency lighting system, independent of the main lighting system, must be installed which includes illuminated emergency exit markings and locating signs, sources of general cabin illumination, and additional light in the emergency exit areas, as well as exterior lighting.

(g) The exit locating signs required in §25.811(c) (1) and (2) must have white letters at least 1 inch high on a red background at least 2 inches high, and must be internally electrically illuminated. The colors may be reversed if this will increase the illumination in the exit area. The unit must contain at least two lamps and utilize a diffusing cover. The brightness at any 1-inch diameter area on the cover, including those containing the legend, must be at least 40 foot-lamberts.

(h) The exit locating signs required in §25.811(c) (3) must be either internally electrically illuminated or radioactively self-illuminated with an initial minimum brightness of at least 160 microlamberts. The sizes and colors must be as prescribed in paragraph (b) of this section. If the sign is internally electrically illuminated, the colors may be reversed if this will increase the emergency lighting illumination.

(i) An exit marking sign having white letters at least one inch high on a red background at least two inches high must be located over each passenger emergency exit. These marking signs may be either internally electrically illuminated or radioactively self-illuminated with an initial minimum brightness of at least 160 microlamberts. The colors may be reversed in the case of internally electrically illuminated markers if this will increase the illumination at the exit.

(j) General illumination in the passenger cabin must be provided so that, when measured along the centerline of the main passenger fuselage, the minimum brightness of the illuminating light must be not less than 0.05 foot-candles.

FEDERAL REGISTER, VOL. 31, NO. 146—FRIDAY, JULY 29, 1966
PROPOSED RULE MAKING

(f) The floor of the passageway leading to each floor-level passenger emergency exit, between the main aisle and the exit opening, must be provided with illumination of at least 2 foot-candles.

(g) The emergency lighting system must be sized so that—
(1) The lights are operable manually from the flight crew station and from a point in the passenger compartment that is readily accessible to a flight attendant during takeoff and landing; and
(2) When switched on at either station, the lights remain energized after interruption of the airplane's normal electric power.

(h) Exterior emergency lighting must be provided at each overwing exit to illuminate the adjacent wing surface and the escape route from that exit. The escape route must be indicated by a white slip-resistant surface. These lights must operate automatically when the exit is opened.

(i) The means required in §§ 25.809 and 25.810 to assist the occupants in descending to the ground must be illuminated.

(j) The energy supply to the emergency lighting units must provide the required level of illumination for at least 30 minutes at 0°F.

(k) If storage batteries are used as the energy supply for the emergency lighting system, they may be recharged from the airplane's main electric power system, provided that the charging circuit is designed to prevent inadvertent battery discharge into charging circuit faults.

(l) Components of the emergency lighting system, including batteries, wiring relays, lamps, and switches must be capable of normal operation after having been subjected to the inertia forces listed in §25.561(b).

(m) The emergency lighting system must be so designed that breakup of the fuselage will not render any emergency lighting system inoperable or unserviceable. These lights which may be damaged by the breakup.

13. By amending paragraphs (a), (b), and (c) of §25.813 to read:
§ 25.813 Emergency exit access.

(a) There must be a passageway between individual passenger areas, and leading from each aisle to each Type I and Type II emergency exit. These passageways must be unobstructed and free from any obstruction larger than 20 inches wide.

(b) For each passenger emergency exit covered by § 25.809(f), there must be enough space next to the exit to allow a crewmember to assist in the evacuation of passengers without reducing the unobstructed width of the passageway below that required for the exit.

(c) There must be access from each aisle to the Type III or Type IV exit. The access must not be obstructed by seats, berths, or other protrusions which would reduce the effectiveness of the exit. The projected exit opening, from the opening to each aisle, must not be obstructed by any seat back.

14. By amending §25.815 to read as follows:
§ 25.815 Width of aisle.
The passenger aisle width at any point between seats must equal or exceed the values in the following table:

- Maximum passenger aisle width (inches) between seats
- Minimum passenger aisle width (inches)
- Maximum passenger aisle width (inches)
- Minimum passenger aisle width (inches)

<table>
<thead>
<tr>
<th>Minimum passenger aisle width (inches)</th>
<th>Less than 25 inches from floor</th>
<th>25 inches and more from floor</th>
</tr>
</thead>
<tbody>
<tr>
<td>10 or less</td>
<td>12</td>
<td>15</td>
</tr>
<tr>
<td>11 to 19</td>
<td>12</td>
<td>15</td>
</tr>
<tr>
<td>20 or more</td>
<td>12</td>
<td>15</td>
</tr>
</tbody>
</table>

15. By adding a new §25.817 to read as follows:
§ 25.817 Maximum number of seats abreast.
On airplanes having only one passenger aisle, the number of seats abreast must not be more than six.

16. By amending §25.853 by deleting paragraph (b) and by amending paragraph (a) to read as follows:
§ 25.853 Compartment interiors.
For each compartment to be used by the crew or passengers—
(a) All materials, including the wall and ceiling linings, safety belts, upholstery, furnishings (including blankets, pillows, and seat cushions), and the covering of upholstery, furnishings, and floors must meet the following test criteria:

1. When tested in accordance with the applicable portions of Test Procedure 5908 outlined in Federal Specification CC-T-919b, or an equivalent method, the material must not continue to flame and must not burn for a total length in excess of 1.5 inches, with the material in the horizontal position and with the ignition source applied for at least 12 seconds. In addition, portions or residues which break or drip from the test specimen, must not continue to flame after falling.

2. When tested in accordance with the applicable portions of Test Procedure 5902 outlined in Federal Specifications CC-T-919b, or an equivalent method, the material must not continue to flame for more than two seconds after withdrawal of the ignition source, and must not burn for a total length in excess of 6 inches, with the material in the vertical position with the ignition source held in place for 12 seconds. In addition, portions or residues which break or drip from the test specimen, must not continue to flame after falling.

(b) [Reserved]

17. By amending paragraph (a) of § 25.855 by striking the words “are at least flame resistant” and inserting in place thereof the words “meet the test criteria set forth in §25.853(a).”

18. By adding a new paragraph (f) to §25.993 to read:
§ 25.993 Fuel system lines and fittings.

(f) Each fuel line within the fuselage must be designed and installed to allow a reasonable degree of deformation and stretching without failure or leakage, and must be enclosed in a shroud which is ventilated and drained.

19. By adding a new paragraph (c) to §25.1359 to read:
§ 25.1359 Electrical system fire and smoke protection.

(c) Electrical cables must be isolated from flammable fluid lines and must be shrouded in insulated, flexible conduit to allow a reasonable degree of deformation and stretching without failure.

20. By amending §37.132, Safety Belts, TSO-C22d, §37.136, Aircraft Seats and Belts, TSO-C39, and §37.178, Individual Flotation Devices, TSO-C72, to require that new models of such equipment must meet the test criteria set forth in proposed §25.853.

21. By amending §37.157, Emergency Evacuation Slides, TSO-C69, to require that new models of such equipment must be designed so that as used in an aircraft they may be fully inflated in not more than 10 seconds after activation of the inflation means.

22. By amending §121.291(a) to read as follows:
§ 121.291 Demonstration of emergency evacuation procedures.

(a) Each certificate holder shall show by actual demonstration that the emergency evacuation procedures for each type and model of airplane with a seating capacity of more than 44 passengers, used in its passenger-carrying operations, allows the evacuation of its passengers in 90 seconds or less, through not more than 50 percent of its emergency exits. The demonstrations must be conducted according to the criteria provided in paragraphs (a), (b), and (c).

(b) The evacuation procedure as demonstrated in paragraph (a) must be safe and effective for evacuation of passengers from each emergency exit. The evacuation procedure must be conducted in such a manner that the occupants are not exposed to any serious danger.

(c) The evacuation procedure as demonstrated in paragraphs (a) and (b) must be conducted in such a manner that the occupants are not exposed to any serious danger.

23. By amending §121.310(a) to require after June 30, 1968, on all passenger-carrying landplanes, at each floor level exit, a self-supporting inflatable slide, or its equivalent, that during flight time meets the requirements of subdivision (l) and (d) of §25.809(f) (1), (2). (See item No. 10 above.)

24. By amending §121.310(c)(3) to read as follows:
§ 121.310 Additional emergency equipment.

(c) Each fuel line within the fuselage must be designed and installed to allow a reasonable degree of deformation and stretching without failure or leakage, and must be enclosed in a shroud which is ventilated and drained.
PROPOSED RULE MAKING

29. By amending §121.391 by amending paragraph (b) and by adding a new paragraph (d) to read as follows:

§121.391 Flight attendants.

(b) No certificate holder may takeoff

an airplane with fewer flight attendants

than the number used in conducting the

evacuation demonstration required by §121.291 of this chapter. However, upon application by the certificate holder, the Administrator may approve the use of an airplane for a particular operation with less than the number of flight attendants required by paragraph (a) of this section if the certificate holder shows that it can evacuate the airplane as required by §121.291 with fewer flight attendants.

(d) During takeoff and landing, flight attendants shall be located as near as practicable to floor level exits and shall be distributed as uniformly as possible throughout the passenger cabin.

30. By adding a new §121.312 to read as follows:

§121.312 Sideward facing seats.

After June 30, 1968, each sideward facing seat must meet the requirements of §25.788(c).

31. By amending §121.571 by adding a flush sentence at the end thereof to read as follows:

§121.571 Briefing passengers before takeoff.

Each certificate holder shall distribute to each passenger over 12 years old one copy of the printed briefing card when the passenger boards the airplane. Each card required by this paragraph must contain only information that is pertinent to the type and model airplane being used for the flight.

32. By adding a new §121.569 to read as follows:

§121.569 Carry-on baggage.

No certificate holder may permit a passenger to carry any baggage, luggage, or other item of comparable size aboard an airplane unless that item can be stored in a suitable bag or cargo compartment or unless the item is of a size that can be stored under a passenger seat in such a way that it would not slide forward in the event of a crash.

These amendments are proposed under the authority of sections 313(a), 601, 603, and 604 of the Federal Aviation Act of 1958 and Parts 47, 49, and 91, and the rules for registering aircraft (under section 503 of the Federal Aviation Act of 1958 and Part 47), and the rules for recording of aircraft title and security documents (under section 503 of the Federal Aviation Act of 1958 and Part 49).

Second, for all purposes other than operation of the aircraft, it is proposed to permit the registration to continue in the name of the holder of the certificate (unless he expressly requests cancellation) after transfer to another U.S. citizen. Also, the recording of documents would be permitted, although they may show that the owner is not the holder of the last-issued Certificate of Aircraft Registration. Third, it is proposed to discontinue the requirement that a document be in the "chain of title" before it is recorded, and the review of the "chain of title" with every application for registration. A new requirement that the last-issued registration certificate be returned (unless already surrendered) with each
new application would be introduced. Fourth, it is proposed to eliminate the practice of policing an applicant's relationship with a particular partner or principal, as required by the current rule, and to modify the requirement that the conditional sales vendor consent to an assignment of the vendor's interest, and that a person who signs for a corporation submit proof of that person's authority to sign for the corporation.

Separating registration and recording. As now written, Part 47, "Aircraft Registration," and Part 49, "Recording Aircraft Titles and Security Documents," are closely interrelated. Under Part 47, an applicant for a Certificate of Aircraft Registration must submit an Application for Aircraft Registration, specific evidence (recordable under Part 49) of the fact that he owns the aircraft to be registered, and the required fee (§ 47.31(a)). The required evidence of ownership must either be in or continue an unbroken "chain of title" (§ 47.35, 47.37, and 47.38). Under Part 49, a person who submits a document for recordation must close any gaps that may exist in the "chain of title" (§ 49.35). Before a document may be recorded, the aircraft must be registered in his name (§ 49.17(c)(1)). The FAA proposes to amend sections of both Parts 47 and 49 to eliminate the "closed chain of title" requirement, to eliminate the requirement that chattel mortgages be recorded in their long name before the mortgage is recorded, and to minimize the interrelationship of Parts 47 and 49.

It is proposed to split present § 47.31 into two sections by redesignating § 47.31(b) as new § 47.32 without substantive change. All Applications for Aircraft Registration would be made under proposed § 47.31, rather than under § 47.33, § 47.35, or § 47.37. Under proposed § 47.31(a), an applicant would certify three facts: (1) That he is a U.S. citizen; (2) that he owns the aircraft; and (3) that the aircraft is not registered in a foreign country. Under proposed § 47.31(b), the FAA would require the applicant to submit the supporting evidence required by proposed §§ 47.33, 47.35, or 47.37. In issuing the Certificate of Aircraft Registration, the FAA would rely on the applicant's certification under § 47.31(a), and on the supporting evidence required by § 47.31(b) or already recorded at the FAA Aircraft Registry. Although an applicant would not be required to submit documents that close any gaps in the "chain of title," proposed § 47.31(c) would require an applicant to record any supporting evidence as soon as possible. The FAA proposes to amend § 47.31 to allow the holder of a certificate showing his new address to change his address, and a certificate of registration would become effective in the new state that the holder has been domiciled in for at least 60 days.

Supporting evidence. Proposed §§ 47.33, 47.35, 47.37, and 47.39 are revised to reflect the fact that all applications would be made under § 47.31. Under the current rule, Section 47.33 would continue the present requirement that an applicant for registering an aircraft not previously registered anywhere must submit supporting evidence that establishes his title. Section 47.37 would continue the present requirements that an applicant for registering an aircraft last previously registered in United States, and showing that foreign registration has ended or is invalid. Present § 47.35(a) requires an applicant for registering an aircraft last previously registered in the United States to submit supporting evidence of ownership that is required by § 47.31 (a). Proposed § 47.35 would delete this requirement. Under proposed § 47.35(a), the applicant would be required to submit the applicant's name on the supporting evidence that establishes his title (under proposed § 47.35(b)) only if the last-issued registration certificate has been surrendered. Under proposed § 47.35(b), an applicant would have to submit supporting evidence that establishes his title (under proposed § 47.35(b)) only if the last-issued registration certificate has not been surrendered and the applicant cannot do so. Since the majority of applications for Aircraft Registration involve aircraft registered in the United States, proposed § 47.35 would also simplify and speed the issue of Certificates of Aircraft Registration. Proposed § 47.35 would clarify the requirement that, before using a Dealer's Aircraft Registration Certificate, the holder (other than a manufacturer) must submit the same evidence of ownership that is required of an applicant under § 47.31. Ending registration and returning certificates. As stated above, the last-issued certificate of registration would become invalid upon the happening of one of six events. As proposed, § 47.41(a) would apply to any outstanding registration, and to certificates issued by the United States under either section 501 of the Federal Aviation Act of 1958, or section 501 of the Civil Aeronautics Act of 1938. Unless transfer of ownership to another person is involved, the FAA proposes to amend §§ 47.41, 47.45, and 47.49 to reflect this fact. Proposed § 47.41 provides that registration ends and the certificate becomes invalid upon the happening of one of six events. As proposed, § 47.41(a) would apply to any outstanding registration, and to certificates issued by the United States under either section 501 of the Federal Aviation Act of 1938, or section 501 of the Civil Aeronautics Act of 1938. Unless transfer of ownership is to a person not a U.S. citizen, registration would no longer transfer with transfer of ownership, under proposed § 47.41(a)(1). However, if the holder of a certificate wishes to cancel the registration upon transfer of ownership to another U.S. citizen, he may be required to surrender under § 47.41(a)(4). Proposed § 47.41(b) would require the holder of an invalid certificate to return it to the FAA within 60 days after the happening of one of the six events. Proposed § 47.41(c) would require the holder of a certificate to return it to the FAA Aircraft Registry within 30 days after he receives a revised certificate showing his new address. The FAA proposes to amend proposed § 47.41(d) to require the holder to notify the FAA Aircraft Registry of the Loss, theft, destruction, or mutilation of his certificate within 30 days after it happens, and if the certificate is lost, stolen, or mutilated, he must immediately apply for a Replacement Certificate on Form FAA 8950-1 at that time. A mutilated certificate would be returned with the notation "Mutilated." Proposed § 47.41(e) is proposed to clarify that a certificate is issued would have to be returned within 30 days after it is recovered.

Certificate of Aircraft Registration. For all purposes other than operation of the aircraft, both the certificate and the registration of an aircraft would continue in effect after transfer of ownership to another U.S. citizen until the owner cancels it (under §§ 47.41(a)(4) or the FAA receives a new application (under §§ 47.31 and 47.39). The aircraft would continue to be registrable of United States nationality and documents, and a certificate of registration, if issued to, the person who owns the aircraft at the time of operation (unless he holds a Dealer's Certificate and has complied with Subpart C of Part 47).

Also, § 91.27(a) would be amended to reflect the "temporary authority" required by § 47.32. In this connection, it may be well to point out that the "temporary authority to operate" authorized by §§ 91.27(a) and proposed 91.27(a) (2) is not an authorization to operate without an appropriate airworthiness certificate, or its equivalent. It is a authorization to operate "without registration" under section 501(a) of the Federal Aviation Act of 1938.

Miscellaneous. Other proposed amendments to Parts 47 and 49 are related to sections discussed above, or are designed to clarify and simplify existing procedures. It is proposed to amend §§ 47.1 and 47.5(b) to clearly state that registration conclusively establishes an aircraft as one of U.S. nationality, and to restate that registration is not evidence of ownership. Proposed § 47.1 also states expressly that a Certificate of Aircraft Registration is a Certificate of Aircraft Registration, not an "alternative for" it. Section 49.1 would be amended to permit the recording of any conveyance that affects title to, or an interest in the aircraft, even if it is not listed in the "chain of title," proposed § 47.31 would be amended to delete the references to §§ 49.13 and 49.14.

Federal Register, Vol. 31, No. 146—Friday, July 29, 1966

PROPOSED RULE MAKING

10283
49.17, and to make the documents listed in paragraphs (a) through (h) required alternatives to a Bill of Sale. A parallel amendment is also proposed to § 47.31(d). Section 47.13(d) would be amended to delete the requirement that an authorization to sign be submitted with the application of a corporation, unless it is already recorded at the FAA Aircraft Registry. If this proposal is adopted, an authorized person would sign and show his title on the application. Section 47.13(e)(3) would be clarified to provide that a partnership or limited liability company application be signed by a general partner. Present §§ 47.11(a), 47.47(a), and 49.17(d)(3) require the consent of the conditional sales vendor to an assignment of the vendee's interest. Since this is primarily a matter of contract between the parties and results in rejections of otherwise recordable assignments that are submitted to the FAA Aircraft Registry, it is proposed to delete these requirements. Section 49.35 would be deleted, thus eliminating the requirement that documents be in the "chain of title" to be recordable. In large part, these requirements are based on the "closed chain of title" theory of present § 49.35. In line with the deletion of § 49.35, and other proposals discussed above, it is proposed to delete several of these requirements and to adopt a new § 49.17 containing all the remaining special requirements for these conveyances. The remaining requirements in § 49.17(d) are believed to be necessary for a workable recording system.

Finally, it is proposed to add a new § 47.47(b) that expressly reflects the cancellation and concurrent registration is for the purpose of export to a country that has ratified or adheres to the Convention on the International Recognition of Rights in Aircraft (4 U.S.T. 1830). Application for Aircraft Registration must comply with the applicable requirements of Part 49 of the Federal Aviation Act of 1958 (49 U.S.C. 1401). Subpart A applies to each applicant for registration under this part.

A. Part 47 is amended as follows:

1. By striking out the first sentence of § 47.1 and inserting the following in place thereof:

§ 47.1 Applicability.

This part prescribes the requirements for registering an aircraft as an aircraft of U.S. nationality, under section 501 of the Federal Aviation Act of 1958 (49 U.S.C. 1401). Subpart A applies to each applicant for registration under this part.

2. By amending subparagraphs (1) and (2) of § 47.3(b) to read as follows:

§ 47.3 Registration required.

(b) Is carrying aboard the temporary certificate issued to its owner;

3. By amending § 47.5(b) to read as follows:

§ 47.5 Applicants.

(b) An aircraft may be registered only by, and in the legal name of, its owner.

4. By amending the section heading, introductory paragraph, and paragraph (a) of § 47.11 to read as follows:

§ 47.11 Supporting evidence.

If an applicant for registration (other than a governmental unit as described in § 47.3(c)) cannot submit an Aircraft Bill of Sale (FAA Form 8050-2), or its equivalent, signed by the seller, as the supporting evidence required under Subpart B or C of this Part, the applicant must submit one of the following as supporting evidence:

(a) The buyer in possession, the bailee, or the lessee of an aircraft under a contract of conditional sale must submit the contract. The assignee under a contract of conditional sale must submit the contract. The assignee under a contract of conditional sale must submit evidence required by paragraph (b) of this section, comply with the applicable requirements of Part 49 of this chapter, and pay the recording fee required by § 49.16 of this chapter.

2. By amending paragraphs (a) and (b), and (e)(3) of § 47.13 to read as follows:

§ 47.13 Signatures and instruments made by representatives.

(a) Each signature on an Application for Aircraft Registration, or a request for cancellation of a Certificate of Aircraft Registration, or on a document submitted as supporting evidence under this Part, must be in ink.

(d) When a corporation submits an Application for Aircraft Registration or a request for cancellation of a Certificate of Aircraft Registration, it shall endorse on the application or request, and show the title of the signer's office on the application or request.

(e) (3) Have a general partner sign the application or request.

3. By amending § 47.31 to read as follows:

§ 47.31 Application.

Each applicant for a Certificate of Aircraft Registration must comply with the applicable requirements of paragraphs (a), (b), and (c) of this section:

(a) The applicant must complete, sign, and submit to the FAA Aircraft Registry the original (white) and one copy (green) of an Application for Aircraft Registration, FAA Form 8050-1, containing his certification that—

(1) He is a citizen of the United States;

(2) He is the owner of the aircraft; and

(3) The aircraft is not registered under the laws of a foreign country.

Unless it is already recorded at the FAA Aircraft Registry, the applicant (other than a governmental unit as described in § 47.3(b)) must submit to the FAA Aircraft Registry with his application the supporting evidence required by § 47.33, § 47.35, or § 47.37, as applicable, and the fee required by § 47.17(a) (1).

(e) The applicant must record the evidence required by paragraph (b) of this section, comply with the applicable requirements of Part 49 of this chapter, and pay the recording fee required by § 49.16 of this chapter.

7. By adding the following new section after § 47.31:

§ 47.32 Temporary operating authority.

(a) After he complies with § 47.31, the applicant shall carry the second duplicate (pink) of the Application for Aircraft Registration, FAA Form 8050-1, in the aircraft as temporary authority to operate without registration. This temporary authority is valid until the date the applicant receives the Certificate of
§ 47.33 Aircraft not previously registered anywhere.

An applicant for a Certificate of Aircraft Registration under § 47.31 for an aircraft that has not been previously registered under the laws of the United States, that country, or a document required by § 47.11, must comply with paragraph (a), (b), (c), or (d) of this section, whichever applies:

(a) If the aircraft is amateur built, the applicant must submit a statement that he owns the aircraft, and that it was assembled from parts. Also, he must describe the aircraft by class (airplane, rotorcraft, glider, or balloon), U.S. identification number, gross weight, number of seats, type of engine installed (reciprocating, turbo-propeller, turbojet, or other), number of engines installed, the make, model, and serial number of each engine installed, and whether built for land or water operation. If the aircraft was assembled from a kit, the applicant must submit a bill of sale from the manufacturer of the kit.

(b) If the aircraft was assembled from parts by a person other than the holder of the type certificate to conform to an approved type design, the applicant must submit evidence satisfactory to the Administrator showing his right to a certificate, such as a bill of sale for each major component of the aircraft. Also, he must describe the aircraft as required by paragraph (a) of this section.

(c) If the aircraft is not amateur built, or assembled from parts by a person other than the holder of the type certificate to conform to an approved type design, the applicant must submit an Aircraft Bill of Sale (FAA Form 8050–2), or its equivalent, signed by the seller, or a document required by § 47.11.

(d) If an applicant cannot comply with the applicable requirements of paragraphs (a), (b), or (c) of this section, he must submit a statement of the reasons he cannot comply, and any available evidence satisfactory to the Administrator showing his right to a certificate.

§ 47.35 Aircraft last previously registered in the United States.

An applicant for a Certificate of Aircraft Registration under § 47.31 for an aircraft that was last previously registered under the laws of the United States must comply with paragraph (a) or (b) of this section, whichever applies:

(a) If the holder of the last-issued registration certificate has not surrendered it to the FAA Aircraft Registry under § 47.41, the applicant must submit that certificate signed by the holder thereof.

(b) If the applicant cannot comply with paragraph (a) of this section and the last-issued registration certificate has not been surrendered under § 47.41, he must submit the supporting evidence satisfactory to the Administrator required by § 47.33.

§ 47.37 Aircraft last previously registered in a foreign country.

(a) An applicant for a Certificate of Aircraft Registration under § 47.31 for an aircraft that was last previously registered in a foreign country must submit the supporting evidence required by § 47.33 for an aircraft not previously registered anywhere. (a) and comply with subparagraph (1) or (2) of this paragraph, whichever applies:

(1) If the aircraft was last previously registered in a foreign country that has ratified or adheres to the Convention on the International Recognition of Rights in Aircraft (4 U.S.T. 1830), the applicant must submit evidence satisfactory to the Administrator that the foreign registration has ended or is invalid, and either that holder of a recorded right has been satisfied or has consented to the transfer, or that owner or the government of the foreign country has been ended or is invalid. (b) For the purposes of paragraph (a) of this section, satisfactory evidence that the foreign registration has ended or is invalid may be one of the following:

1. A statement signed by the official who has jurisdiction over the registry of the foreign country that shows his name and title; that describes the aircraft by make, model, and serial number; and that states the foreign registration has ended or is invalid.

2. A document or decree of a court of competent jurisdiction that determines under the law of the country of foreign registration that the registration has in fact ended or is invalid.

11. By amending § 47.39 as follows:

(a) In § 47.39, strike the words “§ 47.33 or § 47.35” in paragraph (a) and inserting the reference “§ 47.31” in place thereof.

(b) By striking out the reference “§ 47.35” in paragraph (b) and inserting the reference “§ 47.31” in place thereof.

§ 47.41 Termination of registration; return of certificate.

(a) Subject to the Convention on the International Recognition of Rights in Aircraft (if applicable), the termination of an aircraft as an aircraft of U.S. nationality ends, and the Certificate of Aircraft Registration, or other certificate of registration issued by the United States under section 501 of the Civil Aeronautics Act of 1938 or section 501 of the Federal Aviation Act of 1958, is invalid, on the earliest of the following:

1. The date ownership of the aircraft is transferred to a person who is not a citizen of the United States.

2. The date the aircraft is registered under the laws of a foreign country.

3. The date the registration is canceled at the written request of the holder of the certificate.

4. The date the aircraft is destroyed or scrapped.

5. The date the holder of the certificate loses his U.S. citizenship.

6. The date that is 30 days after the date the holder of the certificate is a resident of a country that is not a party to the Convention on the International Recognition of Rights in Aircraft (if applicable).

§ 47.45 Change of address.

Within 30 days after he receives the revised certificate, the holder thereof shall return the old certificate to the FAA Aircraft Registry.

§ 47.47 Cancellation of certificate for export purposes.

(a) If the holder of a certificate wishes to cancel the registration and certificate for the purpose of export, he must submit a written request for cancellation to the FAA Aircraft Registry identifying the aircraft by make, model, serial number, and U.S. Identification number, and naming the country to which the aircraft will be exported.

(b) The aircraft is to be exported to a foreign country that has ratified or adheres to the Convention on the International Recognition of Rights in Aircraft, the holder must also submit evidence satisfactory to the Administrator that each holder of a recorded right has been satisfied, or has consented to the transfer.

(c) The FAA notifies the country to which the aircraft is to be exported of the cancellation by ordinary mail, or by
PROPOSED RULE MAKING

airmail at the owner’s request. The owner must arrange and pay for the transmission of this notice by means other than ordinary mail or airmail.

15. By amending § 47.49 to read as follows:
§ 47.49 Lost certificates; replacement certificates.

(a) Within 30 days after a certificate is lost, stolen, destroyed, or mutilated, the holder shall notify the FAA Aircraft Registry in writing of that fact and describe the circumstances. A mutilated certificate must be returned with the notice.

(b) If the holder of the certificate wants a Replacement Certificate of Aircraft Registration, he must complete and sign an Application for Aircraft Registration, FAA Form 8050–1, and submit it to the FAA Aircraft Registry, with the notice required by paragraph (a) of this section and the fee required by § 47.17(a)(6).

(c) If the holder of the certificate has complied with paragraphs (a) and (b) of this section and needs to operate his aircraft before he receives the Replacement Certificate, he may request the FAA Aircraft Registry to issue a Temporary Certificate of Aircraft Registration by collect telegram. The Temporary Certificate is valid until the date the holder receives the Replacement Certificate, but in no case for more than 30 days after it is issued.

(d) If the holder of a lost or stolen certificate recovers it after receiving a Replacement Certificate under this section, he shall return the original certificate to the FAA Aircraft Registry within 30 days after the date of recovery.

16. By amending the first sentence of § 47.61(b) to read as follows:
§ 47.61 Dealers’ Aircraft Registration Certificates.

- - - -

(b) A Dealer’s Aircraft Registration Certificate is a Certificate of Aircraft Registration that conclusively establishes the U.S. nationality of an aircraft for international purposes while it is owned by a manufacturer or dealer. * * *

17. By amending § 47.67 to read as follows:
§ 47.67 Evidence of ownership.

Before using his Dealer’s Aircraft Registration Certificate, the holder of the certificate (other than a manufacturer) must submit to the FAA Aircraft Registry evidence of ownership required by § 47.33, § 47.35, or § 47.37, as applicable. There is no fee for recording evidence of ownership submitted under this section.

B. Part 49 is amended as follows:

1. By striking out the words “certain conveyances affecting” in the introductory paragraph of § 49.1(a) and inserting the words “any conveyance that affects” in place thereof.

2. By amending § 49.15(b) to read as follows:
§ 49.15 Fees for recording.

- - - -

(b) [Reserved.]

- - - -

3. By amending § 49.17 as follows:
(a) By striking out the words “used as evidence of ownership under” in paragraph (b) and inserting the words “named in” in place thereof.

(b) By amending paragraph (d) to read as follows:
§ 49.17 Conveyances recorded.

- - - -

(d) A party to a contract of conditional sale (as defined in section 101(13) of the Federal Aviation Act of 1958 (49 U.S.C. 1301)) or to a chattel mortgage may record it with the FAA Aircraft Registry. Each amendment, assignment of interest, supplement, satisfaction, or full or partial release of a contract of conditional sale or chattel mortgage must describe the original conveyance by its date and the names of the parties, and if it is recorded at the FAA Aircraft Registry, by the date of FAA recording and FAA document number.

(c) By deleting paragraph (e).

4. By deleting § 49.35.

C. By amending § 91.27(a)(2) of Part 91 to read as follows:
§ 91.27 Civil aircraft certificates required.

(a) * * *

(2) A registration certificate issued to its owner, or a temporary authority to operate required by § 47.32.

- - - -

[F.R. Doc. 66-8329; Filed, July 28, 1966; 8:47 a.m.]
### Notices

**DEPARTMENT OF THE INTERIOR**

**Bureau of Land Management**

**CALIFORNIA**

**Notice of Termination of Proposed Withdrawal and Reservation of Lands**

**JULY 22, 1966.**

Notice of a Bureau of Sport Fisheries and Wildlife, Fish and Wildlife Service application, Los Angeles 0158828, for withdrawal and reservation of lands for enlargement of the Havasu Lake National Wildlife Refuge, was published as F.R. Doc. No. 59-11125, on pages 10987–10988 of the issue for December 30, 1959, as corrected by notice published as F.R. Doc. No. 60–528, on pages 519–520 of the issue for January 21, 1960. The applicant agency has canceled its application insofar as it affects the following described lands:

Sam Bernardino Meridian, California

T. 7 N., R. 24 E.,

Sec. 5, lot 4, S1/2NW1/4SW1/4, SW1/4SW1/4, SE1/4SW1/4;

Sec. 8, all that part of the NW1/4NE1/4 lying north of the Atchison, Topeka, and Santa Fe Railroad right-of-way; that part of the NW1/4SW1/4 lying north of the Atchison, Topeka, and Santa Fe Railroad right-of-way.

Therefore, pursuant to the regulations contained in 43 CFR, Part 2311, such lands, at 10 a.m. on August 29, 1966, will be relieved of the segregative effect for which they were withdrawn.

### DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

**Food and Drug Administration**

**HOFFMANN-LA ROCHE INC.**

**Notice of Filing of Petition Regarding Color Additive Canthaxanthin**

Pursuant to provisions of the Federal Food, Drug, and Cosmetic Act (sec. 700(d)), notice is given that a petition (CAP 47) has been filed by Hoffmann-La Roche Inc., Nutley, N.J. 07110, proposing the issuance of a regulation to provide for the safe use and exemption from certification of canthaxanthin (4,4'-diketo-β-carotene) as a color for foods and drugs generally.

Dated: July 22, 1966.

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

[F.R. Doc. 66-8244; Filed, July 28, 1966; 8:45 a.m.]

**HAZLETON LABORATORIES, INC.**

**Notice of Filing of Petition for Food Additive Aluminum Phosphide**

Pursuant to provisions of the Federal Food, Drug, and Cosmetic Act (sec. 409(b) (5)), notice is given that a petition (FAP 6H2052) has been filed by Hazleton Laboratories, Inc., Post Office Box 30, Falls Church, Va. 22046, on behalf of Hollywood Termite Control Co., Inc., Alhambra, Calif. 91801, proposing amendments to § 121.281 and § 121.1178 of the food additive regulations to provide for the safe use of aluminum phosphide to generate phosphine in the fumigation of animal feeds and processed foods with residues of phosphine in or on the fumigated commodities not in excess of 0.1 part per million.

Dated: July 22, 1966.

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

[F.R. Doc. 66-8206; Filed, July 28, 1966; 8:47 a.m.]
NOTICES

DEPARTMENT OF AGRICULTURE
Consumer and Marketing Service
HUMANELY SLAUGHTERED LIVESTOCK
Identification of Carcasses; Changes in List of Establishments

Pursuant to section 4 of the Act of August 27, 1956 (7 U.S.C. 1904), and the statement of policy thereunder in 9 CFR 381.1, the list (31 F.R. 9537-9561) of the establishments which are operated under Federal inspection pursuant to the Meat Inspection Act (21 U.S.C. 71 et seq.) and which use humane methods of slaughter and incidental handling of livestock is hereby amended as follows:

The reference to calves with respect to Utica Veal Co., Inc., establishment 88, is deleted. The reference to sheep with respect to M. Davis Packing Co., Inc., establishment 262, is deleted. The reference to A. Darlington Strode, establishment 718, and the reference to swine with respect to such establishment are deleted.

The following table lists species at additional establishments and additional species at previously listed establishments that have been reported as being slaughtered and handled humanely.

<table>
<thead>
<tr>
<th>Name of establishment</th>
<th>Establishment No.</th>
<th>Cattle</th>
<th>Calves</th>
<th>Sheep</th>
<th>Goats</th>
<th>Swine</th>
<th>Horses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gordon Packing Co.</td>
<td>332</td>
<td>(*)</td>
<td>()</td>
<td>()</td>
<td>()</td>
<td>()</td>
<td>(*)</td>
</tr>
<tr>
<td>Forrest Packing Co.</td>
<td>202</td>
<td>(*)</td>
<td>()</td>
<td>()</td>
<td>()</td>
<td>()</td>
<td>(*)</td>
</tr>
<tr>
<td>R. Rodolph &amp; Co.</td>
<td>652</td>
<td>(*)</td>
<td>()</td>
<td>()</td>
<td>()</td>
<td>()</td>
<td>(*)</td>
</tr>
<tr>
<td>Bloomington Packing Co.</td>
<td>575</td>
<td>()</td>
<td>()</td>
<td>()</td>
<td>()</td>
<td>()</td>
<td>()</td>
</tr>
<tr>
<td>New establishments reporting: 4</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hygrade Food Products Corp.</td>
<td>12FW</td>
<td>(*)</td>
<td>(*)</td>
<td>()</td>
<td>(*)</td>
<td>()</td>
<td>(*)</td>
</tr>
<tr>
<td>Brander Meat Co.</td>
<td>23</td>
<td>()</td>
<td>()</td>
<td>()</td>
<td>()</td>
<td>()</td>
<td>()</td>
</tr>
<tr>
<td>Superb's Brand Meat, Inc.</td>
<td>31</td>
<td>()</td>
<td>()</td>
<td>()</td>
<td>()</td>
<td>()</td>
<td>()</td>
</tr>
<tr>
<td>Silver Falls Packing Co., Inc.</td>
<td>153</td>
<td>()</td>
<td>()</td>
<td>()</td>
<td>()</td>
<td>()</td>
<td>()</td>
</tr>
<tr>
<td>Animal Husbandry Department, Texas Technological College.</td>
<td>426</td>
<td>()</td>
<td>()</td>
<td>()</td>
<td>()</td>
<td>()</td>
<td>()</td>
</tr>
<tr>
<td>Kaufman Meat Packers, Inc.</td>
<td>210</td>
<td>()</td>
<td>()</td>
<td>()</td>
<td>()</td>
<td>()</td>
<td>()</td>
</tr>
<tr>
<td>Puckett Packing Co.</td>
<td>34</td>
<td>()</td>
<td>()</td>
<td>()</td>
<td>()</td>
<td>()</td>
<td>()</td>
</tr>
<tr>
<td>City Custom Packing Co., Inc.</td>
<td>333</td>
<td>()</td>
<td>()</td>
<td>()</td>
<td>()</td>
<td>()</td>
<td>()</td>
</tr>
<tr>
<td>Willard Packing Co., Inc.</td>
<td>480</td>
<td>(*)</td>
<td>(*)</td>
<td>()</td>
<td>()</td>
<td>()</td>
<td>(*)</td>
</tr>
<tr>
<td>D-1-W Packing Co.</td>
<td>560</td>
<td>()</td>
<td>()</td>
<td>()</td>
<td>()</td>
<td>()</td>
<td>()</td>
</tr>
<tr>
<td>K-M Co.</td>
<td>79</td>
<td>()</td>
<td>()</td>
<td>()</td>
<td>()</td>
<td>()</td>
<td>()</td>
</tr>
<tr>
<td>Pioneer Boneless Beef Co.</td>
<td>742</td>
<td>()</td>
<td>()</td>
<td>()</td>
<td>()</td>
<td>()</td>
<td>()</td>
</tr>
<tr>
<td>Ranch's Meat Co.</td>
<td>43</td>
<td>()</td>
<td>()</td>
<td>()</td>
<td>()</td>
<td>()</td>
<td>()</td>
</tr>
<tr>
<td>White Packing Co., Inc.</td>
<td>835</td>
<td>(*)</td>
<td>(*)</td>
<td>()</td>
<td>()</td>
<td>()</td>
<td>(*)</td>
</tr>
<tr>
<td>Wells &amp; Davies, Inc.</td>
<td>626</td>
<td>(*)</td>
<td>(*)</td>
<td>()</td>
<td>()</td>
<td>()</td>
<td>(*)</td>
</tr>
<tr>
<td>Sheepko Packing Co.</td>
<td>895</td>
<td>(*)</td>
<td>(*)</td>
<td>()</td>
<td>()</td>
<td>()</td>
<td>(*)</td>
</tr>
</tbody>
</table>

Species added: 18.

Done at Washington, D.C., this 25th day of July 1966.

R. K. Somers,
Deputy Administrator, Consumer Protection.

Forest Service
HIGH UINTAS WILDERNESS
Proposal and Hearing Announcement

Notice is hereby given pursuant to the provisions of Part 77 of the Federal Aviation Regulations that the above-entitled proceeding, now noticed to be convened on September 19, 1966, will commence on that date at 9 a.m., in the auditorium room of the Freemen County Courthouse, Albert Lea, Minn.


George R. Borsari,
Presiding Officer.

FEDERAL COMMUNICATIONS COMMISSION

ADIRONDACK TELEVISION CORP. AND NORTHEAST TV CABLEVISION CORP.

Order Re Procedural Dates


As a result of agreements reached on the record of a prehearing conference held this date in the above-entitled matter, It is ordered, This 22d day of July 1966, that:

Office of the Secretary
FLORIDA, NORTH CAROLINA, AND TEXAS
Designation of Areas for Emergency Loans

For the purpose of making emergency loans pursuant to section 321 of the Consolidated Farmers Home Administration Act of 1961 (7 U.S.C. 1901), it has been determined that in the hereinafter-designated counties in the States of Florida, North Carolina, and Texas natural disasters have caused a need for agricultural credit not readily available from commercial banks, cooperative lending agencies, or other responsible sources.

Charlotte.
Hendry.
Glades.
Okeechobee.

North Carolina
Pasquotank.
Pamlico.
Perguito.

Texas
Bee.
Live Oak.
Nacogdoches.
Grayson.

Pursuant to the authority set forth above, emergency loans will not be made in the above-named counties after June 30, 1967, except to applicants who previously received emergency or special livestock loan assistance and who can qualify under established policies and procedures.

Done at Washington, D.C., this 26th day of July 1966.

Orville L. Freeman,
Secretary.

[FR Doc. 66-8298; Filed, July 28, 1966; 8:48 a.m.]

FEDERAL COMMUNICATIONS COMMISSION

[DOCKET No. 66-CE-3]

MINNESOTA-IOWA TELEVISION CO.

Notice of Hearing

Notice is hereby given pursuant to [F.R. Doc. 66-8288; Filed, July 28, 1966; 8:45 a.m.]

Pursuant to the authority set forth above, emergency loans will not be made in the above-named counties after June 30, 1967, except to applicants who previously received emergency or special livestock loan assistance and who can qualify under established policies and procedures.

Done at Washington, D.C., this 26th day of July 1966.

Orville L. Freeman,
Secretary.

[FR Doc. 66-8298; Filed, July 28, 1966; 8:48 a.m.]

FEDERAL COMMUNICATIONS COMMISSION

[DOCKET No. 66-CE-3]
NOTICES

10289

It is ordered, That this 25th day of July 1966, that Thomas H. Donahue will preside at the hearing in the above-entered proceeding; and the presiding officer will commence at 10 a.m., on September 2, 1966, in Washington, D.C.

FEDERAL COMMUNICATIONS COMMISSION,
[SEAL] BERN P. WAPPLE, Secretary.

[F.R. Doc. 66-8302; Filed, July 28, 1966; 8:48 a.m.]

[DOCKET No. 16788; FCC 66-M-993]

AMERICAN TELEPHONE & TELEGRAPH CO. ET AL.

Order Special Procedure

In the matter of American Telephone & Telegraph Co. and the Associated Bell System Co., Docket No. 16258; charges for interstate and foreign communication service.

The Telephone Committee having under consideration the advisability of providing a special procedure for effecting corrections to the transcript herein, in view of the fact that major segments of the transcript will be completed long before the time when the record is closed, and that certain interim determinations may be made prior to that time; and it appearing that the application of § 1.261 of the Commission's rules (which governs such procedure) in this case would not conduce to an efficient determination of § 1.261 of our rules shall, in all other applications to the transcript herein, in the proceeding, the presiding officer will commence at 2 p.m., on September 2, 1966.

FEDERAL COMMUNICATIONS COMMISSION,
[SEAL] BERN P. WAPPLE, Secretary.

[F.R. Doc. 66-8300; Filed, July 28, 1966; 8:48 a.m.]

[DOCKET No. 16789; FCC 66-M-1020]

HARRISCOPE, INC. (KTWO), AND FAMILY BROADCASTING, INC.

Memorandum Opinion and Order Designating Applications for Consolidated Hearing on Stated Issues

In re applications of Harriscople, Inc. (KTWO), Casper, Wyo., Docket No. 16787, File No. BP-16715; has: 1470 kc, 1 kw, 5 kw, Class III, requests: 1030 kc, 10 kw, DA-1, Class II-A; Family Broadcasting, Inc., La Grange, Wyo., Docket No. 16788, File No. BP-16704; requests: 1030 kc, 10 kw, DA-2, U, Class II-A; for construction permits.

1. The Commission has before it for consideration (a) application of Harriscople, Inc., licensee of KTWO, Casper, Wyo., filed on May 5, 1965, for a construction permit for a new Class II-A facility on 1030 kc; (b) Petition To Deny, filed by Hubbard Broadcasting Co., licensee of KOB, Albuquerque, N. Mex., on September 8, 1965; (c) Opposition to Petition To Deny, filed by Harriscople, Inc., Casper, Wyo., on September 20, 1965; (d) application of Family Broadcasting, Inc., for a construction permit for a new standard broadcast station in La Grange, Wyo., filed on October 29, 1965; (e) Opposition to Petition To Deny, filed by Hubbard Broadcasting Co., licensee of KOB, Albuquerque, N. Mex., on September 8, 1965; (f) Opposition to Petition To Deny, filed by Family Broadcasting, Inc., on January 17, 1966; (g) Joint Petition To Remove Applications from Commission's Pending File and To Designate for Comparative Hearing, filed by Harriscople, Inc., and Family Broadcasting, Inc., on January 30, 1965; (h) Statement of Hubbard Broadcasting Co., Inc., on January 30, 1965; (i) Opposition to Petition To Deny, filed by Family Broadcasting, Inc., on January 17, 1966; (j) Joint Petition To Remove Applications from Commission's Pending File and To Designate for Comparative Hearing, filed by Harriscople, Inc., and Family Broadcasting, Inc., on January 30, 1965; and (k) Statement of Hubbard Broadcasting Co., Inc., on January 30, 1965.

2. KOB has been formally licensed on 1030 kc since March of 1941, but has had actual broadcast operations on 770 kc, would best implement the mandate of section 307(b) of the Communications Act of 1934, as amended. The record and order in the clear channel proceeding (Docket No. 6741), 31 FCC 656, the Commission reaffirmed a previous decision to remove KOB from 1030 kc and to give it the status of a Class I-B station on 770 kc. The same proceeding led to a reclassification of 1030 kc, rather than 1630 kc, would best implement the mandate of section 307(b) of the Communications Act of 1934, as amended. In the report and order in the clear channel proceeding, adopted September 29, 1955 (FCC 55-889), 1 FCC 2d 880.


5. The above referenced applications have been held in abeyance pending a final decision in the KOB matter. The Petition To Deny filed by Harriscople, Inc., Family Broadcasting, Inc., and the Court of Appeals have had the question of the desirability of reassigning KOB to 1030 kc. Nevertheless, a view of the present posture of this case, no final decision will be made until the status of KOB with respect to 1030 kc is finally determined.

6. As the KOB license to operate on 1030 kc has been suspended in the field of the clear channel report and order, it

"As originally filed, this application specified Cheyenne, Wyo., as the location. La Grange was substituted in an amendment filed April 18, 1966."

7. On June 3, 1966, Harriscope, Inc., and Family Broadcasting, Inc., filed a "Joint Petition to Remove Applications from Commission's Pending File and to Designate For Comparative Hearing" from Commission's Pending File and to set for comparative hearing immediately, notwithstanding the pending KOB-WABC controversy. They urged the importance of an early II-A grant in Wyoming, and suggested that an early decision as between their mutually exclusive applications would reduce the inevitable uncertainty which surrounds an II-A station on 1030 kc in Wyoming is ultimately confirmed. Both applicants stipulated that whatever action is taken by the Commission in its comparative hearing application, it would be without prejudice to the ultimate decision in the KOB-WABC matter, in which the Commission has reached no final determination. Hubbard Broadcasting, Inc., also did not oppose the joint petition. The Commission is of the view that a comparative hearing between Harriscope and Family held at this time would be in the public interest.

8. Hubbard, in its statement, suggested that the pending 770 kc applications (the WABC renewal application, File No. BR-167; the KOB modification application, File No. BMP-1738; and Hubbard's application for 770 kc in New York City, File No. BP-13992) should also be designated for hearing in a consolidated proceeding and to process to a decision based on the present rules. The Commission has not at this time determined the nature of the further proceedings to be held in the KOB-WABC dispute. While the latter requires further study, it is apparent that the resolution of the conflict between Harriscope and Family can proceed immediately, and need not await the action to be taken in the KOB-WABC dispute. However, because of the pendency of the KOB-WABC dispute, each applicant in this proceeding will be granted a construction permit for a station on 1030 kc in Wyoming, and the application to construct and operate as proposed.

9. Family Broadcasting, Inc., is a non-profit, not stock corporation planning to construct a noncommercial educational radio station which the application indicates that $186,000 will be needed to construct and operate the proposed station for 1 year without revenues. The applicant intends to raise $164,524 through loans from two of its members, Harold Camping ($50,000), and Scott L. Smith ($114,524). Their respective balance sheets, however, do not show sufficient liquid or quick assets to meet their loan commitments. In addition, the applicant relies on a $71,250 credit from an equipment manufacturer. However, the letter of credit does not constitute an adequate financial support. Therefore, an appropriate financial issue will be included.

10. In opposing KOB's petition to designate its application for comparative hearing in a consolidated proceeding on the view that a comparative hearing be held in the KOB-WABC dispute, neither applicant can proceed immediately, notwithstanding the pending KOB-WABC dispute. While the latter remains in an undecided phase, the forward-looking nature of the resolution of the matter raised by the above-captioned applications is designed for hearing in a consolidated proceeding, at a time and place to be set in a subsequent order, upon the following issues:

1. To determine the areas and populations which would be without prejudice to the ultimate decision as between their mutually exclusive applications.

2. To determine the populations which would be without prejudice to the ultimate decision in the KOB-WABC dispute. While the latter remains in an undecided phase, the forward-looking nature of the resolution of the matter raised by the above-captioned applications is designed for hearing in a consolidated proceeding, at a time and place to be set in a subsequent order, upon the following issues:

3. To determine, with respect to the application of Family Broadcasting, Inc., (a) Whether Harold Camping and Scott L. Smith have sufficient liquid or quick assets to meet their respective loan commitments.

4. To determine, in view of paragraph 14 above, whether Family Broadcasting, Inc., will be able to afford adequate protection to WBZ, Boston, Massachusetts.

5. To determine, in the light of the evidence adduced pursuant to (a) and (b) above, the applicant has sufficient funds available to construct and operate its proposed station for 1 year without revenues and thus demonstrate its financial qualification.

6. To determine, in view of paragraph 15 above, whether the proposed 25 mv/m, 5 mv/m, and nighttime limitation contours would provide service to La Grande in accordance with § 73.188 of the rules.

7. To determine whether there is a reasonable possibility that the tower height and location proposed by Family Broadcasting, Inc., would constitute a menace to air navigation.

8. To determine, in the light of section 307(b) of the Communications Act of 1934, as amended, whether Family Broadcasting, Inc., will be able to afford adequate protection to WBZ, Boston, Massachusetts.

9. To determine in the light of the evidence adduced pursuant to the foregoing issues, if either, of the applications should be granted.
NOTICES

10291

FEDERAL COMMUNICATIONS COMMISSION

Order Continuing Hearing


On the Examiner’s own motion, the hearing now scheduled for October 11, 1966, is continued to October 18, 1966. So ordered, this 22d day of July, 1966.

Released: July 26, 1966.

FEDERAL COMMUNICATIONS COMMISSION.

[Seal] Ben F. Waple, Secretary.

[FR Doc. 66-8304; Filed, July 26, 1966; 8:48 a.m.]

[Docket No. 16765; FCC 66-667]

RICE CAPITAL BROADCASTING CO.

Memorandum Opinion and Order

Designating Application for Hearing on Stated Issues


It is further ordered, That the Hubbard Broadcasting Co. Petitions to Deny are granted to the extent indicated above and are denied in all other respects, and the Hubbard Broadcasting Co. Statement, insofar as it requests a consolidated hearing on the applications for 770 kc, is denied.

It is further ordered, That, the Joint Petition of Harriscoppe, Inc., and Family Broadcasting Co., Inc., licensee of standard broadcast station WBZ, Boston, Mass., and Hubbard Broadcasting Co., Inc., licensee of the Class A station WSBZ, Atlanta, Ga., for reconsideration in triplicate, a written appearance stating an intention to appear on the date fixed for the hearing and present evidence on the issues specified in this order, is granted.

It is further ordered, That, the applicants herein, pursuant to § 1.221(c) of the Commission’s rules, in person or by attorney, shall within 20 days of the mailing of this order, file with the Commission, in triplicate, a written appearance stating an intention to appear on the date fixed for the hearing and present evidence on the issues specified in this order.

It is further ordered, That, to avail themselves of the opportunity to be heard, the applicants and parties respondent herein, pursuant to § 1.221(c) of the Commission’s rules, in person or by attorney, shall within 20 days of the mailing of this order, file with the Commission, in triplicate, a written appearance stating an intention to appear on the date fixed for the hearing and present evidence on the issues specified in this order.

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

Adopted: July 20, 1966.

Released: July 26, 1966.

FEDERAL COMMUNICATIONS COMMISSION.

[Seal] Ben F. Waple, Secretary.

[FR Doc. 66-8303; Filed, July 26, 1966; 8:48 a.m.]

[Docket Nos. 16764-78; FCC 66-1024]

AMERICAN TELEVISION SERVICE AND HOLSTON VALLEY BROADCASTING CORP.

Order Continuing Hearing


On the Examiner’s own motion, the hearing now scheduled for October 11, 1966, is continued to October 18, 1966. So ordered, this 22d day of July, 1966.

Released: July 26, 1966.

FEDERAL COMMUNICATIONS COMMISSION.

[Seal] Ben F. Waple, Secretary.

[FR Doc. 66-8304; Filed, July 26, 1966; 8:48 a.m.]

[Docket No. 16765; FCC 66-667]

RICE CAPITAL BROADCASTING CO.

Memorandum Opinion and Order

Designating Application for Hearing on Stated Issues


It is further ordered, That the Hubbard Broadcasting Co. Petitions to Deny are granted to the extent indicated above and are denied in all other respects, and the Hubbard Broadcasting Co. Statement, insofar as it requests a consolidated hearing on the applications for 770 kc, is denied.

It is further ordered, That, the Joint Petition of Harriscoppe, Inc., and Family Broadcasting Co., Inc., licensee of standard broadcast station WBZ, Boston, Mass., and Hubbard Broadcasting Co., Inc., licensee of standard broadcast station WSBZ, Atlanta, Ga., for reconsideration in triplicate, a written appearance stating an intention to appear on the date fixed for the hearing and present evidence on the issues specified in this order, is granted.

It is further ordered, That, to avail themselves of the opportunity to be heard, the applicants and parties respondent herein, pursuant to § 1.221(c) of the Commission’s rules, in person or by attorney, shall within 20 days of the mailing of this order, file with the Commission, in triplicate, a written appearance stating an intention to appear on the date fixed for the hearing and present evidence on the issues specified in this order.

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

Adopted: July 20, 1966.

Released: July 26, 1966.

FEDERAL COMMUNICATIONS COMMISSION.

[Seal] Ben F. Waple, Secretary.

[FR Doc. 66-8303; Filed, July 26, 1966; 8:48 a.m.]

[Docket Nos. 16764-78; FCC 66-1024]
cial qualifications to construct and operate its proposed station. The petitioner asserts that the applicant’s estimated operating revenues ($60,000), estimated fixed charges and operating expenses ($48,000), projected level of profits ($12,000), and proposed operating staff are impractical, unrealistic and inadequate to sustain its proposed station. The Commission considers an applicant financially qualified if it can show that it has sufficient funds to complete construction and to meet all fixed charges and operating expenses during the first year of operation either by proof that adequate funds are available and committed to the proposed station for this purpose without income or by convincing evidentiary showing that the available and committed funds will be supplemented by sufficient advertising or other revenue to enable the applicant to discharge its financial obligations during the first year. Ultra-vision Broadcasting Co., et al., 1 FCC 2d 544, 5 RR 2d 343 (1965). By amendment filed in July 1965, the applicant has indicated that the KSIG rate card for 1958 shows on the KSIG rate card for 1958 and some statistics on commercial practices of KSIG as contained in KSIG’s latest renewal application. The applicant maintains that the 1958 rate cards do not provide for the establishment of a standard broadcast station which would warrant the specification of an issue to determine whether the applicant, in view of its proposals as to staff, is qualified or capable of operating its station in the manner proposed. The applicant also points out that the applicant’s staff of seven full-time and two part-time employees is inadequate to effectuate its proposed programming, especially when it is considered that 14 hours out of the 84 broadcast hours proposed per week would be devoted to live programming. On April 1, 1963, the applicant submitted an amendment in which it further proposed to devote live programming from approximately 14 hours per week to approximately 9 hours per week. In light of the showings and descriptions submitted by the applicant in connection with its proposed programming schedule, the Commission is of the view that the 9 hours per week is a proper classification of the applicant’s live programming. The applicant has provided adequate information as to the number of personnel involved and the allocation of functions. The Commission has considered the light of the facts relied on by the petitioner do not establish a sufficient basis for questioning these proposals. Accordingly, the requested issue will not be specified.

8. The petitioner also requests the specification of an issue to determine whether there is any need in Crowley or the area for the proposed broadcast station. The petitioner asserted that there is no such need because of the existence of a local radio service (KSIG) as well as a multiplicity of other broadcast and newspaper media serving Crowley and surrounding areas. The petitioner contends that the applicant should be required to show a need for the proposed station, citing Mountain Empire Broadcasting Co. case 3 RR 2d 232 (1964), the Commission listed the type of material that a petitioner should submit in support of the request for a Carroll issue. Since the petitioner did not have notice of these new pleading requirements, he was given an opportunity to amend and amplify its allegations in support of the requested Carroll issue. The Commission has considered the petition to deny, as amended, as well as the applicant’s response thereto.

9. The petitioner, in its petition to deny, requests that a Carroll issue be specified in this proceeding. The adverse effect, if any, that the proposed station would have on the public interest is a matter which may properly be considered under the Carroll case prior to hearing. The Commission has considered the petition to deny, as amended, as well as the applicant’s response thereto.

10. In response to the Commission inquiries, the petitioner supported his request for a Carroll issue with specific allegations of fact sufficiently to show that a grant of the application would be prima facie inconsistent with the public interest. In other words, the petitioner has raised substantial and material questions of fact concerning the ability of the area involved to support a standard broadcast station without a net loss or degradation of service to the area. In the Missouri-Illinois Broadcasting Co. case 3 RR 2d 232 (1964), the Commission has imposed substantial adjacent channel interference which would be lost to the two existing stations. The burden was placed on the applicant to show that the need for the additional service outweighed the service which would be lost to the two existing stations. In the present case no such interference considerations are involved. The petitioner proposes to establish a second local standard broadcast station in a community which presently has only a single licensed broadcast facility. Since there are no 307(b) or technical (e.g., interference) issues involved in this case, the applicant is not required to show a need for the proposed station. Furthermore, the petitioner’s allegations that its station (KSIG) provides a local service to Crowley and that there is a multiplicity of other broadcast and newspaper media serving Crowley and surrounding areas are not sufficient, standing alone, to raise a substantial or material question concerning the need for the proposed new service. The petitioner has not alleged any other facts which would warrant the specification of a Carroll issue. The adverse effect, if any, that the proposed station would have on the public interest is a matter which may properly be considered under the Carroll case prior to hearing.

11. There remains no other material or substantial questions of fact which would warrant the specification of issues in this proceeding. Accordingly, the Commission finds that the petitioner has raised substantial and material questions of fact concerning the ability of the area involved to support a standard broadcast station without a net loss or degradation of service to the area. In the Missouri-Illinois Broadcasting Co., Inc., licensee of Station KSIG, Crowley, La., will be granted to the extent indicated above and denied in all other respects.
NOTICES

10293

12. Except as indicated by the issues specified below, the applicant is legally, technically, financially, and otherwise qualified to construct and operate as proposed. However, the Commission is unable to make the statutory finding that a grant of the application would serve the public interest, convenience and necessity, and is of the opinion that the application must be designated for hearing on the issues set forth below.

It is further ordered, That, pursuant to section 309(e) of the Communications Act of 1934, as amended, the subject application is designated for hearing, at a time and place to be specified in a subsequent order upon the following issues:

1. To determine whether there are adequate revenues to support more than one standard broadcast station in the area proposed to be served by the applicant's proposal without net loss or degradation of standard broadcast service to such area.
2. To determine the basis of the applicant's estimated construction costs and (b) estimated operating expenses for the first year of operation.
3. To determine the basis for the applicant's estimated revenues for the first year of operation.
4. To determine, in the light of the evidence adduced pursuant to the two foregoing issues, whether the applicant is financially, technically, and otherwise qualified to construct and operate as proposed.

It is further ordered, That the Petition to Deny or Designate for Hearing, filed by KSIG Broadcasting Co., Inc., licensee of Station KSIG, Crowley, La., is granted to the extent indicated above and denied in all other respects.

It is further ordered, That KSIG Broadcasting Co., Inc., licensee of station KSIG, Crowley, La., is made a party to the proceeding.

It is further ordered, That the burden of proceeding with the introduction of evidence and the burden of proof with respect to issues No. 2, 3, and 4 are hereby placed on the applicant.

It is further ordered, That in the event of a grant of the application, the construction permit shall contain the following condition:

Pending a final decision in Docket No. 14419 with respect to presunrise operation with daytime facilities, the present provisions of §73.201 of the Commission's rules are not extended to this authorization, and such operation is precluded.

It is further ordered, That, to avail themselves of the opportunity to be heard, interested persons and party respondents herein, pursuant to §1.201(c) of the Commission's rules, in person or by attorney, shall, within 20 days of the mailing of this order, file with the Commission in triplicate a written statement indicating an intention to appear on the date fixed for the hearing and present evidence on the issues specified in this order.

It is further ordered, That the applicant herein shall, pursuant to section 311(a)(2) of the Communications Act of 1934, as amended, and §1.584 of the Commission's rules, give notice of the hearing, within the time and in the manner prescribed in such rule, and shall advise the Commission of the publication of such notice as required by §1.584(e) of the rules.

Adopted: July 26, 1966.

Released: July 26, 1966.

FEDERAL COMMUNICATIONS COMMISSION,

[seal] Ben F. Waple, Secretary.

(F.R. Doc. 66-8305; Filed, July 28, 1966; 8:48 a.m.)

[Docket No. 16612; FCC 66M-1023]

STAR STATIONS OF INDIANA, INC.

Order Continuing Hearing

In re application of Star Stations of Indiana, Inc. for renewal of licenses of stations WIFE AM-FM, Indianapolis, Ind.
At the request of the parties, hearing in this proceeding now scheduled for September 7, 1966, is continued to October 25, 1966.
This formalizes an oral ruling made on the record at a prehearing conference held today.

Ordered, This 22d day of July, 1966.

Released: July 25, 1966.

FEDERAL COMMUNICATIONS COMMISSION,

[seal] Ben F. Waple, Secretary.

(F.R. Doc. 66-8306; Filed, July 28, 1966; 8:48 a.m.)

[Docket No. 15841 etc.; FCC 66-668]

WTCN TELEVISION INC. (WTCN-TV), ET AL.

Order Designating Applications for Consolidated Hearing on Stated Issues

In re applications of WTCN Television, Inc. (WTCN-TV), Minneapolis, Minn.; Docket No. 15841, File No. BPTC-2850; Midwest Radio-Television, Inc. (WCCO-TV), Minneapolis, Minn.; Docket No. 15842, File No. BPTC-3292; United Television, Inc. (KMSP-TV), Minneapolis, Minn.; Docket No. 15843, File No. BPTC-3293; Twin City Area Educational Television Corp. (KTCA-TV), St. Paul, Minn., Docket No. BPCT-2322; and WTCN Television Inc. (WTCN-TV), Minneapolis, Docket No. BPCT-2320; and WTCN Television, Inc. (WTCN-TV), File No. BPCT-2329; for renewal of licenses of stations WIFE AM-FM, Indianapolis, Ind.

We believe that it would conduce to the public interest, convenience and necessity, and is of the opinion that a grant of the application would constitute a menace to air navigation.

It is further ordered, That the applicant herein proposes to construct and operate a transmitter at a site near Shoreview, Minn. (920 West County Road F). In the proceeding as a party (memorandum opinion and order, FCC 65M-782, released Feb. 26, 1966).

For this purpose, the application, filed a "Petition to Consolidate," requests that its applications be consolidated into the proceedings in Docket No. 15841-15843. The petition recites that the applicant was permitted to intervene in the proceeding as a party (memorandum opinion and order, FCC 65M-782, released June 16, 1965) and has participated. As an applicant, it now believes that it proposes the same site as the commercial applicant and tower heights which have not been approved by the FAA. Its application was consolidated into the proceeding so that the question of whether the tower heights and location proposed would constitute a menace to air navigation may be resolved with respect to both the stations.

We have received a petition for rehearing.

4. We believe that it would conduce to the orderly and expeditious dispatch of the Commission's business to consider these applications and related issues, and order

Washington, D.C., on the 20th day of July 1966.

It is further ordered, That the Commission has before it for consideration the above-captioned applications of Twin City Area Educational Television Corp., licensee of Television Broadcast Stations WTCN-TV, Channel 2, St. Paul, Minn., and Television Broadcast Station KTCA-TV, Channel *17, St. Paul, Minn., each requesting a construction permit to make changes in the effective radiated visual power of 100 kw and antenna height above average terrain of 620 feet from a site in Falcon Heights, Minn., 5 miles north of Minneapolis. Station KTCA-TV proposes to increase antenna height above average terrain to 1,610 feet at a site near Shoreview, Minn. (920 West County Road F). No change in power is proposed. Station KTCA-TV is authorized to operate with effective radiated visual power of 47.8 kw and antenna height above average terrain to 1,610 feet at a site near Shoreview, Minn. (920 West County Road F).

It is further ordered, That the Commission has before it for consideration the above-captioned applications of Twin City Area Educational Television Corp. (WTCN-TV), Minneapolis, Minn., Docket No. 15841, File No. BPTC-2850; Midwest Radio-Television, Inc. (WCCO-TV), Minneapolis, Minn., Docket No. 15842, File No. BPTC-3292; United Television, Inc. (KMSP-TV), Minneapolis, Minn., Docket No. 15843, File No. BPTC-3293; Twin City Area Educational Television Corp. (KTCA-TV), St. Paul, Minn., Docket No. BPCT-2320; and WTCN Television Inc. (WTCN-TV), Minneapolis, Docket No. BPCT-2329; and WTCN Television, Inc. (WTCN-TV), File No. BPCT-2329; for renewal of licenses of stations WIFE AM-FM, Indianapolis, Ind.

We believe that it would conduce to the public interest, convenience and necessity, and is of the opinion that a grant of the application would constitute a menace to air navigation.

It is further ordered, That the applicant herein proposes to construct and operate a transmitter at a site near Shoreview, Minn. (920 West County Road F). In the proceeding as a party (memorandum opinion and order, FCC 65M-782, released Feb. 26, 1966).

For this purpose, the application, filed a "Petition to Consolidate," requests that its applications be consolidated into the proceedings in Docket No. 15841-15843. The petition recites that the applicant was permitted to intervene in the proceeding as a party (memorandum opinion and order, FCC 65M-782, released June 16, 1965) and has participated. As an applicant, it now believes that it proposes the same site as the commercial applicant and tower heights which have not been approved by the FAA. Its application was consolidated into the proceeding so that the question of whether the tower heights and location proposed would constitute a menace to air navigation may be resolved with respect to both the stations.

This petition is unopposed.

We have received a petition for rehearing.

4. We believe that it would conduce to the orderly and expeditious dispatch of the Commission's business to consider these applications and related issues, and order

Washington, D.C., on the 20th day of July 1966.
ING. It appears that, except with respect to the question of tower height and location, the applicant is qualified to continue to operate as proposed. The Commission, however, is unable to make the statutory finding that a grant of the applications would serve the public interest, convenience and necessity, and is of the opinion that the applications must be designated for hearing on the issues set forth below.

Accordingly, it is ordered, That, pursuant to section 309(e) of the Communications Act of 1934, as amended, the above-captioned applications of Twin City Area Educational Television Corporation, are designated for hearing and are consolidated into the proceedings in Docket Nos. 15841-15843, upon the following issues:

1. To determine whether there is a reasonable possibility that the tower heights and location proposed by the applicant for Stations KTCA-TV and KTCI-TV would constitute a menace to air navigation.

2. To determine, in the light of the evidence adduced pursuant to the foregoing issue, whether a grant of the above-captioned applications would serve the public interest, convenience and necessity.

It is further ordered, That the “Petition to Consolidate,” filed by Twin City Area Educational Television Corporation, is granted.

It is further ordered, That the Federal Aviation Agency is made a party to this proceeding.

It is further ordered, That, to avail themselves of the opportunity to be heard, the applicant and the party respondent herein, pursuant to §1.221(c) of the Commission’s rules, in person or by attorney, shall, within twenty (20) days of the mailing of this order, file with the Commission, in triplicate, a written appearance stating an intention to appear and operate as proposed, and present evidence on the issues specified in this order.

It is further ordered, That the applicant herein shall, pursuant to section 311(a)(2) of the Communications Act of 1934, as amended, and §1.594(a) of the Commission’s rules, give notice of the hearing within the time and in the manner prescribed in such rule, and shall advise the Commission of the publication of such notice as required by §1.694(h) of the rules.

Released: July 26, 1966.

FEDERAL COMMUNICATIONS
COMMISSION.

[Seal]

Ben F. Waple,
Secretary.

[FR Doc. 66-8307; Filed, July 28, 1966; 8:45 a.m.]

1 Commissioner Johnson not participating.

NOTICES

FEDERAL MARITIME COMMISSION

[No. 66-32]

APPROVAL OF AGREEMENT OF INVESTIGATION AND NOTICE OF HEARING

By order of May 13, 1966, the Commission approved Agreement 5700-8, the purported revision of the basic agreement of the New York Freight Bureau (Hong Kong) in part and set the remainder down for investigation and hearing. On June 13, 1966, States Marine Lines, Inc., petitioned for reconsideration of the order on the ground, among others, that Agreement 5700-8 was signed by James Dennean as “attorney in fact of Freight Bureau” and under a subscription clause stating that the signature was “by and on behalf of the following parties: * * * Including States Marine, the records of States Marine show that the signature of States Marine, and consequently did not authorize the submission of 5700-8. Thus, in States Marine’s view the agreement is invalid for two reasons: (1) It is not a “true copy” of the agreement executed by States Marine as required by section 15 of the Shipping Act, 1916, and (2) it lacks the authorization of the membership of Agreement 5700-4 (which is apparently the last approved agreement as to which there was and is now actual agreement among all parties signatory).

Before States Marine’s reply it is necessary to detail certain of the events leading up to the filing and partial approval of 5700-8. Agreement 5700-8 was preceded by the submission of two other agreements, 5700-6 and 5700-7. These agreements were never approved because after analysis of them the staff suggested changes be made and that the two agreements be reduced to one. In response to these suggestions counsel for the Bureau acting on behalf of Mr. Dennean filed a third agreement and withdrew 5700-6 and 5700-7. The new agreement designated 5700-8, contained the changes suggested by the staff and repeated the remaining provisions of 5700-6 and 5700-7 verbatim. Subsequently the order of May 13, 1966 was issued.

In reply to States Marine, the Bureau admits that no vote of the membership was taken on the staff suggested changes and joins States Marine’s petition to rescind the May 13, 1966 order to the extent it purported to approve those changes because Mr. Dennean exceeded his authority in agreeing to them. As to the remainder of 5700-8, the provisions carried over verbatim from 5700-6 and 5700-7, the Bureau disagrees with States Marine and urges denial of the petition. It is not even clear that there are at present any real attempts on either side to resolve their differences outside the present litigation and present the Commission with an “agreement” freed of the present aura of doubt and suspicion from which the parties have surrounded Agreement 5700-8.

However, because of the seriousness of the issues raised and the apparent disposition on both sides to pursue their present courses we will entertain the petition for reconsideration. We will not, however, vacate the order of May 13, 1966. Answers to such questions as the existence and extent of Mr. Dennean’s authority and the actual agreement of States Marine by vote or otherwise require the resolution of issues of fact not to be disposed of simply as简易 and therefore, we will broaden this investigation to include the issues now raised by the parties.

Now therefore it is ordered, That pursuant to sections 15 and 22 of the Shipping Act, 1916, this investigation, instituted by order of May 13, 1966, is hereby broadened to include the following issues:

1. Whether Agreement 5700-8 was properly before the Commission for its approval under the provisions of its rules.

2. If Agreement No. 5700-8 was properly before the Commission for approval, should the approval granted by our order of May 13, 1966, be continued?

3. If Agreement 5700-8 was not properly before the Commission for approval and the approval thereof was without force and effect, were Agreement No. 5700-6 and 5700-7 properly withdrawn, and if not what is their present status as representing the true and complete agreement of the parties?

4. Whether there is in existence a presently approved agreement to which all parties signatory thereto now agree, and should approval thereof be continued or should the agreement be modified, disapproved or canceled?

It is further ordered, That the order of May 13, 1966, is hereby amended to include the foregoing issues; and...
NOTICES

10295

NOTICES

It is further ordered, That notice of this order be published in the Federal Register and that copies thereof be served on all parties to this proceeding.

By the Commission.

[SEAL] THOMAS LILI, Secretary.

[F.R. Doc. 66-8272; Filed, July 28, 1966; 8:45 a.m.]

GULF PUERTO RICO LINES, INC., AND
SEA-LAND SERVICE, INC.

Investigation of Increased Minimum Charges and Terminal Delivery Services

It appearing, there have been filed with the Federal Maritime Commission by Sea-Land Service, Inc., and Gulf Puerto Rico Lines, Inc., tariff schedules setting forth new rates and charges, and/or new rules, regulations and practices affecting such rates and charges, to become effective July 15 and 18, 1966, designated as follows:

SEA-LAND SERVICE, INC.
TARIFF FMC—F NO. 19
3d Revised Page 31 (Item No. 470) 1
1st Revised Page 56 (Item No. 1080). 1
2d Revised Page 59 (Item No. 1360). 1
GULF PUERTO RICO LINES, INC.
U.S. ATLANTIC & GULF PUERTO RICO TARIFF
FMC—F NO. 9
2d Revised Page 16 (Rule No. 38). 2
6th Revised Page 38 (Rule No. 60). 2
1st Revised Page 30 (Rule 69). 2

And it further appearing, That upon consideration of the said schedules there is reason to believe that the above designated items and rules, except insofar as they concern increased pickup and delivery minimum charges, should be made the subject of public investigation and hearing to determine whether they would be unjust, unreasonable or otherwise unlawful under sections 16 and 18 of the coastwise Shipping Act, 1916 and good cause appearing therefore;

It is ordered, That pursuant to the authority of section 22, Shipping Act, 1916, and sections 3 and 4 of the Interstate Shipping Act, 1935, an investigation is hereby instituted into the lawfulness of the rates, charges, and regulations contained in the aforementioned items and rules with a view to making such findings and orders in the premises as facts and circumstances warrant.

In the event the matter hereby placed under investigation is changed or amended before this investigation has been concluded, such changed or amended matter will be included in this investigation.

It is further ordered, That the Gulf Puerto Rico Lines, Inc., and Sea-Land Service, Inc., be named as respondents in this proceeding;

1 Effective July 15, 1966.
2 Effective July 18, 1966.

SECURITIES AND EXCHANGE COMMISSION

[File No. 70-4400]

EAST OHIO GAS CO. ET AL.

Notice of Proposed Intrastate Sale of Gas Pipe Line Assets to Affiliated Gas Utility Company and Related Transactions

JULY 25, 1966.

In the matter of the East Ohio Gas Co., Lake Shore Pipe Line Co., 1717 East Ninth Street, Cleveland, Ohio 44114; Consolidated Natural Gas Co., 39 Rockefeller Plaza, New York 20, N. Y.; and File No. 70-4400.

Notice is hereby given that Consolidated Natural Gas Co. ("Consolidated Natural"), a registered holding company, and its wholly owned subsidiary companies, the East Ohio Gas Co. ("East Ohio") and Lake Shore Pipe Line Co. ("Lake Shore"), have filed a joint application-declaration pursuant to the Public Utility Holding Company Act of 1935 ("Act"), designating sections 9(a), 10, and 12(d) of the Act and Rule 43 thereof as applicable to the proposed transactions. All interested persons are referred to the joint application-declaration, which is summarized below, for a statement of the transactions therein proposed.

Lake Shore proposes to sell, and East Ohio proposes to acquire for cash, approx. $31.81 miles of Lake Shore's gas transmission pipe line and related properties in the State of Ohio, and certain related materials and supplies. The sales price is to be equal to the net of the original cost of the pipe line and properties, after deduction of related depreciation, as stated on Lake Shore's books on the date of the sale, and after certain adjustments. As of December 31, 1965, such net original cost amounted to $1,064,588.31, and the materials and supplies were valued at $27,849.07. Lake Shore will use substantially the proceeds of the sale for working capital and payment of dividends. The aggregate fees and expenses to be incurred in connection with the proposed transactions are estimated at $5,000 including counsel fees of $1,500, and accounting and marketing charges at approx. $2,000.

The filing states that no State commission and no Federal commission, other than this Commission, has jurisdiction over the proposed sale and acquisition. It is also stated that the Federal Power Commission has jurisdiction over the abandonment of the pipe line facilities proposed to be sold by Lake Shore to East Ohio.

Notice is further given that any interested person may, not later than August 12, 1966, request in writing that a hearing be held on such matters, stating the nature of his interest, the reasons for such request, and the issues of fact or law raised by said joint application-declaration which he desires to controvert; or he may request that he be notified if the Commission should order a hearing thereon. Any such request should be addressed: Secretary, Securities and Exchange Commission, Washington, D.C., 20549. Such request should be served personally or by mail (airmail if the person being served is located more than 500 miles from the point of mailing) upon the application-declarants at the above-stated addresses, and proof of service (by affidavit or, in case of an attorney at law, by certificate) should be filed contemporaneously with the request. At any time after said date, the joint application-declaration, as amended or as it may be further amended, may be granted by certificate (including counsel fees of $1,500, and accounting and marketing charges at approx. $2,000).

For the Commission (pursuant to delegated authority).

[SEAL] ORVAL L. DU BOIS, Secretary.

[F.R. Doc. 66-8291; Filed, July 28, 1966; 8:47 a.m.]
NOTICES

<table>
<thead>
<tr>
<th>Docket No.</th>
<th>Applicant</th>
<th>Purchaser, field, and location</th>
<th>Price per Mcf</th>
<th>Pressure base</th>
</tr>
</thead>
<tbody>
<tr>
<td>G-3602</td>
<td>Continental Oil Co.</td>
<td>Post Office Box 2195, Houston, Tex. 77001</td>
<td>12.0 15.66</td>
<td>14.65</td>
</tr>
<tr>
<td>G-8740</td>
<td>George R. Brown, et al.</td>
<td>97 L. Dr., West, Kansas, 120 San Jacinto Bldg., Houston, Tex. 77002</td>
<td>Assigned</td>
<td></td>
</tr>
<tr>
<td>G-1956</td>
<td>Hermann Geo. Kaiser (Operator), et al. (successor to Shell Oil Co.), Palace Office Bldg., Tulsa, Okla. 74124</td>
<td>12.0 15.66</td>
<td>14.65</td>
<td></td>
</tr>
<tr>
<td>G-12012</td>
<td>David E. Barr (successor to Norris-town Gas Co., et al.), Grantville, 1209 12th St., Kansas, 120 San Jacinto Bldg., Houston, Tex. 77002</td>
<td>Assigned</td>
<td></td>
<td></td>
</tr>
<tr>
<td>G-15714</td>
<td>Humble Oil &amp; Refining Co. (Operator), et al., Post Office Box 2195, Houston, Tex. 77002</td>
<td>12.0 15.66</td>
<td>14.65</td>
<td></td>
</tr>
<tr>
<td>G-18186</td>
<td>Gulf Oil Corp.</td>
<td>Post Office Box 1560, Tulsa, Okla. 74120</td>
<td>12.0 15.66</td>
<td>14.65</td>
</tr>
<tr>
<td>G-19948</td>
<td>Livingstone Oil Co. (successor to Toto Gas Co., Operator), Post Office Box 1786, Tulsa, Okla. 74101</td>
<td>12.0 15.66</td>
<td>14.65</td>
<td></td>
</tr>
<tr>
<td>C169-23-35</td>
<td>Joint Gas, Inc. (Operator), et al., 12-255 Petroleum Center 900 Northeast Loop Expressway, San Antonio, Tex. 78216</td>
<td>Assigned</td>
<td></td>
<td></td>
</tr>
<tr>
<td>E-6-13-66</td>
<td>Livingstone Oil Co. (successor to Toto Gas Co., Operator), Post Office Box 1786, Tulsa, Okla. 74101</td>
<td>12.0 15.66</td>
<td>14.65</td>
<td></td>
</tr>
<tr>
<td>G-109-98</td>
<td>Livingstone Oil Co. (successor to Toto Gas Co., Operator), et al., Post Office Box 1786, Tulsa, Okla. 74101</td>
<td>12.0 15.66</td>
<td>14.65</td>
<td></td>
</tr>
<tr>
<td>G-132-92</td>
<td>Humble Oil &amp; Refining Co. (Operator), et al., Post Office Box 2195, Houston, Tex. 77002</td>
<td>Assigned</td>
<td></td>
<td></td>
</tr>
<tr>
<td>G-167-72</td>
<td>Mobil Oil Corp.</td>
<td>Post Office Box 2444, Houston, Tex. 77001 (partial abandonment)</td>
<td>17.5</td>
<td></td>
</tr>
<tr>
<td>E-6-13-66</td>
<td>Livingstone Oil Co. (successor to Toto Gas Co., Operator), Post Office Box 1786, Tulsa, Okla. 74101</td>
<td>12.0 15.66</td>
<td>14.65</td>
<td></td>
</tr>
<tr>
<td>C169-21-66</td>
<td>Howard W. Shippard (successor to Biggero, Inc.), Room 7, Slate Bank Building, Hattiesburg, Miss. 39401</td>
<td>Assigned</td>
<td></td>
<td></td>
</tr>
<tr>
<td>C164-33-30</td>
<td>Roy C. and Fredrica M. Davison (successor to Ringgold-Gifford Oil &amp; Gas Co.), Vantage, W. Va. 26666</td>
<td>Assigned</td>
<td></td>
<td></td>
</tr>
<tr>
<td>C164-12-16</td>
<td>Herman Geo. Kaiser (Operator), et al. (successor to Shell Oil Co.), 12-255 Petroleum Center 900 Northeast Loop Expressway, San Antonio, Tex. 78216</td>
<td>Assigned</td>
<td></td>
<td></td>
</tr>
<tr>
<td>E-6-21-66</td>
<td>A. A. Pursley (successor to Delta Petroleum Co., et al.), Box 54, Le Roy, W. Va. 25334</td>
<td>Assigned</td>
<td></td>
<td></td>
</tr>
<tr>
<td>C169-90-01</td>
<td>Reeves Leventhal (successor to George Moses), 30 Park Ave., New York, N.Y. 10017</td>
<td>Assigned</td>
<td></td>
<td></td>
</tr>
<tr>
<td>C169-20-93</td>
<td>Sage Gathering Co. (successor to Carlito Petromon Corp.), c/o Kenneth S. Harvey, vice pres.</td>
<td>Assigned</td>
<td></td>
<td></td>
</tr>
<tr>
<td>C169-13-38</td>
<td>Reeves Leventhal (successor to George Moses)</td>
<td>Assigned</td>
<td></td>
<td></td>
</tr>
<tr>
<td>C169-13-36</td>
<td>The Waverly Oil Works Co.</td>
<td>4 East Inglewood Ave., Upper Nyack, N.Y. 10960</td>
<td>Assigned</td>
<td></td>
</tr>
<tr>
<td>C169-36-31</td>
<td>Reeves Leventhal (successor to George Moses)</td>
<td>Assigned</td>
<td></td>
<td></td>
</tr>
<tr>
<td>C169-11-86</td>
<td>John M. Tidwell, 129 Fairmount Dr., Morgantown, W. Va. 26505</td>
<td>Assigned</td>
<td></td>
<td></td>
</tr>
<tr>
<td>C169-12-31</td>
<td>J. P. Owen, Operator (successor to Atlantic Richfield Co.), Post Office Box 3188, Oil Center Station, Los Angeles, Calif.</td>
<td>Assigned</td>
<td></td>
<td></td>
</tr>
<tr>
<td>F-6-16-66</td>
<td>Robinson Petroleum Corp. (Operator), et al., Post Office Box 2358, First National Bank Bldg., Pampa, Tex. 79150</td>
<td>Assigned</td>
<td></td>
<td></td>
</tr>
<tr>
<td>C169-13-14</td>
<td>Transco Oil Co.</td>
<td>Post Office Box 2311, Houston, Tex. 77001</td>
<td>Assigned</td>
<td></td>
</tr>
<tr>
<td>A-6-25-66</td>
<td>Thomas N. Berry &amp; Co.</td>
<td>Post Office Box 111, Stillwater, Okla. 74075</td>
<td>Assigned</td>
<td></td>
</tr>
<tr>
<td>C169-13-36</td>
<td>Arpeco Petroleum Corp.</td>
<td>Post Office Box 1560, Tulsa, Okla. 74120</td>
<td>Assigned</td>
<td></td>
</tr>
</tbody>
</table>


Joséph H. Cutrìde, Secretary.

This notice does not provide for consolidation for hearing of the several matters covered herein, nor should it be so construed.
<table>
<thead>
<tr>
<th>Docket No. and date filed</th>
<th>Applicant</th>
<th>Purchaser, field, and location</th>
<th>Price per Mf</th>
<th>Pressure base</th>
</tr>
</thead>
<tbody>
<tr>
<td>CI66-1335</td>
<td>Sun Oil Co. (Southwest Division)</td>
<td>United Gas Pipe Line Co., Baxterfield, Okla.</td>
<td>16.0 15.325</td>
<td>15.0 14.65</td>
</tr>
<tr>
<td>CI66-1336</td>
<td>Cities' Service Gas Co., East Billings</td>
<td>United Fuel Gas Co., Longview Field, Franklin Parish, La.</td>
<td>15.0 15.025</td>
<td>15.0 14.65</td>
</tr>
<tr>
<td>CI66-1345</td>
<td>F. A. Deem, 221 West North St., Dallas, Tex.</td>
<td>Arkansas Louisiana Gas Co., Red Oak, Bolivar and Spiro Fields, Latimer and Le Flore Counties, Okla.</td>
<td>15.0 15.025</td>
<td>15.0 14.65</td>
</tr>
<tr>
<td>CI66-1372</td>
<td>Robert E. Campbell, 47 South Glendale, Wichita, Kans.</td>
<td>Southern Natural Gas Co., Gwinville Field, Putnam Davis and Simpson Counties, Miss.</td>
<td>13.0 14.65</td>
<td>15.0 14.65</td>
</tr>
<tr>
<td>CI66-1387</td>
<td>F. A. Deem, 221 West North St., Dallas, Tex.</td>
<td>Panhandle Eastern Pipeline Co., Laredo Field, Reeves County, Texas.</td>
<td>12.0 14.65</td>
<td>15.0 14.65</td>
</tr>
<tr>
<td>CI66-1395</td>
<td>F. A. Deem, 221 West North St., Dallas, Tex.</td>
<td>Mountain Fuel Supply Co., Pole Gulch Unit, Moffat County, Colo.</td>
<td>15.0 14.65</td>
<td>15.0 14.65</td>
</tr>
</tbody>
</table>

See footnotes at end of table.

FEDERAL REGISTER, VOL. 31, NO. 146—FRIDAY, JULY 29, 1966

NOTICES

<table>
<thead>
<tr>
<th>Docket No. and date filed</th>
<th>Applicant</th>
<th>Purchaser, field, and location</th>
<th>Price per Mf</th>
<th>Pressure base</th>
</tr>
</thead>
</table>

See footnotes at end of table.
**NOTICES**

<table>
<thead>
<tr>
<th>Docket No. and date filed</th>
<th>Applicant</th>
<th>Purchaser, field, and location</th>
<th>Price per Mcf</th>
<th>Pressure base</th>
</tr>
</thead>
<tbody>
<tr>
<td>C67-41 A 7-13-66</td>
<td>Suryan DX Oil Co., Post Office Box 209, Tulsa, Okla. 74102</td>
<td>Northern Natural Gas Co., North Elite County Area, Ellis County, Okla.</td>
<td>17.0</td>
<td>14.65</td>
</tr>
<tr>
<td>C67-42</td>
<td>Bruns &amp; Redd Co., Inc. (Operator), et al (Successor to Texas Eastern Transmission Corp.), 2127 Jefferson Blvd., Houston, Tex. 77002</td>
<td>Lone Star Gathering Co., Sperry Field Area, Karnes County, Tex.</td>
<td>16.0</td>
<td>14.65</td>
</tr>
<tr>
<td>C67-43</td>
<td>Mobil Oil Corp.</td>
<td>Sinclair Oil Co., Abell Field, Pecos County, Tex.</td>
<td>13.0</td>
<td>14.65</td>
</tr>
<tr>
<td>C67-44 A 7-13-66</td>
<td>Dow-Wagner &amp; Co., Fort Worth National Bank Bldg., Fort Worth, Tex. 76102</td>
<td>McElrath Field, Killeberg County, Tex.</td>
<td>15.0</td>
<td>14.65</td>
</tr>
</tbody>
</table>

**ORANGE & ROCKLAND UTILITIES, INC.**

**Notice of Application for License for Constructed Project**

**JULY 22, 1966.**

Public notice is hereby given that application for license has been filed under the Federal Power Act (16 U.S.C. 791a-823r) by Orange & Rockland Utilities, Inc., 10 North Broadway, Nyack, N.Y. 10960, for constructed Project No. 2596, known as the Rio Project, located on Mousan River, tributary of the Delaware River, in the townships of Deerpark, Forestburg, and Lumberland, in the counties of Orange and Sullivan, near Port Jervis, N.Y.

The existing project consists of: (1) An un gated concrete gravity spillway dam (crest elevation, 810 feet), about 264 feet long and 90 feet high, with (a) 5-foot high flashboards atop crest; (b) a 102-foot long concrete wall and 460-foot long earthfill embankment on the north side; (c) a 22-foot long intake, a 99-foot long concrete wall, and a 540-foot long earthfill embankment on the south side (a public roadway crosses the dam); (2) a reservoir at elevation 815 feet with a surface area of 460 acres and a daily fluctuation of 12 feet; (3) a powerhouse and intake structure; (4) an 11-foot diameter wood-stave pipeline about 7,000 feet long from powerhouse to surge tank; (5) a surge tank, 40 feet in diameter and 55 feet high; (6) a 10-foot diameter penstock 380 feet long, connecting with two 7-foot diameter penstocks, from the surge tank to the powerhouse; (7) a powerhouse containing two 7,000-hp turbines direct-connected to two 5,000-kw generators; and (8) appurtenant facilities.

**ROCHESTER GAS AND ELECTRIC CORP.**

**Notice of Application for License for Constructed Project**

**JULY 22, 1966.**

Public notice is hereby given that application for license has been filed under the Federal Power Act (16 U.S.C. 791a-823r) by Rochester Gas & Electric Corp., in correspondence to: Edward F. Huber, Esquire, Naylon, Aronson, Huber & Magill, 61 Broadway, New York, N.Y. 10006, for constructed Project No. 2596, known as Station 160, located on Genesee River, townships of Leicester and Mount Morris, near the village of Mount Morris, county of Livingston, N.Y.

The existing project creates a pool which at times extends upstream to the Government Mount Morris Dam, and consists of: (1) A stone masonry, gravity dam 334 feet long, 30 feet high at the south end and 20 feet high at the north end with crest elevation 579.1 feet (U.S.G.S.) and a 20 foot long spillway section abutting the powerhouse; (2) a reservoir (normal pool elevation 579.1 feet) extending upstream to Mount Morris Dam; (3) a powerhouse containing one vertical 600 hp turbine connected to a 340 kw generator; and (4) appurtenant facilities.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C. 20426, in accordance with the rules of practice and procedure of the Commission (18 CFR 1.8 or 1.10). The last day upon which protests or petitions may be filed is September 9, 1966. The application is on file with the Commission for public inspection.

JOSEPH H. GUTRIDE, Secretary.

[F.R. Doc. 66-8273; Filed, July 22, 1966; 8:45 a.m.]

**SUN OIL CO.**

Order Conditionally Accepting Filing and Providing for Hearing on and Suspension of Proposed Change in Rate

**JULY 22, 1966.**

On June 17, 1966, Sun Oil Co. (Sun) legend for filing a proposed change in its presently effective rate schedule for sales of natural gas subject to the jurisdiction of the Commission. The proposed change, which constitutes an increase in rate and charge, is contained in the following designated filings:


Rate schedule designation: Supplement No. 3 to Sun’s FPC Gas Rate Schedule No. 176.

Effective date: August 1, 1966.

Amount of annual increase: 881.

Effective rate: 15,2925 cents per Mcf at 14.65 p.s.i.a.

Proposed rate: 16,2160 cents per Mcf at 14.65 p.s.i.a.

Sun, a producer-respondent in the Permian Basin Opinion No. 468, proposes a periodic and partial tax reimbursement increase as set forth above. In addition, Sun has filed, in compliance with Opinion No. 468, a rate schedule quality statement for the subject sale which shows that the gas does not meet the quality standards prescribed in the opinion. The quality statement indicates treating costs of 0.11 cent per Mcf for removal of sulfur; 1.04 cents per Mcf for compression of low pressure gas (in addition to the 1.105 cents estimated Btu adjustment) and upward Btu adjustment of 0.31 cent per Mcf for 1,070 Btu.g. gas.

The quality statement was accepted by order issued June 13, 1966, with respect to the above adjustments, but was re-
NOTICES

[DOCKET NO. CP67-9]

UNITED GAS PIPE LINE CO.

Notice of Application

July 22, 1966

Take notice that on July 18, 1966, the United Gas Pipe Line Co. (Applicant), Post Office Box 1497, Shreveport, La. 71102, filed in Docket No. CP67-9 an application pursuant to section 7(e) of the Natural Gas Act to fix a rate of 16.2160 cents per Mcf, to be increased over the B.t.u. adjustment minus 1.15 cents, base rate plus 0.31 cent upward, as a proposed increased rate of 16.66 cents per Mcf (16.5 cents) as set forth in the application which is on file with the Commission and open to public inspection.

The provisions of the Natural Gas Act, the Commission's rules of practice and procedure, and the regulations prescribed thereunder (49 CFR Part 15) on or before August 19, 1966, the Transfer Board approved the transfer to Burns Trucking, Inc., South Sioux City, Nebr., of the Permits No. MC-116949 and MC-116949 (Sub- No. 1), issued February 24, 1959, and January 28, 1964, respectively, to Avery J. Burns, Dakota City, Nebr., authorizing the transportation of: New trailers, unused trailers in truckaway service, and parts, from Sioux City, Iowa, to points in 17 States; used trailers in truckaway service, and parts, from Sioux City, Iowa, to points in 47 States and the District of Columbia; used trailers, other than those designed to be drawn by passenger automobiles, in initial, truckaway service, and parts, from Sioux City, Iowa, to points in 47 States and the District of Columbia; used trailers, in secondary, truckaway service, between Sioux City, Iowa, on the one hand, and, on the other, points in 17 States; used trailers in truckaway service, from points in 17 States to Sioux City.

FEDERAL REGISTER, VOL. 31, NO. 146—FRIDAY, JULY 29, 1966

10299
City, Iowa; and wrecked truck tractors. In truckaway service, from points in the United States, except those in Alaska and Hawaii, to Omaha, Neb. Paul W. Deek, 222 Davidson Building, Sioux City, Iowa, notifies district agents of the transfer to: Andre J. Barbeau, 785 Elm Street, Moulton, N.H., attorney for applicants.

[Seal]

H. Neil Garson, Secretary.

[FR Doc. 65-6390; Filed July 28, 1966; 8:40 a.m.]

MOTOR CARRIER TEMPORARY AUTHORITY APPLICATIONS

JULY 26, 1966.

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 C.F.R. Part 240), published in the Federal Register, issue of April 27, 1966, effective July 1, 1965. These rules provide that protests to the granting of an application must be filed with the applicant, or its authorized representative, if any, and the protest must certify that such service has been made. The protest must be specific as to the service which such protestant can and will offer, and must consist of a signed original and six 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.

No. MC 17236 (Sub-No. 26 TA), filed July 21, 1966. Applicant: FRUIT BELT MOTOR SERVICE, INC., 6036 West 29th Street, Cicero, Ill. 60650. Applicant's representative: Eugene L. Cohn, 1 North La Salle Street, Chicago, Ill. 60602. Application to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Fiber glass and/or plastic bathtub enclosures, and fiber glass and/or plastic shower enclosures, in bulk, in tank vehicles, by common carrier, for the account of the Whirlpool Corp., while moving in connection therewith and intended for installation thereon, for the account of the Whirlpool Corp., (1) from the plant sites of the Whirlpool Corp., at La Porte, Ind., to the plant sites of the Whirlpool Corp. at St. Joseph, Mich., Clyde and Marion, Ohio, and Evansville, Ind.; (2) from the plant sites of the Whitpool Corp. at La Porte, Ind., to Benton Harbor, Mich., Clyde and Marion, Ohio, and Evansville, Ind., to Detroit, Grand Rapids and Lansing, Mich., Indianapolis, Fort Wayne, and Bend, Ind.; (3) from the plant sites of the Whirlpool Corp. at Benton Harbor, St. Joseph, Mich., Evansville and La Porte, Ind., and Clyde and Marion, Ohio, to points in Illinois, Michigan, Ohio, and Wisconsin, and points in Meade, Arden and Jefferson Counties, Ky., St. Louis, Jefferson, and St. Charles Counties, Mo., Scott and Clinton Counties, Iowa, and Erie, Crawford, Mercer, Lawrence, Beaver, Washington, Greene, Alleghany, Westmoreland, and Fayette Counties, Pa., for 180 days.


No. MC 107403 (Sub-No. 689 TA), filed July 26, 1966. Applicant: MATLACK, MILLER TRANSPORTERS, INC., 10300 Highway 54421, attorney for applicants.

[Notice 221]
NOTICES

10301

TRUCK LINES, doing business as DON TRUCK LINES, 52040. Applicant's representative: J. L. Layrisson, owner. Send protests to: Paul J. Lowry, Drawer 9897, 300-316 North Clark Road, Joliet, Ill. 60435.


No. MC 112925 (Sub-No. 1 TA), filed July 21, 1966. Applicant: ARLINGTON J. WILLIAMS, INC., Rural Delivery No. 2, South Du Pont Highway, Smyrna, Del. 19977. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: Foodstuffs, in mechanically refrigerated vehicles, from Norfolk, Va., to Aboskie, N.C., over U.S. Highway 13, for 180 days. Applicant intends to tack the authority herein applied for to its authority in MC 110191 restricted to traffic moving from Balti­more, Md., to Wilmington, Del., in the name of J. H. Filbert, Inc., Support­ing shipper: J. H. Filbert, Inc., 8701 Southwestern Boulevard, Baltimore, Md. 21229. Send protests to: Robert W. Wal­dron, District Supervisor, Interstate Commerce Commission, 235 U.S. Post Office Building, Richmond, Va. 23224. Notz: The purpose of this republication is to show a regular route operation in lieu of irregular route as previously published.

No. MC 111919 (Sub-No. 57 TA) filed July 22, 1966. Applicant: TURNER'S EXPRESS, INCORPORATED, 1300 Shelton Avenue, Cleveland, Ohio 44115. Applicant is hereby permitted to operate as an agent or in connection with Turner's Express, Inc., a common carrier, by motor vehicle, over regular routes, transporting: Foodstuffs, in mechanically refrigerated vehicles, from Norfolk, Va., to Aboskie, N.C., over U.S. Highway 13, for 180 days. Applicant intends to tack the authority herein applied for to its authority in MC 110191 restricted to traffic moving from Balti­more, Md., to Wilmington, Del., in the name of J. H. Filbert, Inc., Support­ing shipper: J. H. Filbert, Inc., 8701 Southwestern Boulevard, Baltimore, Md. 21229. Send protests to: Robert W. Wal­dron, District Supervisor, Interstate Commerce Commission, 235 U.S. Post Office Building, Richmond, Va. 23224. Notz: The purpose of this republication is to show a regular route operation in lieu of irregular route as previously published.

No. MC 111919 (Sub-No. 57 TA) filed July 22, 1966. Applicant: TURNER'S EXPRESS, INCORPORATED, 1300 Shelton Avenue, Cleveland, Ohio 44115. Applicant is hereby permitted to operate as an agent or in connection with Turner's Express, Inc., a common carrier, by motor vehicle, over regular routes, transporting: Foodstuffs, in mechanically refrigerated vehicles, from Norfolk, Va., to Aboskie, N.C., over U.S. Highway 13, for 180 days. Applicant intends to tack the authority herein applied for to its authority in MC 110191 restricted to traffic moving from Balti­more, Md., to Wilmington, Del., in the name of J. H. Filbert, Inc., Support­ing shipper: J. H. Filbert, Inc., 8701 Southwestern Boulevard, Baltimore, Md. 21229. Send protests to: Robert W. Wal­dron, District Supervisor, Interstate Commerce Commission, 235 U.S. Post Office Building, Richmond, Va. 23224. Notz: The purpose of this republication is to show a regular route operation in lieu of irregular route as previously published.

No. MC 114897 (Sub-No. 11 TA) filed July 21, 1966. Applicant: RAY E. BEYER, doing business as RALPH BEYER TRUCKING CO., 3808 Carman Road, Schenectady, N.Y. Applicant's representative: John F. Brady, Jr., 75 Slate Street, Albany, N.Y. 12207. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: Ice cream mix and milk products, in bulk, in tank vehicles, from Chippewa Falls, Wis., to points in Iowa, Missouri, Nebraska, South Dakota, Indiana, and Illinois (except Chicago, Ill.), for 180 days. Supporting shipper: Bowman Dairy Co., 301 N. 1st St., Omaha, Nebr. 68106. Send protests to: Chas. C. Biggers, Dis­trict Supervisor, Interstate Commerce Commission, Bureau of Operations and Compliance, 520 Federal Building, Des Moines, Iowa 50301.


No. MC 127638 (Sub-No. 2 TA), filed July 23, 1966. Applicant: RALPH BEYER TRUCKING CO., 3808 Carman Road, Schenectady, N.Y. Applicant's representative: John F. Brady, Jr., 75 Slate Street, Albany, N.Y. 12207. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: Fish spon­sibles, in bulk, in tank vehicles, from Chippewa Falls, Wis., to points in Iowa, Missouri, Nebraska, South Dakota, Indiana, and Illinois (except Chicago, Ill.), for 180 days. Supporting shipper: Bowman Dairy Co., 301 N. 1st St., Omaha, Nebr. 68106. Send protests to: Chas. C. Biggers, Dis­trict Supervisor, Interstate Commerce Commission, Bureau of Operations and Compliance, 520 Federal Building, Des Moines, Iowa 50301.

NOTICES

Boxcar Distribution

Upon further consideration of Second Revised Pfahler's Car Distribution Direction No. 3 (Erie-Lackawanna Railroad Co.—Chicago & Eastern Illinois Railroad Co.) and good cause appearing therefor:

It is ordered, That:

Second Revised Pfahler's Car Distribution Direction No. 3 be, and is hereby amended by substituting the following paragraph (4) for paragraph (4) thereof:

(4) Expiration date. This Direction shall expire at 11:59 p.m., August 14, 1966, unless otherwise modified, changed or suspended by order of this Commission.

It is further ordered, That this Direction shall become effective at 11:59 p.m., July 31, 1966, and that this order 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 by filing it with the Director, Office of Federal Register.


INTERSTATE COMMERCE COMMISSION,

Agent.

[FR. Doc. 66-8312; Filed, July 28, 1966; 8:49 a.m.]

ASSOCIATION OF AMERICAN RAILROADS

Rerouting and Diversion of Traffic to All Railroads

Upon further consideration of Pfahler's ICC Order No. 207 and good cause appearing therefor:

It is ordered, That:

Pfahler's ICC Order No. 207 be, and is hereby amended by substituting the following paragraph (g) for paragraph (g) thereof:

(g) Expiration date. This order shall expire at 11:59 p.m., September 30, 1966, unless otherwise modified, changed or suspended.

It is further ordered, That this amendment shall become effective at 11:59 p.m., July 31, 1966, and that this order 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 by filing it with the Director, Office of the Federal Register.


INTERSTATE COMMERCE COMMISSION,

Agent.

[FR. Doc. 66-8311; Filed, July 28, 1966; 8:49 a.m.]
CUMULATIVE LIST OF PARTS AFFECTED—JULY

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 July.

<table>
<thead>
<tr>
<th>CFR Part</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>3 CFR—Continued</td>
<td>9104</td>
</tr>
<tr>
<td>5 CFR</td>
<td>9106</td>
</tr>
<tr>
<td>6 CFR</td>
<td>9107</td>
</tr>
<tr>
<td>7 CFR—Continued</td>
<td>9108</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>CFR Part</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>3 CFR—Continued</td>
<td>9109</td>
</tr>
<tr>
<td>5 CFR</td>
<td>9110</td>
</tr>
<tr>
<td>6 CFR</td>
<td>9111</td>
</tr>
<tr>
<td>7 CFR—Continued</td>
<td>9112</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>CFR Part</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>3 CFR—Continued</td>
<td>9113</td>
</tr>
<tr>
<td>5 CFR</td>
<td>9114</td>
</tr>
<tr>
<td>6 CFR</td>
<td>9115</td>
</tr>
<tr>
<td>7 CFR—Continued</td>
<td>9116</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>CFR Part</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>3 CFR—Continued</td>
<td>9117</td>
</tr>
<tr>
<td>5 CFR</td>
<td>9118</td>
</tr>
<tr>
<td>6 CFR</td>
<td>9119</td>
</tr>
<tr>
<td>7 CFR—Continued</td>
<td>9120</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>CFR Part</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>3 CFR—Continued</td>
<td>9121</td>
</tr>
<tr>
<td>5 CFR</td>
<td>9122</td>
</tr>
<tr>
<td>6 CFR</td>
<td>9123</td>
</tr>
<tr>
<td>7 CFR—Continued</td>
<td>9124</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>CFR Part</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>3 CFR—Continued</td>
<td>9125</td>
</tr>
<tr>
<td>5 CFR</td>
<td>9126</td>
</tr>
<tr>
<td>6 CFR</td>
<td>9127</td>
</tr>
<tr>
<td>7 CFR—Continued</td>
<td>9128</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>CFR Part</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>3 CFR—Continued</td>
<td>9129</td>
</tr>
<tr>
<td>5 CFR</td>
<td>9130</td>
</tr>
<tr>
<td>6 CFR</td>
<td>9131</td>
</tr>
<tr>
<td>7 CFR—Continued</td>
<td>9132</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>CFR Part</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>3 CFR—Continued</td>
<td>9133</td>
</tr>
<tr>
<td>5 CFR</td>
<td>9134</td>
</tr>
<tr>
<td>6 CFR</td>
<td>9135</td>
</tr>
<tr>
<td>7 CFR—Continued</td>
<td>9136</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>CFR Part</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>3 CFR—Continued</td>
<td>9137</td>
</tr>
<tr>
<td>5 CFR</td>
<td>9138</td>
</tr>
<tr>
<td>6 CFR</td>
<td>9139</td>
</tr>
<tr>
<td>7 CFR—Continued</td>
<td>9140</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>CFR Part</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>3 CFR—Continued</td>
<td>9141</td>
</tr>
<tr>
<td>5 CFR</td>
<td>9142</td>
</tr>
<tr>
<td>6 CFR</td>
<td>9143</td>
</tr>
<tr>
<td>7 CFR—Continued</td>
<td>9144</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>CFR Part</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>3 CFR—Continued</td>
<td>9145</td>
</tr>
<tr>
<td>5 CFR</td>
<td>9146</td>
</tr>
<tr>
<td>6 CFR</td>
<td>9147</td>
</tr>
<tr>
<td>7 CFR—Continued</td>
<td>9148</td>
</tr>
</tbody>
</table>

Proposed Rules:

<table>
<thead>
<tr>
<th>CFR Part</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>5 CFR</td>
<td>9149</td>
</tr>
<tr>
<td>6 CFR</td>
<td>9150</td>
</tr>
<tr>
<td>7 CFR—Continued</td>
<td>9151</td>
</tr>
</tbody>
</table>

Federal Regulations affected by documents published to date during July.
### 32 CFR—Continued

<table>
<thead>
<tr>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>536</td>
</tr>
<tr>
<td>592</td>
</tr>
<tr>
<td>593</td>
</tr>
<tr>
<td>594</td>
</tr>
<tr>
<td>595</td>
</tr>
<tr>
<td>596</td>
</tr>
<tr>
<td>597</td>
</tr>
<tr>
<td>598</td>
</tr>
<tr>
<td>599</td>
</tr>
<tr>
<td>601</td>
</tr>
<tr>
<td>602</td>
</tr>
<tr>
<td>606</td>
</tr>
<tr>
<td>610</td>
</tr>
<tr>
<td>713</td>
</tr>
<tr>
<td>721</td>
</tr>
<tr>
<td>729</td>
</tr>
<tr>
<td>730</td>
</tr>
<tr>
<td>830</td>
</tr>
<tr>
<td>834</td>
</tr>
<tr>
<td>836</td>
</tr>
<tr>
<td>1452</td>
</tr>
<tr>
<td>1466</td>
</tr>
<tr>
<td>1809</td>
</tr>
</tbody>
</table>

### 33 CFR

<table>
<thead>
<tr>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>203</td>
</tr>
<tr>
<td>204</td>
</tr>
<tr>
<td>207</td>
</tr>
</tbody>
</table>

Proposed Rules: 94.

### 36 CFR

<table>
<thead>
<tr>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>9062</td>
</tr>
<tr>
<td>9107</td>
</tr>
<tr>
<td>9187</td>
</tr>
<tr>
<td>221</td>
</tr>
</tbody>
</table>

Proposed Rules: 9278.

### 37 CFR

<table>
<thead>
<tr>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>9540</td>
</tr>
</tbody>
</table>

### 38 CFR

<table>
<thead>
<tr>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>9063</td>
</tr>
<tr>
<td>9850</td>
</tr>
<tr>
<td>9876</td>
</tr>
<tr>
<td>10184</td>
</tr>
<tr>
<td>10185</td>
</tr>
<tr>
<td>10195</td>
</tr>
<tr>
<td>10230</td>
</tr>
<tr>
<td>1401</td>
</tr>
<tr>
<td>1502</td>
</tr>
<tr>
<td>1506</td>
</tr>
<tr>
<td>10124</td>
</tr>
<tr>
<td>9063</td>
</tr>
</tbody>
</table>

### 39 CFR

<table>
<thead>
<tr>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>9795</td>
</tr>
<tr>
<td>9740</td>
</tr>
<tr>
<td>9540</td>
</tr>
<tr>
<td>9540</td>
</tr>
<tr>
<td>9540</td>
</tr>
<tr>
<td>9540</td>
</tr>
<tr>
<td>9540</td>
</tr>
<tr>
<td>9643</td>
</tr>
<tr>
<td>9644</td>
</tr>
<tr>
<td>9644</td>
</tr>
<tr>
<td>9646</td>
</tr>
<tr>
<td>9646</td>
</tr>
<tr>
<td>9647</td>
</tr>
<tr>
<td>9650</td>
</tr>
<tr>
<td>9670</td>
</tr>
<tr>
<td>9674</td>
</tr>
</tbody>
</table>

Proposed Rules: 9871.

### 41 CFR

<table>
<thead>
<tr>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>1-5</td>
</tr>
<tr>
<td>1-16</td>
</tr>
<tr>
<td>4-6</td>
</tr>
<tr>
<td>5-2</td>
</tr>
<tr>
<td>5-6</td>
</tr>
<tr>
<td>5B-2</td>
</tr>
<tr>
<td>5B-2</td>
</tr>
<tr>
<td>5B-53</td>
</tr>
<tr>
<td>6-1</td>
</tr>
<tr>
<td>6-2</td>
</tr>
<tr>
<td>6-3</td>
</tr>
<tr>
<td>6-5</td>
</tr>
<tr>
<td>9-7</td>
</tr>
<tr>
<td>9-56</td>
</tr>
<tr>
<td>11-5</td>
</tr>
<tr>
<td>11-15</td>
</tr>
<tr>
<td>101-26</td>
</tr>
<tr>
<td>9461</td>
</tr>
<tr>
<td>9463</td>
</tr>
<tr>
<td>9464</td>
</tr>
<tr>
<td>9466</td>
</tr>
</tbody>
</table>

Proposed Rules: 9996.

### 42 CFR

<table>
<thead>
<tr>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>52</td>
</tr>
<tr>
<td>59a</td>
</tr>
<tr>
<td>61</td>
</tr>
<tr>
<td>63</td>
</tr>
<tr>
<td>64</td>
</tr>
<tr>
<td>73</td>
</tr>
</tbody>
</table>

### 43 CFR

<table>
<thead>
<tr>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>9866</td>
</tr>
<tr>
<td>9106</td>
</tr>
</tbody>
</table>

Public Land Orders:

- 245 (revoked in part by PLO 4051) 10031
- 280 (revoked by PLO 4049) 10030
- 334 (revoked in part by PLO 4050) 10033
- 576 (revoked in part by PLO 4049) 10030
- 829 (revoked in part by PLO 4044) 9268
- 1779 (revoked in part by PLO 4053) 10031
- 3873 (revoked in part by PLO 4043) 9268
- 2953 (revoked in part by PLO 4050) 10032
- 4042 | 9108
- 4043 | 9268, 10194
- 4044 | 9268
- 4045 | 9268
- 4046 | 9269
- 4047 | 9269
- 4048 | 9801
- 4049 | 10030
- 4050 | 10030
- 4051 | 10031
- 4052 | 10031
- 4053 | 10031
- 4054 | 10031
- 4055 | 10032
- 4056 | 10032

### 45 CFR

<table>
<thead>
<tr>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>9797</td>
</tr>
<tr>
<td>9993</td>
</tr>
</tbody>
</table>

### 46 CFR

<table>
<thead>
<tr>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>9867</td>
</tr>
<tr>
<td>9064</td>
</tr>
<tr>
<td>9067</td>
</tr>
</tbody>
</table>

### 47 CFR

<table>
<thead>
<tr>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>10124</td>
</tr>
<tr>
<td>9797</td>
</tr>
<tr>
<td>9603</td>
</tr>
<tr>
<td>9798</td>
</tr>
<tr>
<td>9798</td>
</tr>
<tr>
<td>9798</td>
</tr>
<tr>
<td>9798</td>
</tr>
<tr>
<td>9798</td>
</tr>
</tbody>
</table>

Proposed Rules: 9216, 10125, 9216, 10125, 10126, 9798, 9798, 9798, 9798, 9798, 9798.

### 49 CFR

<table>
<thead>
<tr>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>9676</td>
</tr>
<tr>
<td>9908</td>
</tr>
<tr>
<td>9676</td>
</tr>
<tr>
<td>9676</td>
</tr>
<tr>
<td>9908</td>
</tr>
<tr>
<td>9908</td>
</tr>
</tbody>
</table>

Proposed Rules: 9240, 9240, 9240, 9308, 10138, 10198.

### 50 CFR

<table>
<thead>
<tr>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>10194</td>
</tr>
<tr>
<td>9505</td>
</tr>
<tr>
<td>9867</td>
</tr>
<tr>
<td>9994</td>
</tr>
</tbody>
</table>

Proposed Rules: 10194.
Public Papers of the Presidents of the United States

Now available
Lyndon B. Johnson
1963-64

Book I (November 22, 1963 to June 30, 1964)
Price $6.75

Book II (July 1, 1964 to December 31, 1964)
Price $7.00

Contents
• Messages to the Congress
• Public speeches and letters
• The President’s news conferences
• Radio and television reports to the American people
• Remarks to informal groups

Published by
Office of the Federal Register
National Archives and Records Service
General Services Administration

Order from
Superintendent of Documents
U.S. Government Printing Office
Washington, D.C. 20402

Prior volumes
Prior volumes covering most of the Truman administration and all of the Eisenhower and Kennedy years are available at comparable prices from the Superintendent of Documents, Government Printing Office, Washington, D.C. 20402.