

FEDERAL REGISTER

VOLUME 33 • NUMBER 92

Friday, May 10, 1968

Washington, D.C.

Pages 7015-7060

Agencies in this issue—

Agriculture Department
Atomic Energy Commission
Automotive Agreement Adjustment
Assistance Board
Budget Bureau
Civil Aeronautics Board
Civil Service Commission
Coast Guard
Defense Department
Emergency Planning Office
Federal Aviation Administration
Federal Communications Commission
Federal Power Commission
Federal Trade Commission
Housing and Urban Development
Department
Interior Department
Interstate Commerce Commission
Land Management Bureau
Maritime Administration
Post Office Department
Securities and Exchange Commission
Soil Conservation Service
Transportation Department

Detailed list of Contents appears inside.



How To Find U.S. Statutes and United States 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 in-

cluded. 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]

**Order from Superintendent of Documents, U.S. Government Printing Office
Washington, D.C. 20402**



Area Code 202

Phone 962-8626

Published daily, Tuesday through Saturday (no publication on Sundays, Mondays, or on the day after an official Federal holiday), by the Office of the Federal Register, National Archives and Records Service, General Services Administration (mail address National Archives Building, Washington, D.C. 20408), pursuant to the authority contained in the Federal Register Act, approved July 26, 1935 (49 Stat. 500, as amended; 44 U.S.C., Ch. 8B), under regulations prescribed by the Administrative Committee of the Federal Register, approved by the President (1 CFR Ch. I). Distribution is made only by the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402.

The FEDERAL REGISTER will be furnished by mail to subscribers, free of postage, for \$1.50 per month or \$15 per year, payable in advance. The charge for individual copies varies in proportion to the size of the issue (15 cents for the first 80 pages and 5 cents for each additional group of 40 pages, as actually bound). Remit check or money order, made payable to the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402.

The regulatory material appearing herein is keyed to the CODE OF FEDERAL REGULATIONS, which is published, under 50 titles, pursuant to section 11 of the Federal Register Act, as amended. The CODE OF FEDERAL REGULATIONS is sold by the Superintendent of Documents. Prices of books and pocket supplements are listed in the first FEDERAL REGISTER issue of each month.

There are no restrictions on the republication of material appearing in the FEDERAL REGISTER or the CODE OF FEDERAL REGULATIONS.

Contents

AGRICULTURE DEPARTMENT

See also Soil Conservation Service.

Notices

Chairman, Commodity Exchange Commission; designation..... 7046

ATOMIC ENERGY COMMISSION

Notices

Boston Edison Co.; hearing on application for provisional construction permit..... 7046

AUTOMOTIVE AGREEMENT ADJUSTMENT ASSISTANCE BOARD

Notices

Certain workers of C. M. Hall Lamp Co.; petition for determination of eligibility to apply for adjustment assistance; summary of final determinations.... 7047

BUDGET BUREAU

Notices

Cost of hospital and medical care and treatment furnished by the U.S.; certain rates regarding recovery from tortiously liable third persons; correction..... 7048

CIVIL AERONAUTICS BOARD

Notices

Western Air Lines, Inc., and Trans World Airlines, Inc.; vacation of suspension..... 7048

CIVIL SERVICE COMMISSION

Rules and Regulations

Pay for irregular or intermittent duty involving physical hardship or hazard; correction..... 7032

COAST GUARD

Rules and Regulations

Drawbridge operation; Elizabeth River, Southern Branch, Va.... 7035

COMMERCE DEPARTMENT

See Maritime Administration.

DEFENSE DEPARTMENT

Rules and Regulations

Ocean transportation service..... 7034

EMERGENCY PLANNING OFFICE

Notices

Arkansas; notice of major disaster..... 7054

FEDERAL AVIATION ADMINISTRATION

Rules and Regulations

Airworthiness directive; Boeing Model 707/727 Series airplanes.. 7019

Alterations:

Control zone..... 7019
Control zone and transition area..... 7020

Standard instrument approach procedures; miscellaneous amendments..... 7020

Transition area; revocation..... 7020

Proposed Rule Making

Control zones and transition areas; alterations (2 documents)..... 7042, 7043

Projects affecting public parks, recreational areas, wildlife refuges, or historic sites..... 7041

Transition areas:

Alteration..... 7043
Designations (4 documents).... 7043-7045

Notices

National standard for IFF Mark X (SIF) air traffic control radar beacon system characteristics; proposed selection; correction... 7046

FEDERAL COMMUNICATIONS COMMISSION

Rules and Regulations

Antenna structures; lighting specifications; correction..... 7039

Notices

Hearings, etc.:

Second Thursday Corp. (2 documents)..... 7049

Southern Minnesota Supply Co. (KYSM) et al..... 7050

WMGS, Inc. (WMGS), and Ohio Radio, Inc..... 7050

WMID, Inc., and Atlantic City Broadcasting Co..... 7050

FEDERAL POWER COMMISSION

Notices

Hearings, etc.:

Davis Drilling, Inc., et al..... 7051

Getty Oil Co. et al..... 7053

FEDERAL TRADE COMMISSION

Rules and Regulations

Practice rules for adjudicative proceedings and miscellaneous rules..... 7032

HOUSING AND URBAN DEVELOPMENT DEPARTMENT

Notices

Acting Regional Administrator, Region IV (Chicago); designation..... 7046

INTERIOR DEPARTMENT

See also Land Management Bureau.

Rules and Regulations

Foreign purchases..... 7037

INTERSTATE COMMERCE COMMISSION

Notices

Central and Southern Motor Carriers; petition for approval of amendment to agreement..... 7057

Fourth section applications for relief..... 7057

Motor carriers:

Temporary authority applications..... 7057

Transfer proceedings..... 7058

LAND MANAGEMENT BUREAU

Rules and Regulations

Utah; public land order; addition to national forest..... 7039

MARITIME ADMINISTRATION

Rules and Regulations

Voyage commencements and terminations; correction..... 7035

POST OFFICE DEPARTMENT

Rules and Regulations

Adjudication of claims for personal injury or property damage arising out of postal service operation..... 7036

SECURITIES AND EXCHANGE COMMISSION

Notices

Hearings, etc.:

Alcar Instruments, Inc..... 7054

Continental Vending Machine Corp..... 7054

Fastline, Inc..... 7054

Golden Age Mines, Ltd..... 7054

Prudential Insurance Company of America and Prudential Variable Contract Account-2.. 7055

Uranium Exploration Corp.... 7056

Westec Corp..... 7057

SOIL CONSERVATION SERVICE

Rules and Regulations

Great Plains conservation program; eligible practices..... 7019

TRANSPORTATION DEPARTMENT

See also Coast Guard; Federal Aviation Administration.

Rules and Regulations

Delegation of authority to issue certain regulations; Federal Aviation Administrator..... 7039

List of CFR Parts Affected

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, 1968, and specifies how they are affected.

5 CFR		16 CFR		41 CFR	
550-----	7032	3-----	7032	14-6-----	7037
7 CFR		4-----	7032	43 CFR	
601-----	7019	32 CFR		PUBLIC LAND ORDER:	
14 CFR		200-----	7034	4414-----	7039
39-----	7019	32A CFR		47 CFR	
71 (3 documents)-----	7019, 7020	Ch. XVIII:		17-----	7039
97-----	7020	OPR-2-----	7035	49 CFR	
PROPOSED RULES:		33 CFR		1-----	7039
17-----	7041	117-----	7035		
71 (7 documents)-----	7042-7045	39 CFR			
		912-----	7036		

Rules and Regulations

Title 7—AGRICULTURE

Chapter VI—Soil Conservation Service, Department of Agriculture

PART 601—GREAT PLAINS CONSERVATION PROGRAM

Subpart—General Program Provisions

ELIGIBLE CONSERVATION PRACTICES

The regulations governing the Great Plains Conservation Program, 22 F.R. 6851, as amended, are further amended as provided herein.

Paragraph (a) (15), (16), and (17) of § 601.11 *Eligible conservation practices* is amended as follows:

§ 601.11 Eligible conservation practices.

(a) * * *

(15) GP-15 (C-12): *Reorganizing irrigation systems to conserve water and prevent erosion.* This conservation practice must be carried out in accordance with a reorganization plan approved by the responsible technician. No Federal cost sharing will be allowed for cleaning a ditch, or for structures installed for crossings, or for other structures primarily for the convenience of the producer signatory to the contract, or for portable pipe. No Federal cost sharing will be allowed for reorganizing an irrigation system if the primary purpose of the reorganization is to bring additional land under irrigation.

(16) GP-16 (C-13): *Leveling land for more efficient use of irrigation water and to prevent erosion.* No Federal cost sharing will be allowed for floating or restoration of grade. The leveling operation must be carried out in accordance with the plan of operations which shall also provide that temporary cover or a crop will be seeded on the land in the same growing season in which the leveling was done; or for suitable erosion control measures to be carried out in lieu of temporary cover when the planting season is too far advanced at time of leveling for planting a cover crop. The leveling plan shall be based on an adequate soil survey. No Federal cost sharing will be allowed for leveling land if the primary purpose of the leveling is to bring into agricultural production land which was not devoted to the production of cultivated crops or crops normally seeded for hay or pasture.

(17) GP-17 (C-14): *Constructing, enlarging, deepening, or lining dams, pits, or ponds for irrigation water.* The purpose of this conservation practice is to conserve agricultural water or to provide water necessary for the conservation of soil resources. Federal cost sharing in excess of \$2,500 will not be made for any structure installed under this conservation practice. No Federal cost sharing will be allowed for constructing

or lining dams, pits, or ponds, the primary purpose of which is to bring into agricultural production land which was not devoted to the production of cultivated crops or crops normally seeded for hay or pasture.

(Sec. 4, 49 Stat. 164, as amended, 16 U.S.C. 590d)

Done at Washington, D.C., this 7th day of May 1968.

[SEAL]

JOHN A. BAKER,
Assistant Secretary.

[F.R. Doc. 68-5592; Filed, May 9, 1968; 8:47 a.m.]

Title 14—AERONAUTICS AND SPACE

Chapter I—Federal Aviation Administration, Department of Transportation

SUBCHAPTER C—AIRCRAFT

[Airworthiness Docket No. 68-WE-7-AD; Amdt. 39-595]

PART 39—AIRWORTHINESS DIRECTIVES

Boeing Model 707/727 Series Airplanes

There have been several reports of failures of General Electric heater blankets (P/N 8921165G1 through G7, Boeing P/N 10-60911-9 through -15), which are used for supplementary heating of the cargo door and escape hatches on Boeing Model 707 and 727 Series airplanes. One failure resulted in extensive heat damage to a window, window panel, and surrounding insulation. Since failures may occur aboard other 707 and 727 Series airplanes, an Airworthiness Directive is being issued to require the deactivation of these electric heater blankets.

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.

In consideration of the foregoing, and pursuant to the authority delegated to me by the Administrator (14 CFR 11.89), § 39.13 of Part 39 of the Federal Aviation Regulations is amended by adding the following new Airworthiness Directive:

BOEING. Applies to Model 707 and 727 Series airplanes equipped with G.E. cargo door and escape hatch heater blankets P/N 8921165G1 through G7, Boeing P/N 10-60911-9 through -15, which have not been modified in accordance with General Electric Service Bulletin No. SB-2 dated October 4, 1967, including Modification No. 2 dated December 11, 1967.

Compliance required within the next 100 hours time in service after the effective date of this AD, unless already accomplished.

To prevent fires in the cargo door and escape hatch heater blankets, accomplish the following:

1. Deactivate the "Passenger Cabin Blanket Heater" switch on the flight engineer's panel and placard switch "Inoperative", and deactivate the "Main Cargo Door Heater" circuit breaker or breakers on the pilot's overhead circuit breaker panel. Secure the circuit breaker(s) in the "Off" position to prevent inadvertent activation, and placard the breaker(s) "Inoperative".

2. Deactivate the "Passenger Cabin Blanket Heater" switch on the flight engineer's panel and placard it "Inoperative" and deactivate the "Escape Hatch Heater" circuit breaker or breakers on the pilot's overhead circuit breaker panel. Secure the circuit breaker(s) in the "Off" position to prevent inadvertent activation, and placard the circuit breaker(s) "Inoperative".

3. The heater blankets may be reactivated upon accomplishment of G.E. Service Bulletin No. SB-2 dated October 4, 1967, including Modification No. 2 dated December 11, 1967, or an equivalent approved by the Chief, Aircraft Engineering Division, Western Region.

This amendment becomes effective May 11, 1968.

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

Issued in Los Angeles, Calif., on May 1, 1968.

ARVIN O. BASNIGHT,
Director, FAA Western Region.

[F.R. Doc. 68-5572; Filed, May 9, 1968; 8:45 a.m.]

SUBCHAPTER E—AIRSPACE

[Airspace Docket No. 68-SW-29]

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

Alteration of Control Zone

The purpose of this amendment is to alter the description of the Enid, Okla., control zone.

The present description (33 F.R. 2079) includes specific reference to Woodring Field; however, the name of this airport has now been changed to the Enid Woodring Municipal Airport.

As this amendment imposes no additional burden on any person, notice and public procedures hereon are unnecessary and the amendment may be made effective immediately.

In consideration of the foregoing, Part 71 of the Federal Aviation Regulations is amended, effective immediately, as hereinafter set forth.

In § 71.171 (33 F.R. 2079) the Enid, Okla., control zone is amended by deleting Woodring Field and substituting Enid Woodring Municipal Airport therefor, wherever it appears.

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

Issued in Fort Worth, Tex., on April 29, 1968.

A. L. COULTER,
Acting Director, Southwest Region.

[F.R. Doc. 68-5573; Filed, May 9, 1968; 8:45 a.m.]

[Airspace Docket No. 68-SW-28]

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

Alteration of Control Zone and Transition Area

The purpose of this amendment is to alter the description of the Amarillo, Tex., control zone and transition area.

The present control zone and transition area descriptions (33 F.R. 2060) and (33 F.R. 2141) respectively, include specific reference to the Amarillo AFB/Municipal Airport; however, the name of this airport has now been changed to the Amarillo Municipal Airport.

As this amendment imposes no additional burden on any person, notice and public procedures hereon are unnecessary and the amendment may be effective immediately.

In consideration of the foregoing, Part 71 of the Federal Aviation Regula-

tions is amended, effective immediately, as hereinafter set forth.

In § 71.171 (33 F.R. 2060) and in § 71.181 (33 F.R. 2141), the Amarillo, Tex., control zone and transition area are amended by deleting "Amarillo AFB/Municipal Airport" and substituting "Amarillo Municipal Airport" therefor, wherever it appears.

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

Issued in Fort Worth, Tex., on April 29, 1968.

A. L. COULTER,
Acting Director, Southwest Region.

[F.R. Doc. 68-5574; Filed, May 9, 1968; 8:45 a.m.]

[Airspace Docket No. 68-SW-31]

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

Revocation of Transition Area

The purpose of this amendment to Part 71 of the Federal Regulations is to revoke the Cherokee Village, Ark., transition area.

Controlled airspace was previously designated at Cherokee Village, Ark., to provide airspace protection for aircraft executing the ADF (NDB) instrument

approach/departure procedure proposed for the Cherokee Village Airport.

This instrument approach procedure was predicated on the utilization of a nondirectional radio beacon (NDB) navigational facility. Subsequent testing of this equipment indicated that the facility would not pass the necessary ground checks. In view of this, the proponent has abandoned plans to commission the NDB facility. This action will eliminate any need to provide controlled airspace associated with the ADF approach procedure which was based on the NDB radio facility.

Action is being taken herein to revoke the Cherokee Village, Ark., 700-foot transition area. Notice and public procedures are considered unnecessary as this action will reduce the burden on the public.

In consideration of the foregoing, Part 71 of the Federal Aviation Regulation is amended effective immediately as hereinafter set forth.

In § 71.181 (33 F.R. 2160) the Cherokee Village, Ark., transition area is revoked.

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

Issued in Fort Worth, Tex., on April 29, 1968.

A. L. COULTER,
Acting Director, Southwest Region.

[F.R. Doc. 68-5575; Filed, May 9, 1968; 8:46 a.m.]

SUBCHAPTER F—AIR TRAFFIC AND GENERAL OPERATING RULES

[Reg. Docket No. 8840, Amdt. 595]

PART 97—STANDARD INSTRUMENT APPROACH PROCEDURES

Miscellaneous Amendments

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

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

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

1. By amending § 97.11 of Subpart B to amend low or medium frequency range (L/MF), automatic direction finding (ADF) and very high frequency omnirange (VOR) procedures as follows:

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE NDB (ADF)

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

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

Transition		Course and distance	Minimum altitude (feet)	Ceiling and visibility minimums		
From—	To—			Condition	2-engine or less 65 knots or less	More than 2-engine, more than 65 knots
MSO VOR	NDB	Direct	8200	T-dn %	2500-2	2500-2
				C-dn	3000-2	3000-2
				A-dn	3500-3	3500-3

Procedure turn N side of crs, 276° Outbnd, 096° Inbnd, 8200' within 10 miles.

Minimum altitude over facility on final approach crs, 6500'.

Crs and distance, facility to airport, 121°—1.4 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 1.4 miles after passing MSO NDB, turn right and climb to 9000' on a crs of 276° from MSO NDB within 10 miles.

NOTE: Final approach from holding pattern at the NDB not authorized. Procedure turn required.

%Takeoffs all runways: All aircraft climb clear of clouds over the airport to 4700', continue climbing a right-hand holding pattern within 6 miles of the VOR on R 286° to depart the VOR on crs at the following altitude: V2 northwestbound and southeastbound, 7500'; V231 northbound, 8300'; V187 northeastbound, 7000'. Off airways depart VOR at MEA.

MSA within 25 miles of facility: 045°-135°-8800'; 135°-225°-10,600'; 225°-315°-9000'; 315°-045°-11,000'.

City, Missoula; State, Mont.; Airport name, Missoula County; Elev., 3203'; Fac. Class., H-SAB; Ident., MSO; Procedure No. NDB (ADF)-1, Amdt. 6; Eff. date, 30 May 68; Sup. Amdt. No. 5; Dated, 12 Aug 67

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR

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

From—	Transition	To—	Course and distance	Minimum altitude (feet)	Condition	Ceiling and visibility minimums		
						2-engine or less 65 knots or less	More than 2-engine, more than 65 knots	More than 2-engine, more than 65 knots
OBK VOR	Stock Int (final)	Via OBK, R 271°		2400	T-dn..... C-dn..... A-dn.....	300-1 700-1 NA	300-1 700-1 NA	NA NA NA

Radar available.
Procedure turn N side of crs, 091° Outbnd, 271° Inbnd, 2400' within 10 miles of Stock Int.
Minimum altitude over facility on final approach crs, 2400'.
Crs and distance, Stock Int to airport, 271°—5.1 miles; VOR to airport, 17.1 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.1 miles after passing Stock Int, climb to 2400', turn right and return to Stock Int.
NOTES: (1) Use Chicago O'Hare altimeter setting. (2) Dual VOR or DME or Radar required.
MSA within 25 miles of facility: 000°-090°—2100'; 090°-180°—2000'; 180°-270°—3100'; 270°-360°—2300'.
City, Crystal Lake; State, Ill.; Airport name, Crystal Lake; Elev., 890'; Fac. Class., BVORTAC; Ident., OBK; Procedure No. VOR-1, Amdt. 1; Eff. date, 30 May 68; Sup. Amdt. No. Orig.; Dated, 28 Jan. 67

7-mile DME Fix, R 145 clockwise	7-mile DME Fix, R 239°	7-mile Arc	1600	T-dn%*..... C-d*..... C-n*..... S-dn-68..... A-dn..... DME minimums—DME equipment required: C-dn*..... S-dn-68.....	300-1 800-1 800-2 800-1 1000-2 600-1 600-1	300-1 800-1 800-2 800-1 1000-2 600-1 600-1	200-1½ 800-1½ 800-2 800-1½ 1000-2 600-1½ 600-1
---------------------------------	------------------------	------------	------	--	--	--	--

Procedure turn S side of crs, 239° Outbnd, 059° Inbnd, 1600' within 10 miles.
Minimum altitude over facility on final approach crs, 1600'; over 4-mile DME Fix, 814'.
Crs and distance, facility to airport, 059°—8.5 miles; 4-mile DME Fix, 059°—4.5 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 8.5 miles after passing HQM VOR, turn right, climb direct to HQM VOR. Continue climb on R 239° to 2500' within 10 miles.
%Takeoffs all runways: Climb direct to HQM VOR before proceeding on course, V-27W northeast bound, climb visually to 400' over airport thence on crs.
*All maneuvering will be executed S of Runways 6/24.
§Visibility reduction not authorized.
MSA within 25 miles of facility: 340°-160°—2500'; 160°-250°—1100'; 250°-340°—1500'.
City, Hoquiam; State, Wash.; Airport name, Bowerman; Elev., 14'; Fac. Class., H-BVORTAC; Ident., HQM; Procedure No. VOR Runway 6, Amdt. 10; Eff. date, 30 May 68; Sup. Amdt. No. 9; Dated, 26 Apr. 68

MSO NDB	VOR	Direct	8000	T-dn%*..... C-dn..... A-dn..... Minimums with VOR/ADF Receivers: C-dn.....	2500-2 3300-2 3500-3 2400-2	2500-2 3300-2 3500-3 2400-2	2500-2 3300-2 3500-3 2400-2
---------	-----	--------	------	--	--------------------------------------	--------------------------------------	--------------------------------------

Procedure turn N side of crs, 278° Outbnd, 098° Inbnd, 8000' within 10 miles.
Minimum altitude over Primrose Int on final approach crs, 6500'.
Crs and distance, Primrose Int to airport, 098°—2.2 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile of VOR, turn right and climb to 9000' on R 278° MSO VOR, within 10 miles.
NOTE: Final approach from holding pattern at the VOR not authorized. Procedure turn required.
%Takeoffs all runways: All aircraft climb clear of clouds over the airport to 4700', continue climbing a right-hand holding pattern within 6 miles of the VOR on R 286° to depart the VOR on crs at the following altitude: V2 northwestbound and southeastbound, 7900'; V231 northbound, 8300'; V187 northeastbound, 7600'. Off airways depart VOR at MEA.
MSA within 25 miles of facility: 045°-135°—8900'; 135°-225°—10,600'; 225°-315°—9000'; 315°-045°—11,000'.
City, Missoula; State, Mont.; Airport name, Missoula County; Elev., 3203'; Fac. Class., L-BVORTAC; Ident., MSO; Procedure No. VOR-1, Amdt. 8; Eff. date, 30 May 68; Sup. Amdt. No. 7; Dated, 12 Aug. 67

2. By amending § 97.11 of Subpart B to delete low or medium frequency range (L/MF), automatic direction finding (ADF) and very high frequency omnirange (VOR) procedures as follows:

- Lansing, Mich.—Capital City, ADF 1, Amdt. 11, 20 June 1964 (established under Subpart C).
- Ogdensburg, N.Y.—Municipal, ADF 1, Amdt. 1, 30 May 1964 (established under Subpart C).
- Teterboro, N.J.—Teterboro, ADF 1, Amdt. 4, 10 Oct. 1964 (established under Subpart C).
- Westfield, Mass.—Barnes Municipal, NDB (ADF) Runway 20, Amdt. 4, 8 Apr. 1967 (established under Subpart C).
- Deer Park, N.Y.—Deer Park, VOR-1, Amdt. 1, 27 June 1964 (established under Subpart C).
- Deming, N. Mex.—Deming Municipal, VOR 1, Amdt. 2, 27 Aug. 1966 (established under Subpart C).
- Lansing, Mich.—Capital City, VOR 1, Amdt. 9, 19 Oct. 1963 (established under Subpart C).
- Moultrie, Ga.—Moultrie-Thomasville, VOR Runway 4, Amdt. 3, 12 Oct. 1967 (established under Subpart C).
- Moultrie, Ga.—Moultrie-Thomasville, VOR Runway 22, Amdt. 2, 12 Oct. 1967 (established under Subpart C).
- Westfield, Mass.—Barnes Municipal, VOR Runway 20, Amdt. 6, 8 Apr. 1967 (established under Subpart C).

3. By amending § 97.11 of Subpart B to cancel low or medium frequency range (L/MF), automatic direction finding (ADF) and very high frequency omnirange (VOR) procedures as follows:

Bethel, Alaska—Bethel Municipal, ADF 3, Orig., 27 June 1964. Canceled 30 May 1968.

Moultrie, Ga.—Moultrie-Thomasville, VOR Runway 10, Amdt. 4, 12 Oct. 1967. Canceled 30 May 1968.

4. By amending § 97.15 of Subpart B to amend very high frequency omnirange-distance measuring equipment (VOR/DME) procedures as follows:

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR/DME

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

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

Transition		Ceiling and visibility minimums					
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
MSO VOR	6-mile DME Fix, R 282°	Direct	8300	T-dn%	1500-2	1500-2	1500-2
MSO NDB	MSO VOR	Direct	8300	C-dn*	1500-2	1500-2	1500-2
R 334°, MSO VOR counterclockwise	R 282°, MSO VOR	Via 12-mile DME Arc	8300	A-dn	2000-3	2000-3	2000-3
R 278°, MSO VOR clockwise	R 282°, MSO VOR	Via 12-mile DME Arc	8300				
12-mile DME Fix, R 282° MSO VOR	6-mile DME Fix, R 282° MSO VOR (final)	Direct	6300				

Procedure turn W side of crs, 282° Outbnd, 102° Inbnd, 8300' between 6- and 16-mile DME Fix, R 282°.

Minimum altitude over 6-mile DME Fix, R 282° on final approach crs, 6300'.

Crs and distance, 6-mile DME Fix, R 282° to airport, 102°-5 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished at 1 mile DME Fix, R 282°, climb to 8300' in right-hand holding pattern between the 6-mile DME Fix, R 282° and the VOR, all turns 8 of crs.

NOTE: Final approach from holding pattern at the 6-mile DME Fix, R 282° not authorized. Procedure turn required.

%Takeoffs all runways: All aircraft climb clear of clouds over the airport to 4700', continue climbing a right-hand holding pattern within 6 miles of the VOR on R 282° to depart the VOR on crs at the following altitude: V2 northwestbound and southeastbound, 7600'; V231 northbound, 8300'; V187 northeastbound, 7600'. Off airways depart VOR at MEA.

*Circling N of airport not authorized.

MSA within 25 miles of facility: 045°-135°-8000'; 135°-225°-10,600'; 225°-315°-9000'; 315°-045°-11,000'.

City, Missoula; State, Mont.; Airport name, Missoula County; Elev., 3203'; Fac. Class., I-BVORTAC; Ident., MSO; Procedure No. VOR/DME-1, Amdt. 3; Eff. date, 30 May 68; Sup. Amdt. No. 2; Dated, 12 Aug. 67

5. By amending § 97.17 of Subpart B to delete instrument landing system (ILS) procedures as follows:

Lansing, Mich.—Capital City, ILS-9 (back crs), Amdt. 8, 10 Oct. 1964 (established under Subpart C).

Lansing, Mich.—Capital City, ILS-27, Amdt. 13, 1 Oct. 1966 (established under Subpart C).

Teterboro, N.J.—Teterboro, ILS-6, Amdt. 14, 31 July 1965 (established under Subpart C).

6. By amending § 97.19 of Subpart B to delete radar procedures as follows:

San Juan, P.R.—Puerto Rico International, Radar 1, Amdt. 3, 6 Aug. 1966 (established under Subpart C).

7. By amending § 97.23 of Subpart C to establish very high frequency omnirange (VOR) and very high frequency-distance measuring equipment (VOR/DME) procedures as follows:

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR

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

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

Terminal route				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: 2 miles after passing DPK VORTAC.
				Climbing left turn to 1600' direct to DPK VORTAC and hold. Supplementary charting information: Hold N, 1-minute right turns, 196° Inbnd, 190' antenna, 0.3 mile WNW airport, 544' tower, 2 miles W DPK VORTAC.

Procedure turn not authorized. DPK VORTAC holding pattern, 196° Inbnd, 016° Outbnd, 1-minute right turns, 1600'.

FAF, DPK VORTAC. Final approach crs, 196°. Distance FAF to MAP, 2 miles.

Minimum altitude over DPK, 1600'.

MSA: 000°-180°-1700'; 180°-270°-1600'; 270°-360°-1900'.

NOTES: (1) Radar vectoring. (2) Use Long Island MacArthur altimeter setting.

*Night minimums not authorized.

DAY AND NIGHT MINIMUMS

Cond.	A			B		C		D	
	MDA	VIS	HAA	VIS		VIS		VIS	
C*	980	1	902	NA		NA		NA	
A	Not authorized.			T 2-eng. or less—Standard.		T over 2-eng.—Standard.			

City, Deer Park; State, N.Y.; Airport name, Deer Park; Elev., 78'; Facility, DPK; Procedure No. VOR-1, Amdt. 2; Eff. date, 30 May 68; Sup. Amdt. No. 1; Dated, 27 June 64

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR—Continued

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: 7 miles after passing DMN VOR.
				Turn right, climb to 9000' on R 258°, direct to DMN VOR. Supplementary charting information: Tower, 2.5 miles W of airport, 4490'. Tower, 3.8 miles NW of airport, 4612'. TDZ elevation, 4309'.

Procedure turn N side of crs, 072° Outbnd, 252° Inbnd, 6800' within 10 miles of DMN VOR.
FAF, DMN VOR. Final approach crs, 252°. Distance FAF to MAP, 7 miles.
Minimum altitude over DMN VOR, 6000'.
MSA: 070°-160°-6600'; 160°-250°-8500'; 250°-340°-9500'; 340°-070°-7700'.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D	
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	VIS	
S-26.....	4700	1	391	4700	1	391	4700	1	391	NA	
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	VIS	
C.....	4760	1	446	4840	1	526	4840	1½	526	NA	
A.....	Standard.			T 2-eng. or less—Standard.			T-over 2-eng.—Standard.				

City, Deming; State, N. Mex.; Airport name, Deming Municipal; Elev., 4314'; Facility, DMN; Procedure No. VOR Runway 26, Amdt. 3; Eff. date, 30 May 68; Sup. Amdt. No. VOR 1, Amdt. 2; Dated, 27 Aug. 66.

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: 5.4 miles after passing LAN VOR.
Riley Int.....	LAN VOR (NOPT)	Direct.....	2500	Climb to 2500' on R 054°, then proceed direct to LA LOM, or, when advised by ATC, make left-climbing turn to 2500' and proceed to St. Johns Int via LAN R 031°. Supplementary charting information: TDZ elevation, 858'.
Potter Int.....	LAN VOR (NOPT)	Direct.....	2500	

Procedure turn S side of crs, 234° Outbnd, 054° Inbnd, 2500' within 10 miles of LAN VOR.
Final approach crs, 054°. Distance FAF to MAP, 5.4 miles.
Minimum altitude over LAN VOR, 2500'.
MSA: 000°-180°-2900'; 180°-270°-2600'; 270°-360°-2200'.
NOTES: (1) Sliding scale not authorized. (2) Inoperative table does not apply to REILS Runway 6.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-6.....	1200	1	342	1200	1	342	1200	1	342	1200	1	342
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	1320	1	461	1320	1	461	1320	1½	461	1420	2	561
A.....	Standard.			T 2-eng. or less—RVR 24, runway 27; Standard all other runways.			T over 2-eng.—RVR 24, Runway 27; Standard all other runways.					

City, Lansing; State, Mich.; Airport name, Capital City; Elev., 859'; Facility, LAN; Procedure No. VOR Runway 6, Amdt. 10; Eff. date, 30 May 68; Sup. Amdt. No. VOR 1, Amdt. 9; Dated, 19 Oct. 63.

RULES AND REGULATIONS

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR—Continued

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: MGR VOR.
Hartsfield Int.	MGR VOR	Direct	1800	Climb to 1800', R 049° MGR VOR within 10 miles or, when directed by ATC, climb to 1800' right turn direct MGR VOR, hold SW 049° Inbnd, right turns, 1 minute. Supplementary charting information: Final approach crs intercepts runway centerline 3000' from threshold. Advance notice required for operation of runway lights after control zone hours, normally 0700-2200 local. TDZ elevation, 289' LRCO 122.1R, 123.6R.

Procedure turn S side of crs, 229° Outbnd, 049° Inbnd, 1800' within 10 miles of MGR VOR.

Final approach crs, R 049°.

Minimum altitude over MGR VOR, 680'.

MSA: 000°-090°-2400'; 090°-180°-1600'; 180°-360°-2600'.

NOTES: (1) Radar vectoring. (2) Night operation authorized only on Runways 4-22. (3) Local weather available during control zone hours.

% Takeoff minimums Runways 34, 10, 28, 500-1.

#Use Valdosta altimeter setting when control zone not effective and increase straight-in and circling MDA 140'.

*Alternate minimums not authorized when control zone not effective.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	VIS
S-4#	680	1	391	680	1	391	680	1	391	NA
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	VIS
C#	720	1	426	760	1	466	760	1½	466	NA
A	Standard.*	T 2-eng. or less—Standard Runways 16, 4, 22.					T over 2-eng.—Standard Runways 16, 4, 22.			

City, Moultrie; State, Ga.; Airport name, Moultrie-Thomasville; Elev., 294'; Facility, MGR; Procedure No. VOR Runway 4, Amdt. 4; Eff. date, 30 May 68; Sup. Amdt. No. 3; Dated, 12 Oct. 67

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: MGR VOR.
Hartsfield Int.	MGR VOR	Direct	1800	Climb to 1800', R 180° MGR VOR within 10 miles or, when directed by ATC, climb to 1800' left-turn direct MGR VOR, hold NE, 210° Inbnd, 1-minute right turns. Supplementary charting information: Final approach crs intercepts runway centerline 3000' from runway threshold. Advance notice required for operation of runway lights after control zone hours, normally 0700 to 2200 local. TDZ elevation, 294'. LRCO 122.1R, 123.6R.

Procedure turn W side of crs, 030° Outbnd, 210° Inbnd, 1800' within 10 miles of MGR VOR.

Final approach crs, R 210°.

Minimum altitude over MGR VOR, 920'.

MSA: 000°-090°-2400'; 090°-180°-1600'; 180°-360°-2600'.

NOTES: (1) Radar vectoring. (2) Night operation authorized only on Runways 4-22. (3) Local weather available during control zone hours.

% Takeoff minimums Runways 34, 10, 28, 500-1.

#Use Valdosta altimeter setting when control zone not effective and increase straight-in and circling MDA 140'.

*Alternate minimums not authorized when control zone not effective.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	VIS
S-22#	920	1	626	920	1	626	920	1½	626	NA
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	VIS
C#	920	1	626	920	1	626	920	1½	626	NA
A	Standard.*	T 2-eng or less—Standard Runways 16, 4, 22.					T over 2-eng.—Standard Runways 16, 4, 22.			

City, Moultrie; State, Ga.; Airport name, Moultrie-Thomasville; Elev., 294'; Facility, MGR; Procedure No. VOR Runway 22, Amdt. 3; Eff. date, 30 May 68; Sup. Amdt. No. 2; Dated, 12 Oct. 67

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR—Continued

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: 9.4 miles after passing APE VORTAC.
				Make climbing left turn to 3000' direct to APE VORTAC and hold. Supplementary charting information: Hold NW, 1-minute right turn, 142° Inbnd.

Procedure turn E side of crs, 322° Outbnd, 142° Inbnd, 2500' within 10 miles of APE VORTAC.
FAF, APE VORTAC. Final approach crs, 142°. Distance FAF to MAP, 9.4 miles.
Minimum altitude over APE VORTAC, 2000'; over 6-mile DME Fix, 1820'.
MSA: 000°-090°-2600'; 090°-180°-2600'; 180°-270°-2000'; 270°-360°-2000'.
NOTES: (1) Radar vectoring. (2) Use CMH altimeter setting.

DAY AND NIGHT MINIMUMS

Cond.	A			B		C		D	
	MDA	VIS	HAA	VIS		VIS		VIS	
C.....	1820	1	940	NA		NA		NA	
	DME Minimums:								
	MDA	VIS	HAA						
C.....	1520	1	640	NA		NA		NA	
A.....	Not authorized.			T 2-eng. or less—Standard.		T over 2-eng.—Standard.			

City, Newark; State, Ohio; Airport name, Newark Municipal; Elev., 880'; Facility, APE; Procedure No. VOR-1, Amdt. Orig.; Eff. date, 30 May 68

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: BAF VOR.
Chester VOR.....	BAF VOR.....	Direct.....	3300	Climb straight ahead on R 203° to 1500 within 5 miles, then right-climbing turn to 2600' direct BAF VOR and hold. Supplementary charting information: Hold NE of BAF VOR, 1-minute right turns, 203° Inbnd, 754' obstruction lighted tower (on ridge) 1 mile E of airport, 1049' antenna, 3.6 miles S of airport.
Skylark Int.....	BAF VOR.....	Direct.....	3000	

Procedure turn W side of crs, 023° Outbnd, 203° Inbnd, 2600' within 10 miles of BAF VOR.

Final approach crs, 203°.

Minimum altitude over BAF NDB, 1560'.

MSA: 000°-090°-2600'; 090°-180°-2400'; 180°-270°-3000'; 270°-360°-3600'.

NOTES: (1) Use Westover AFB altimeter setting when control zone not effective and increase straight-in and circling MDA 20'. (2) Approach from a holding pattern not authorized. Procedure turn required. (3) Departures: Runway 16, right turn to 210° as soon as practicable after takeoff.

*Alternate minimums not authorized when control zone not effective.

#Runway 16, 800-1 day, 800-2 night; all other runways 700-1 day, 700-2 night.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D	
	NDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	VIS	
C.....	1560	1	1290	1500	1	1290	1560	1½	1290	NA	
	VOR/NDB Minimums:										
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT		
S-20.....	800	1	530	800	1	530	800	1	530	NA	
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA		
C.....	1060	1	790	1060	1	790	1060	1½	790	NA	
A.....	1500-2*			T 2-eng. or less—#			T over 2-eng.—#				

City, Westfield; State, Mass.; Airport name, Barnes Municipal; Elev., 270'; Facility, BAF; Procedure No. VOR Runway 20, Amdt. 7; Eff. date, 30 May 68; Sup. Amdt. No. 6; Dated, 8 Apr. 67

RULES AND REGULATIONS

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR/DME

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

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

Terminal routes			Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: Lodi DME Fix.
Wayne DNE Fix.....	Clifton DME Fix (NOPT).....	Direct.....	1500	Climbing left turn to 2500' direct to Wayne Int and hold. Supplementary charting information: Hold NW, 1-minute right turns, 120° Inbnd, 693' tower, 1.4 miles N of airport.

Procedure turn not authorized. Approach crs (profile) starts at Wayne DME Fix at 2500'.
Final approach crs, 126°.
Minimum altitude over Wayne DME, 2500'; over Clifton DME, 1500'; over Lodi DME, 1000'.
MSA: 000°-090°-2600'; 090°-180°-1600'; 180°-270°-2600'; 270°-360°-2600'.
NOTES: (1) Radar required. (2) Inoperative visual aids table does not apply.
%Runways 1, 6, 19, 24, IFR departures must comply with published Teterboro SID's.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	VIS
C.....	1000	1¼	993	1000	1½	993	1000	1¾	993	NA
A.....	1500-2	T 2-eng. or less—Runway 6, 300-1; Runway 24, 300-1; Runway 1, 700-1; Runway 19, 500-1.5%						T over 2-eng.—Runway 6, 300-1; Runway 24, 300-1; Runway 1, 700-1; Runway 19, 500-1.5%		

City, Teterboro; State, N.J.; Airport name, Teterboro; Elev., 7'; Facility LGA; Procedure No. VOR/DME-1, Amdt. Orig.; Eff. date, 30 May 68

8. By amending § 97.23 of Subpart C to amend very high frequency omnirange (VOR) and very high frequency-distance measuring equipment (VOR/DME) procedures as follows:

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR

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

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

Terminal routes			Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: MHE VOR.
				Climb to 3000' on R 110° within 10 miles, return to VOR. Supplementary charting information: TDZ elevation, 1300'. LRCO 122.1R, 123.6R. Final approach crs intercepts runway centerline 3000' from threshold.

Procedure turn S side of crs, 290° Outbnd, 110° Inbnd, 3000' within 10 miles of MHE VOR.

Final approach crs, 110°.

Minimum altitude over MHE VOR, 1800' (*1900' when control zone not effective).

MSA: 000°-090°-2900'; 090°-270°-3000'; 270°-360°-3300'.

CAUTION: Runways 17/35 unlighted.

*Use Huron altimeter setting when control zone not effective. Circling and straight-in MDA increased 100' and alternate minimums not authorized when control zone not effective except operators with approved weather reporting service.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-12*.....	1800	1	500	1800	1	500	1800	1	500	1800	1	500
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C*.....	1800	1	498	1800	1	498	1800	1¼	498	1800	2	558
A.....	*Standard.			T 2-eng. or less—Standard.			T over 2-eng.—Standard.					

City, Mitchell; State, S. Dak.; Airport name, Mitchell Municipal; Elev., 1302'; Facility, MHE; Procedure No. VOR Runway 12, Amdt. 1; Eff. date, 30 May 68; Sup. Amdt. No. Orig.; Dated, 21 Mar. 68

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR/DME

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL, except HAT, HAA, and RA. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or hundreds of feet RVR.
If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator. Initial approach minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: 4.5-mile DME Fix.
El Dorado VORTAC.....	8-mile DME Fix, R 229°	Direct.....	2000	Climb to 2000' direct ELD VORTAC and ELD VORTAC, R 027° within 15 miles. Supplementary charting information: TDZ elevation, 259'.
El Dorado VORTAC R 139° clockwise.....	El Dorado VORTAC, R 229° (NOPT)	12-mile arc ELD, R 219° lead radial.	2000	

Procedure turn S side of crs, 229° Outbnd, 049° Inbnd, 2000' within 10 miles of 8-mile DME Fix.

Final approach crs, 049°.

Minimum altitude over 12-mile DME Fix, 2000'; over 8-mile DME Fix, 1300'.

MSA: 000°-090°-1600'; 090°-180°-2500'; 180°-360°-1800'.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	VIS
S-4.....	700	1	441	700	1	441	700	1	441	NA
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	
C.....	700	1	423	740	1	463	740	1½	463	NA
A.....	Standard.		T 2-eng. or less—Standard.						T over 2-eng.—Standard.	

City, El Dorado; State, Ark.; Airport name, Goodwin Field; Elev., 277'; Facility, ELD; Procedure No. VOR/DME Runway 4, Amdt. 1; Eff. date, 30 May 68; Sup. Amdt. No. Orig.; Dated, 28 Mar. 68

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	Map: 13.7-mile DME Fix, R 336°.
				Climbing right turn to 2000' direct SYR VORTAC and hold. Supplementary charting information: Hold SE SYR VOR, 1-minute right turns, 334° Inbnd.

SYR VORTAC, 1-minute holding pattern, 334° Inbnd, 154° Outbnd, 2000' right turns.

Final approach crs, 336°.

Minimum altitude over SYR VORTAC, 2000'; over Phoenix Int/0.9-mile DME Fix, 2000'.

MSA: 000°-090°-2500'; 090°-180°-3600'; 180°-270°-3100'; 270°-360°-1900'.

Notes: (1) Radar vectoring. (2) Use Syracuse altimeter setting.

*Alternate minimums not authorized.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	VIS
S-33.....	840	1	371	840	1	371	840	1	371	NA
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	
C.....	880	1	411	920	1	451	920	1½	451	NA
A.....	*Not authorized.		T 2-eng. or less—Standard.						T over 2-eng.—Standard.	

City, Fulton; State, N.Y.; Airport name, Fulton Municipal; Elev., 469'; Facility, SYR; Procedure No. VOR/DME Runway 33, Amdt. 1; Eff. date, 30 May 68; Sup. Amdt. No. Orig.; Dated, 28 Mar. 68

9. By amending § 97.25 of Subpart C to establish localizer (LOC) and localizer-type directional aid (LDA) procedures as follows:

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE LOC

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

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

Terminal routes			Minimum altitudes (feet)	Missed approach
From—	To—	Via		MAP: 4.3 miles after passing Grand Ledge Int.
LAN VOR.....	Grand Ledge Int.....	Direct.....	2500	Climb to 2400' on E crs ILS, proceed to LOM, or, when directed by ATC, make left-turn climbing to 2500' and proceed to St. Johns Int, via LAN VOR, R 031'. Supplementary charting information: TDZ elevation, 850'.
St. Johns.....	Grand Ledge Int.....	Via LAN, R 031° W crs LOC.....	2500	
LA LOM.....	Grand Ledge Int.....	Direct.....	2500	
Eagle Int.....	Grand Ledge Int (NOPT).....	Direct.....	2200	
Int W crs LAN ILS and LAN, R 297°.....	Eagle Int.....	Direct.....	2500	
Sun Int.....	Eagle Int.....	Via 045° crs and LOC crs.....	2500	

Procedure turn S side of crs, 273° Outbnd, 093° Inbnd, 2500' within 10 miles of Grand Ledge Int.

FAF, Grand Ledge Int. Final approach crs, 093°. Distance FAF to MAP, 4.3 miles.

Minimum altitude over Grand Ledge Int, 2200'.

NOTE: Dual VOR Receivers required.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-9.....	1260	¾	401	1260	¾	401	1260	¾	401	1260	1	401
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	1320	1	461	1320	1	461	1320	1½	461	1420	2	561
A.....	Standard.			T 2-eng. or less—RVR 24, Runway 27; Standard all other runways.			T over 2-eng.—RVR 24, Runway 27; Standard all other runways.					

City, Lansing; State, Mich.; Airport name, Capital City; Elev., 859'; Facility, I-LAN; Procedure No. LOC (BC) Runway 9, Amdt. 9; Eff. date, 30 May 68; Sup. Amdt. No. ILS-9 (back crs), Amdt. 8; Dated, 10 Oct. 64

10. By amending § 97.27 of Subpart C to establish nondirectional beacon (automatic direction finder) (NDB/ADF) procedures as follows:

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE NDB (ADF)

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

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

Terminal routes			Minimum altitudes (feet)	Missed approach
From—	To—	Via		MAP: SGR NDB.
Andrau Int.....	SGR NDB.....	Direct.....	1600	Left turn climbing to 1600' direct to SGR NDB. Supplementary charting information: Final approach crs intercepts runway centerline 3000' from threshold. Tower, 405', 1½ miles SSW of field. Tower, 380', 1½ miles NNW of field.
Rosenberg Int.....	SGR NDB.....	Direct.....	1600	
Stafford Int.....	SGR NDB.....	Direct.....	1600	
Silver Int.....	SGR NDB.....	Direct.....	1600	
HOU VORTAC.....	SGR NDB.....	Direct.....	2100	
Arcola Int.....	SGR NDB.....	Direct.....	2500	

Procedure turn W side of crs, 340° Outbnd, 160° Inbnd, 1600' within 10 miles of SGR NDB.

Final approach crs, 160°.

Minimum altitude over SGR NDB, 740'.

MSA: 090°-180°-2500'; 180°-360°-1600'.

NOTES: (1) Radar vectoring. (2) Use Houston, Tex., altimeter setting when Hull Field altimeter setting is not received.

#Circling and straight-in MDA increased 60' when Hull Field altimeter setting is not received.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D	
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	VIS	
S-17#.....	740	1	655	740	1	655	740	1	655	NA	
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	VIS	
C#.....	760	1	675	760	1	675	760	1½	675	NA	
A.....	Not authorized.			T 2-eng. or less—Standard.			* T over 2-eng.—Standard.				

City, Houston; State, Tex.; Airport name, Hull Field; Elev., 85'; Facility, SGR; Procedure No. NDB (ADF) Runway 17, Amdt. Orig.; Eff. date, 30 May 68

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE NDB (ADF)—Continued

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: 3.5 miles after passing LA LOM.
LAN VOR.....	LA LOM.....	Direct.....	2400	Climb to 2500' on crs, 273° and proceed direct to LAN VOR, or, when directed by ATC, make right turn, climb to 2500' and proceed to St. John's Int via LAN, R 031°.
St. John's Int.....	LA LOM.....	Direct.....	2400	
Fowler Int.....	LA LOM.....	Direct.....	2900	
Phol Int.....	LA LOM.....	Direct.....	2400	
Eagle Int.....	LA LOM.....	Direct.....	2400	
Bath Int.....	LA LOM (NOPT).....	Direct.....	2100	Supplementary charting information: TDZ elevation, 848'.

Procedure turn N side of crs, 093° Outbnd, 273° Inbnd, 2400' within 10 miles of LA LOM.
FAF, LA LOM. Final approach crs, 273°. Distance FAF to MAP, 3.5 miles.
Minimum altitude over LA LOM, 2100'.
MSA: 000°-270°-2900'; 270°-360°-2400'.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-27.....	1260	¾	412	1260	¾	412	1260	¾	412	1260	1	412
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	1320	1	461	1320	1	461	1320	1½	461	1420	2	561
A.....	Standard.			T 2-eng. or less—RVR 24, Runway 27; Standard all other runways.			T over 2-eng.—RVR 24, Runway 27; Standard all other runways.					

City, Lansing; State, Mich.; Airport name, Capital City; Elev., 859'; Facility, LAN; Procedure No. NDB (ADF) Runway 27, Amdt. 12; Eff. date, 30 May 68; Sup. Amdt. No. ADF 1, Amdt. 11; Dated 20 June 64

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: 2.2 miles after passing OGS NDB.
Lisbon Int.....	OGS NDB.....	Direct.....	2000	Make left climbing turn to 2000' direct OGS NDB and hold. Supplementary charting information: Hold E of OGS NDB, 270° Inbnd, 1-minute left turns.
Massena VOR.....	OGS NDB.....	Direct.....	2000	

Procedure turn S side of crs, 090° Outbnd, 270° Inbnd, 2000' within 10 miles of OGS NDB.
FAF, OGS NDB. Final approach crs, 270°. Distance FAF to MAP, 2.2 miles.
Minimum altitude over OGS NDB, 1200'.

MSA: 000°-090°-1700'; 090°-180°-2700'; 180°-270°-2100'; 270°-360°-1700'.

NOTES: (1) Use Massena altimeter setting. (2) Final approach from a holding pattern not authorized; procedure turn required. (3) Privately owned facility must be monitored aurally during approach. (4) Night operations Runways 9/27 only.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	1140	1	843	1140	1	843	1140	1½	843		NA	
A.....	Not authorized.			T 2-eng. or less—Standard.			T over 2-eng.—Standard.					

City, Ogdensburg; State, N. Y.; Airport name, Municipal; Elev., 297'; Facility, OGS; Procedure No. NDB (ADF) Runway 27, Amdt. 2; Eff. date, 30 May 68; Sup. Amdt. No. ADF 1, Amdt. 1; Dated, 30 May 64

RULES AND REGULATIONS

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE NDB (ADF)—Continued

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: 3.5 miles after passing TE LOM.	
Chatham NDB.....	TE LOM.....	Direct.....	2000	Climb straight ahead to 1000'. Then climbing left turn to 2000' direct to Paterson Int/NDB and hold. Supplementary charting information: Hold NE, 1-minute right turns, Inbnd crs, 211°, 693' tower, 1.4 miles N of airport.	
Paterson NDB.....	TE LOM.....	Direct.....	1900		
Morristown Int.....	TE LOM.....	Direct.....	2000		
EW LOM.....	TE LOM (NOPT).....	Direct.....	1400		

Procedure turn N side of crs, 230° Outbnd, 059° Inbnd, 1900' within 10 miles of TE LOM.

FAF, TE LOM. Final approach crs, 059°. Distance FAF to MAP, 3.5 miles.

Minimum altitude over TE LOM, 1400'.

MSA: 000°-180°-2600'; 180°-270°-2000'; 270°-360°-2900'.

NOTES: (1) Radar vectoring. (2) Inoperative table does not apply to ALS Runway 6.

CAUTION: Teterboro OM and Newark OM at approximately same geographic location and signals are simultaneously keyed to indicate one OM serving two ILS systems.

% Runways 1, 6, 19, 24, IFR departures must comply with published Teterboro SID's.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	VIS
S-06.....	740	1	733	740	1	733	740	1¼	733	NA
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	
C.....	780	1	773	1000	1¼	993	1000	1½	993	
A.....	1000-2.		T 2-eng. or less—Runway 6, 300-1; Runway 24, 300-1; Runway 1, 700-1; Runway 19, 500-1.½				T over 2-eng.—Runway 6, 300-1; Runway 24, 300-1; Runway 1, 700-1; Runway 19, 500-1.½			

City, Teterboro; State, N.J.; Airport name, Teterboro; Elev., 7'; Facility, TE LOM; Procedure No. NDB (ADF) Runway 6, Amdt. 5; Eff. date, 30 May 68; Sup. Amdt. No. ADF 1, Amdt. 4; Dated, 10 Oct. 64

Terminal routes				Missed approach	
From	To—	Via	Minimum altitudes (feet)	MAP: 4.8 miles after passing BAF NDB.	
Chester VOR.....	BAF NDB.....	Direct.....	3300	Climb straight ahead on 203° bearing to 1500' within 5 miles, then right-climbing turn to 3000' direct BAF NDB and hold. Supplementary charting information: Hold NE of BAF NDB, 203° Inbnd, 1-minute right turns.	
Westfield VOR.....	BAF NDB.....	Direct.....	3000		

Procedure turn W side of crs, 023° Outbnd, 203° Inbnd, 3000' within 10 miles of BAF NDB.

FAF, BAF NDB. Final approach crs, 203°. Distance FAF to MAP, 4.8 miles.

Minimum altitude over BAF NDB, 1700'.

MSA: 000°-090°-3200'; 090°-180°-2400'; 180°-270°-2900'; 270°-360°-3600'.

NOTES: (1) Use Westover AFB altimeter setting when control zone not effective and increase straight-in and circling MDA 20'. (2) Approach from a holding pattern not authorized. Procedure turn required. (3) Departures: Runway 15, right turn to 210° as soon as practicable after takeoff.

*Alternate minimums not authorized when control zone not effective.

#Runway 15—800-1, day, 800-2, night; all other runways—700-1 day, 700-2, night.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	VIS
S-20.....	980	1	710	980	1	710	980	1¼	710	NA
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	VIS
C.....	1060	1	790	1060	1	790	1060	1½	790	NA
A.....	1500-2*		T 2-eng. or less—#				T over 2-eng.—#			

City, Westfield; State, Mass.; Airport name, Barnes Municipal; Elev., 270'; Facility, BAF; Procedure No. NDB (ADF) Runway 20, Amdt. 5; Eff. date, 30 May 68; Sup. Amdt. No. 4; Dated, 8 Apr. 67

11. By amending § 97.29 of Subpart C to establish instrument landing system (ILS) procedures as follows:

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL, except HAT, HAA, and RA. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or hundreds of feet RVR. If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator. Initial approach minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: ILS DH, 1048'; LOC, 3.5 miles after passing LOM.	
Lansing VOR	LA LOM	Direct	2400	Climb to 2500' on W crs ILS to Grand Ledge Int, or, when directed by ATC, make right turn, climb to 2500' and proceed to St. Johns Int via LAN, R 031°.	
St. Johns Int.	LA LOM	Direct	2400		
Fowler Int.	E crs LAN LOC (NOPT)	SVM, R 311°	2400		
Pohl Int.	LA LOM	Direct	2400		
Eagle Int.	LA LOM	Direct	2400		
Eagle Int.	LA LOM	Direct	2400		
Bath Int.	LA LOM (NOPT)	230° crs and LOC crs.	2100	Supplementary charting information: TDZ elevation, 848'.	

Procedure turn N side of crs, 093° Outbnd, 273° Inbnd, 2400' within 10 miles of LA LOM.
FAF, LA LOM. Final approach crs, 273°. Distance FAF to MAP, 3.5 miles.
Minimum glide slope interception altitude, 2100'. Glide slope altitude at OM, 1924'; at MM, 1062'.
Distance to runway threshold at OM, 3.5 miles; at MM, 0.6 mile.
MSA: 000°-270°-2900'; 270°-360°-2400'.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT
8-27	1048	RVR 24	200	1048	RVR 24	200	1048	RVR 24	200	1048	RVR 24	200
LOC	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
8-27	1240	RVR 24	392	1240	RVR 24	392	1240	RVR 24	392	1240	RVR 40	392
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	1320	1	461	1320	1	461	1320	1½	461	1420	2	561
A	Standard.			T 2-eng. or less—RVR 24, Runway 27; Standard all other runways.			T over 2-eng.—RVR 24, Runway 27; Standard all other runways.					

City, Lansing; State, Mich; Airport name, Capital City; Elev., 859'; Facility, I-LAN; Procedure No. ILS Runway 27, Amdt. 14; Eff. date, 30 May 68; Sup. Amdt. No. ILS-27, Amdt. 13; Dated, 1 Oct. 66

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: ILS DH, 415'; LOC, 3.5 miles after passing TE LOM.	
Paterson NDB	TE LOM	Direct	1900	Climb straight ahead to 1000'. Then climbing left turn to 2000', proceeding via HUO, R 155° to Paterson Int/NDB and hold.	
Chatham NDB	Roselle Park Int	Direct	1900		
Amboy Int	Roselle Part Int	Direct	1900		
Solberg VORTAC	Roselle Park Int	Direct	1900		
Roselle Park Int	TE LOM (NOPT)	Direct	1400	Supplementary charting information: Hold NE of Paterson Int on IGN, R 211°, 1-minute right turns, 211° Inbnd, or as directed by ATC. 693' tower, 1.4 miles N of airport.	

Procedure turn N side of crs, 239° Outbnd, 059° Inbnd, 1900' within 10 miles of TE LOM.
FAF, TE LOM. Final approach crs, 059°. Distance FAF to MAP, 3.5 miles.
Minimum altitude over Roselle Park Int, 1900'; over TE LOM, 1340'.
MSA: 000°-180°-2600'; 180°-270°-2000'; 270°-360°-2900'.
NOTES: (1) Radar vectoring. (2) Sliding scale not authorized. (3) Back crs unusable. (4) Inoperative table does not apply to HIRL or ALS Runway 6.
% Runways 1, 6, 19, 24, IFR departures must comply with published Teterboro SID's.
* If ALS inoperative, increase visibility ¼ mile.

CAUTION: Teterboro OM and Newark OM at approximately the same geographic location and signals are simultaneously keyed to indicate one OM serving two ILS systems.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D	
	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT	VIS	
8-6	415	¾	409	415	¾	409	415	¾	409	NA	
LOC	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	VIS	
8-6*	480	¾	474	480	¾	474	480	¾	474	NA	
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	VIS	
C	740	1	733	1000	1½	993	1000	1¾	993	NA	
A	1000-2.			T 2-eng. or less—Runway 6, 300-1; Runway 24, 300-1; Runway 1, 700-1; Runway 19, 500-1. %			T over 2-eng.—Runway 6, 300-1; Runway 24, 300-1; Runway 1, 700-1; Runway 19, 500-1. %				

City, Teterboro; State, N.J.; Airport name, Teterboro; Elev., 7'; Facility, I-TEB; Procedure No. ILS Runway 6, Amdt. 15; Eff. date, 30 May 68; Sup. Amdt. No. ILS-6 Amdt. 14; Dated, 31 July 65

12. By amending § 97.31 of Subpart C to establish precision approach radar (PAR) and airport surveillance radar (ASR) procedures as follows:

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE RADAR

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

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

Radar terminal area maneuvering sectors and altitudes (sectors and distances measured from radar antenna)										Notes
From—	To—	Distance	Altitude	Distance	Altitude	Distance	Altitude	Distance	Altitude	
										*1½ miles required for Category D with inoperative ALS. Descend aircraft to MDA after FAF. ASR Runway 7 FAF 4.6 miles from threshold. ASR Runway 25 FAF 5 miles from threshold. Supplementary charting information: Runway 7, TDZ elevation, 9'. Runway 25, TDZ elevation, 7'.

As established by San Juan ASR minimum altitude vectoring chart.
Missed approach: Runway 7, climb to 1500' right turn to R 094° SJU VORTAC to Isla Verde Int. Runway 25, climbing right turn to 1800' to R 350° SJU VORTAC within 10 miles.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-7.....	540	¾	531	540	¾	531	540	¾	531	540	*1	531
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C-7.....	540	1	531	540	1	531	540	1½	531	560	2	551
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-25.....	400	1	393	400	1	393	400	1	393	400	1	393
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C-25.....	480	1	471	480	1	471	480	1½	471	560	2	551
A.....	Standard.			T 2-eng. or less—Standard.			T over 2-eng.—Standard.					

City, San Juan; State, P.R.; Airport name, Puerto Rico International; Elev., 9'; Facility, San Juan Radar; Procedure No. Radar-1, Amdt. 4; Eff. date, 30 May 68; Sup. Amdt. No. 1, Amdt. 3; Dated, 6 Aug. 66

These procedures shall become effective on the dates specified therein.

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

Issued in Washington, D.C., on April 22, 1968.

JAMES F. RUDOLPH,
Director, Flight Standards Service.

[F.R. Doc. 68-5132; Filed, May 9, 1968; 8:45 a.m.]

Title 5—ADMINISTRATIVE PERSONNEL

Chapter I—Civil Service Commission

PART 550—PAY ADMINISTRATION (GENERAL)

Pay for Irregular or Intermittent Duty Involving Physical Hardship or Hazard

Correction

In F.R. Doc. 68-5004 appearing at page 6341 in the issue of Friday, April 26, 1968, Schedule 2 of Appendix A to Subpart I of Part 550 is corrected as follows: In the column headed "Irregular or intermittent duty", item (2) under the heading "Flying" should read as follows:

(2) Flights (fixed wing aircraft) involving maneuver (tactical pattern) flights at altitudes of 500 feet or less in daylight over water or land in a small or large aircraft or 1,000 feet or less at night;

Title 16—COMMERCIAL PRACTICES

Chapter I—Federal Trade Commission

SUBCHAPTER A—PROCEDURES AND RULES OF PRACTICE

PART 3—RULES OF PRACTICE FOR ADJUDICATIVE PROCEEDINGS

PART 4—MISCELLANEOUS RULES

Miscellaneous Amendments

The Commission announces the following changes in Part 3 and Part 4 of Chapter I of Title 16 published June 13, 1967 (32 F.R. 8444-8460) and corrected on June 17, 1967 (32 F.R. 8710-8711) and June 28, 1967 (32 F.R. 9158). The changes are effective 15 days after date of publication in the FEDERAL REGISTER, and, to the extent applicable, apply to all cases presently pending.

1. Section 3.23(a) of Subpart C of Part 3 is amended to read as follows:

§ 3.23 Interlocutory appeals.

(a) *Request for permission.* Except as provided in §§ 3.35(b), 3.36(d), and 3.42(d), interlocutory appeals from rulings of a hearing examiner may be filed only after permission is first obtained from the Commission. Any request for such permission shall be in writing, not to exceed ten (10) pages in length, and shall be filed within five (5) days after notice of the ruling complained of. Permission will not be granted except upon a showing that the ruling complained of involves substantial rights and will materially affect the final decision, and that a determination of its correctness before conclusion of the hearing is essential to serve the interests of justice.

2. Section 3.34 of Subpart D of Part 3 is amended to read as follows:

§ 3.34 Subpoenas.

(a) *Subpoenas ad testificandum.* Application for issuance of a subpoena requiring a person to appear and depose or testify at the taking of a deposition

or at an adjudicative hearing shall be made to the hearing examiner.

(b) *Subpoenas duces tecum.* (1) Application for issuance of a subpoena requiring a person to appear and depose or testify and to produce specified documents, papers, books, or other physical exhibits at the taking of a deposition, or at a prehearing conference, or at an adjudicative hearing shall be made in writing to the hearing examiner, and shall specify as exactly as possible the material to be produced, showing the general relevancy of the material and the reasonableness of the scope of the subpoena. Any motion to limit or quash such subpoena shall be filed within ten (10) days after service thereof, or within such other time as the hearing examiner may allow.

(2) Subpoenas duces tecum may be used by any party for purposes of discovery or for obtaining documents, papers, books or other physical exhibits for use in evidence, or for both purposes. When used for discovery purposes, a subpoena may require a person to produce and permit the inspection and copying of nonprivileged documents, papers, books, or other physical exhibits which constitute or contain evidence relevant to the subject matter involved and which are in the possession, custody, or control of such person.¹

3. Section 3.35 of Subpart D of Part 3 is amended to read as follows:

§ 3.35 Rulings on applications for compulsory process; appeals.

(a) *Rulings.* Applications for orders requiring the granting of access pursuant to the provisions of § 3.32, applications for orders requiring the taking of depositions pursuant to the provisions of § 3.33, and applications for the issuance of subpoenas pursuant to the provisions of § 3.34 (other than as provided in §§ 3.36 and 3.37) may be made ex parte, and, if so made, such applications and the rulings thereon shall remain ex parte unless otherwise ordered by the hearing examiner or the Commission. Such applications shall be ruled upon by the hearing examiner or, in the event the hearing examiner is not available, by the Director of Hearing Examiners or such other hearing examiner as the Director may designate.

(b) *Appeals.* Appeals to the Commission from rulings on objections to requests for admissions pursuant to the provisions of § 3.31, or from rulings denying applications within the scope of paragraph (a) of this section, or from rulings on motions to limit or quash process issued pursuant to such applications (other than as provided in § 3.36) will be entertained by the Commission only upon a showing that the ruling complained of involves substantial rights and will materially affect the final decision, and that a determination of its correctness before conclusion of the hearing is essential to serve the interests

of justice. Such appeals shall be made on the record and shall be in the form of a brief not to exceed thirty (30) pages in length and shall be filed within five (5) days after notice of the ruling complained of. Appeals from denials of ex parte applications shall have annexed thereto copies of the applications and rulings involved. Answer to any such appeal may be filed within five (5) days after service of the appeal brief. The appeal shall not operate to suspend the hearing unless otherwise ordered by the hearing examiner or the Commission.

4. Section 3.36 of Subpart D of Part 3 is amended to read as follows:

§ 3.36 Form of and rulings on applications for subpoenas for confidential records of the Commission; for appearance of Commission employees; appeals; review.

(a) *Form.* An application for issuance of a subpoena requiring the production of documents, papers, books, physical exhibits, or other material, or the disclosure of confidential information, in the confidential records of the Federal Trade Commission, other than material or information to which the applicant is entitled by law, or for the issuance of a subpoena requiring the appearance of an official or employee of the Commission, shall be made in the form of a written motion filed in accordance with the provisions of § 3.22(a).

(b) *Content.* The motion shall specify as exactly as possible the material to be produced, the nature of the information to be disclosed, or the expected testimony of the Commission official or employee, and shall contain a statement showing the general relevancy of the material, information, or testimony, and the reasonableness of the scope of the application, together with a showing that such material, information, or testimony is not available from other sources by voluntary methods or through other provisions of the rules in this chapter.

(c) *Rulings.* Such applications (in the form of written motions) shall be ruled upon by the hearing examiner or, in the event the hearing examiner is not available, by the Director of Hearing Examiners or such other hearing examiner as the Director may designate. To the extent that the motion is granted, the hearing examiner shall provide such terms and conditions for the production of the material, the disclosure of the information, or the appearance of the Commission official or employee as may appear necessary and appropriate for the protection of the public interest.

(d) *Appeals.* Appeals to the Commission from rulings on motions to limit or quash subpoenas within the scope of paragraph (a) of this section shall be made on the record and shall be in the form of a brief not to exceed thirty (30) pages in length and shall be filed within five (5) days after service of the ruling complained of. Answer to any such appeal may be filed within five (5) days after service of the appeal brief. The appeal shall not operate to suspend the hearing unless otherwise ordered by the hearing examiner or the Commission.

(e) *Review of rulings in absence of appeals.* At any time prior to return on a subpoena issued under this section, the Commission, on its own motion, may enter an order staying the return date or placing the matter on the Commission's docket for review. Any order placing the matter on the Commission's docket for review will set forth the scope of the review and the issues which will be considered and will make provision for the filing of briefs if deemed appropriate by the Commission.

5. Section 3.52(f) of Subpart F of Part 3 is amended to read as follows:

§ 3.52 Appeal from initial decision.

* * * * *

(f) *Oral argument.* Oral arguments will be held in all cases on appeal to the Commission, unless the Commission otherwise orders upon its own initiative or upon request of any party made at the time of filing his brief. Oral arguments before the Commission shall be reported stenographically, unless otherwise ordered, and a member of the Commission absent from an oral argument may participate in the consideration and decision of the appeal in any case in which the oral argument is stenographically reported. The purpose of oral argument is to emphasize and clarify the written argument appearing in the briefs and to answer questions. Reading at length from the briefs or other texts is not favored.

6. Section 4.11(d) of Part 4 is amended to read as follows:

§ 4.11 Release of confidential information.

* * * * *

(d) Any official or employee of the Commission who is served with a subpoena or other compulsory process, except a subpoena issued within the scope of § 3.36 of this chapter, requiring the production of any document or record or the disclosure of any information which is designated in § 4.10 as a part of the confidential records of the Commission shall promptly advise the Commission of the service of such subpoena or other compulsory process, the nature of the documents or information sought, and all relevant facts and circumstances. The Commission will thereupon enter such order or give such instructions as it shall deem advisable. If the official or employee so served has not received instructions from the Commission prior to the return date of the subpoena or other compulsory process, he shall appear in response thereto and respectfully decline to produce the documents or records or to disclose the information called for, basing his refusal upon this paragraph.

Issued: May 1, 1968.

By direction of the Commission.

[SEAL] JOSEPH W. SHEA,
Secretary.

[F.R. Doc. 68-5593; Filed, May 9, 1968; 8:47 a.m.]

¹ Orders for the production of documents, provided for under former rules of practice, are no longer used.

Title 32—NATIONAL DEFENSE

Chapter I—Office of the Secretary of Defense

SUBCHAPTER F—TRANSPORTATION

PART 200—OCEAN TRANSPORTATION SERVICE

Scope and purpose. Part 200 is updated to reflect current statutory authority for, and organization and functions of, the Military Sea Transportation Service as follows:

- Sec.
200.1 Authority and responsibility.
200.2 Background.
200.3 Organization.
200.4 Relationships.
200.5 Fiscal.

AUTHORITY: The provisions of this Part 200 issued under 5 U.S.C. 301; 10 U.S.C. 125, 133.

§ 200.1 Authority and responsibility.

(a) The Secretary of Defense has designated the Secretary of the Navy as the "Single Manager for Ocean Transportation" with authorities and responsibilities as assigned by the Secretary of Defense (21 F.R. 4022).

(b) The Single Manager Operating Agency for Sealift Service is titled the Military Sea Transportation Service (MSTS).

(c) The Single Manager has designated the Commander, Military Sea Transportation Service as the Executive Director for the Single Manager Operating Agency for Sealift Service.

(d) The Military Sea Transportation Service is a major component of the U.S. Navy and is commanded by a flag officer designated by the Chief of Naval Operations, subject to the approval of the Secretary of the Navy and the Secretary of Defense (32 F.R. 6300). As MSTS is a part of the Operating Forces of the Navy, the Commander, Military Sea Transportation Service is under the command of the Chief of Naval Operations, and with respect to procurement and administrative and management principles the Under Secretary of the Navy shall exercise policy supervision, except that the Assistant Secretary of the Navy (Installations and Logistics) shall exercise policy supervision with respect to (1) determinations and findings authorizing negotiation of contracts and (2) business clearance as required by Navy Procurement Directive 1-403 and that the Assistant Secretary of the Navy (Financial Management) shall exercise policy supervision with respect to fiscal reporting as well as statistical, analytical, accounting and budgeting procedures consistent with DoD Directive 7410.4.

(e) The Commander, Military Sea Transportation Service, provides ocean transportation service for the movement of personnel, cargo, bulk petroleum, and mail for all components of the Department of Defense (excluding that transported by units of the fleet) and as authorized for other agencies of the U.S. Government, subject to the policies of the Secretary of Defense. MSTS also operates ships in support of scientific

projects and other programs for agencies or departments of the United States. The primary mission of MSTS is to provide immediate sealift capability in an emergency. MSTS operates Government-owned ships and augments this capability by shipping cargo and passengers in commercially operated ships, chartering ships, and exercising operational control over ships activated from the National Defense Reserve Fleet to meet emergency needs.

§ 200.2 Background.

The Military Sea Transportation Service was originally established by directive of the Secretary of Defense dated August 2, 1949 (14 F.R. 5203). Pursuant to this directive, terms of reference, preliminary agreements and procedures were determined by designated representatives of the Chief of Staff, U.S. Army, the Chief of Naval Operations and the Chief of Staff, U.S. Air Force. These were promulgated by the Deputy Chief of Naval Operations (Logistics) on September 2, 1949, and concerned those matters incident to the formation of MSTS, including the transfer of ships, the assignment of personnel and pertinent details of support and operational procedures. All required actions have been accomplished and the terms of reference have been superseded.

§ 200.3 Organization.

(a) The organization of MSTS is structured to provide prompt and efficient means for accomplishing the ocean transportation requirements of the Department of Defense and to afford sufficient flexibility to permit ready transition from peacetime to war or other emergency operations.

(b) Under the Commander, Military Sea Transportation Service, with headquarters at Washington, D.C., Area Commands, headed by flag officers, have been established as follows:

Eastern Atlantic and Mediterranean (MSTSELM), Bremerhaven, Germany.

Atlantic (MSTSLANT), New York, N.Y.

Pacific (MSTSPAC), Oakland, Calif.

Far East (MSTSFE), Yokohama, Japan.

Subarea Commands and MSTS offices have been established at seaport locations within Area Commands. MSTS offices are subject to inactivation or relocation as circumstances warrant to meet the sea transportation needs of Department of Defense personnel and cargo.

(c) The MSTS fleet is composed of Government-owned ships which are public vessels and are designated U.S. Naval Ships (USNE). This fleet is comprised of transports, tankers, freighters, and special project ships, all civilian manned. Operational and administrative control of this fleet, with the exception of tankers, is accomplished by MSTS Area Commands. Tankers are controlled at MSTS Headquarters, Washington, D.C.

(d) In regard to USNS ships, the public may secure information, make submittals or requests, including requests for forms, or obtain decisions in naval matters affecting the public from MSTS

Area Commands, either in person or by telephone, during regular working hours or by mail or telegram. Mail addresses and points of contact where information can be obtained are listed below:

Commander, Military Sea Transportation Service, Atlantic, 58th Street and First Avenue, Brooklyn, N.Y. 11250.

Commander—(202 area code) 439-5400 Ext. 5100.

Industrial Relations Officer—Ext. 5120.
Assistant Chief of Staff—(Operations) Ext. 5300.

Maintenance and Repair Officer—Ext. 5140.
Supply Officer—Ext. 5250.

Counsel—Ext. 5270.

Public Affairs Officer—Ext. 5109.

Commander, Military Sea Transportation Service, Pacific Naval Supply Center (Bldg. 310), Oakland, Calif. 94625.

Commander (415) 466-6111.

Industrial Relations Officer—466-6996.
Assistant Chief of Staff (Operations) 466-6281.

Maintenance and Repair Officer—466-6955.
Supply Officer—466-5337.

Comptroller—466-5641.

Counsel—466-6481.

Public Affairs Officer—466-5864.

Commander, Military Sea Transportation Service, Eastern Atlantic and Mediterranean (Mailing address) FPO New York 09514 (location; not to be included in mailing address) U.S. Army Staging Area, Bremerhaven, Germany.

Commander, place call with overseas operator and ask for Bremerhaven military 3629.

Public inquiries may be addressed to the Commander, Military Sea Transportation Service, Eastern Atlantic and Mediterranean who will direct the inquiry to cognizant members of his staff.

Commander, Military Sea Transportation Service, Far East (Mailing address) FPO San Francisco 9660 (location; not to be included in mailing address) North Pier, Yokohama, Japan.

Commander, place call with overseas operator and ask for Yokohama, North Pier, Ext. 318 or 418.

Public inquiries may be addressed to the Commander, Military Sea Transportation Service, Far East who will direct the inquiry to cognizant members of his staff.

(e) Augmentation of MSTS USNS fleet capability is accomplished by shipping less than shipload lots of cargo in commercially operated berth line merchant ships under the terms of MSTS Shipping Agreements or MSTS Shipping Contracts. Also, merchant ships, dry cargo and tankers, are chartered by MSTS. These ships are under the operational control of MSTS and become part of the controlled fleet during the tenure of the charters. Merchant ships activated from the National Defense Reserve Fleet to meet emergency needs are placed under MSTS operational control by means of U.S. Maritime Administration General Agency Agreements (GAA).

(f) The negotiation, execution, and administration of ship charters are accomplished at MSTS Headquarters, Washington, D.C. Negotiation and execution of MSTS shipping agreements and shipping contractors are also accomplished at MSTS Headquarters. However, the administration of these contracts is the responsibility of MSTS Area Commands. Policy concerning MSTS operation of National Defense Reserve Fleet ships is also determined at

MSTS Headquarters; scheduling and other operational matters for these ships are accomplished at MSTS area commands.

(g) The public may secure information, make submittals or obtain decisions on matters affecting the public which concern MSTS use of commercial shipping or other matters relative to the administration of MSTS, either in person or by telephone during regular working hours, or by mail or telegram. The mail address and points of contact where information can be obtained are listed below.

Mail address:
Commander, Military Sea Transportation Service, Department of the Navy, Washington, D.C. 20390.

Street address:
3800 Newark Street NW., Washington, D.C. 20390.

Telephone numbers:
Commander—(202 area code) OX-ford 6-9221.

Deputy Commander/Chief of Staff, OX-ford 6-9221.

Commercial Shipping Advisor, OX-ford 6-9214.

Legislative Affairs Officer, OX-ford 6-9650.
Assistant Chief of Staff for Operations, OX-ford 6-9398.

Commercial Contracting Officer, OX-ford 6-9465.

Engineering Officer, OX-ford 6-9523.

Supply Officer, OX-ford 6-9545.

Comptroller, OX-ford 6-9547.

Counsel, OX-ford 6-9812.

Management Engineer, OX-ford 6-9414.

Public Affairs Officer, OX-ford 6-9879.

§ 200.4 Relationships.

(a) *Seller/customer relationship.* The Military Sea Transportation Service maintains a seller/customer relationship principally with the Army, Air Force, Navy, and Marine Corps. Shipping services are also rendered to other governmental agencies by special agreement. Charges for services rendered are made on the basis of predetermined billing and per diem rates approved by the Assistant Secretary of Defense (Comptroller).

(b) *Department headquarters.* The following departmental headquarters offices are the points of contact with the Military Sea Transportation Service for the ocean transportation requirements of their respective departments.

Department of the Army: Office of the Deputy Chief of Staff (Logistics).

Department of the Air Force: Office of the Director of Transportation.

Department of the Navy:

Navy (Cargo), Naval Supply Systems Command Headquarters; (Personnel), Bureau of Naval Personnel;

Marine Corps (Cargo), Naval Supply Systems Command Headquarters; (Personnel), Bureau of Naval Personnel.

(c) *Space assignment committee.*

Space assignment committees have been established at headquarters and at each of the area and subarea commands. These committees, for passenger space allocations, are composed of representatives of each of the shipper services and are chaired by a representative of MSTS.

(d) *Joint policies.* Policies governing the transportation of cargo and passengers by the Military Sea Transportation Service have been developed in coordination with the Departments of the Army, Navy, and Air Force and promulgated by the Chief of Naval Operations, or the Secretary of the Navy.

(e) *Reporting shipping requirements.*

Procedures for reporting shipping requirements have been established by the Joint Chiefs of Staff, in coordination with the Military Sea Transportation Service, the Military Traffic Management and Terminal Service, and the military departments.

(f) *Tanker/terminal demurrage.*

Agreement on tanker/terminal demurrage procedures has been reached between the Military Sea Transportation Service, and the Departments of the Army, Navy, and Air Force.

(g) *Coastwise and intercoastal lift capacity.*

Procedures have been developed by the Military Sea Transportation Service to keep the Executive Director of the Single Manager Operating Agency for Military Traffic, Land Transportation, and Common User Ocean Terminals informed as to the availability of opportunity MSTS operated coastwise and intercoastal lift capacity.

(h) *Technical and material matters concerning ships assigned to MSTS.*

The responsibilities of the Commander, Military Sea Transportation Service and the Commander, Naval Ship Systems Command for technical and material matters concerning ships assigned to or to be assigned to the Military Sea Transportation Service have been promulgated by the Chief of Naval Operations.

(i) *Inspection and certification of ships by U.S. Coast Guard.*

An agreement with the U.S. Coast Guard for the periodic inspection and certification of MSTS vessels of commercial types in accordance with the Coast Guard's Merchant Marine Safety Manual has been promulgated by Commander, Military Sea Transportation Service.

(j) In accordance with the policies of the Department of Defense for implementation of Single Manager Assignments, the Secretary of the Navy provides for direct coordination with the other military services and the Office of the Secretary of Defense on matters relating to the operation of the Ocean Transportation Service.

§ 200.5 Fiscal.

(a) The operations of the Military Sea Transportation Service are financed under the Navy Industrial Fund. (DoD Instruction 7410.4 of Mar. 13, 1967)

(b) The Military Sea Transportation Service follows a double-entry commercial type accounting system, maintained on an accrual basis and observes fiscal procedures in accordance with the directives of the Assistant Secretary of Defense (Comptroller) and the Comptroller of the Navy.

(c) Bills are submitted monthly by the Military Sea Transportation Service to each agency to whom services are rendered. Charges are computed on the basis of predetermined billing and per diem rates and other factors calculated to recover the overall cost of operations.

(d) To keep the customer services apprised of the results of its operations, the Military Sea Transportation Service prepares and distributes quarterly statistical and financial reports.

MAURICE W. ROCHE,
Director, Correspondence and Directives Division, OASD (Administration).

[F.R. Doc. 68-5565; Filed, May 9, 1968; 8:45 a.m.]

Title 32A—NATIONAL DEFENSE, APPENDIX

Chapter XVIII—National Shipping Authority, Maritime Administration, Department of Commerce

[NSA Order 35 (OPR-2, Amdt. 3)]

OPR-2—VOYAGE DATA

Voyage Commencements and Terminations

Correction

In F.R. Doc. 68-5323 appearing at page 6710 in the issue of Thursday, May 2, 1968, the title following the signature should read "Assistant to the Director, National Shipping Authority."

Title 33—NAVIGATION AND NAVIGABLE WATERS

Chapter I—Coast Guard, Department of Transportation

SUBCHAPTER J—BRIDGES

[CGFR 68-52]

PART 117—DRAWBRIDGE OPERATION REGULATIONS

Elizabeth River, Southern Branch, Va.

1. The Virginia Highway Department by letter dated January 9, 1968, requested that special regulations be prescribed to govern the operation of the I-64 drawbridge across the Southern Branch, Elizabeth River, Va. A public notice dated January 17, 1968, setting forth the proposed revision of the regulations governing this drawbridge was issued by the Commander, Fifth Coast Guard District, and was made available to all persons known to have an interest in this subject. After consideration of all comments submitted in response to this proposal the issuance of special operation regulations is approved. The purpose of this document is to set forth the requirements in 33 CFR 117.245(f) (26-a) and to prescribe special regulations for the operation of I-64 drawbridge across the Southern Branch, Elizabeth River, Va.

2. By virtue of the authority vested in me as Commandant, U.S. Coast Guard, by 14 U.S.C. 632 and 49 CFR 1.4(a) (3), the text of 33 CFR 117.245(f) (26-a) shall read as follows and shall be effective on

and after 30 days after date of publication of this document in the FEDERAL REGISTER.

§ 117.245 Navigable waters discharging into the Atlantic Ocean south of and including Chesapeake Bay and into the Gulf of Mexico, except the Mississippi River and its tributaries and outlets; bridges where constant attendance of draw tenders is not required.

(f) *Waterways discharging into Chesapeake Bay.*

(26-a) Elizabeth River, Southern Branch, Va.; Virginia Department of Highways bridge at Chesapeake. A 24-hour advance notice is required at all times.

(Sec. 5, 28 Stat. 362, as amended; 33 U.S.C. 499; 49 CFR 1.4(a)(3)(v); 32 F.R. 5606)

Dated: May 2, 1968.

W. J. SMITH,
Admiral, U.S. Coast Guard,
Commandant.

[F.R. Doc. 68-5571; Filed, May 9, 1968;
8:45 a.m.]

Title 39—POSTAL SERVICE

Chapter I—Post Office Department

SUBCHAPTER N—PROCEDURES

PART 912—PROCEDURES TO ADJUDICATE CLAIMS FOR PERSONAL INJURY OR PROPERTY DAMAGE ARISING OUT OF THE OPERATION OF THE POSTAL SERVICE

Part 912 is republished to update the procedures for adjudication of claims for injury or property damage arising out of the operation of the Postal Service, under the provision of the Federal Tort Claims Act as amended by Public Law 89-506 approved July 18, 1966.

Sec.

- 912.1 Character and limit of claims.
- 912.2 Time limit for filing.
- 912.3 Place of filing.
- 912.4 By whom claim may be filed.
- 912.5 Manner of filing claims.
- 912.6 Evidence required to support claim.
- 912.7 Adjudication and settlement of claim.
- 912.8 Review of adjudication.
- 912.9 Exclusiveness of remedy.
- 912.10 Attorneys' fees.

AUTHORITY: The provisions of this Part 912 issued under 5 U.S.C. 301, 28 U.S.C. 2671-2680; 39 U.S.C. 309, 501, 2409.

§ 912.1 Character and limit of claims.

(a) Procedure for adjudication of claims for personal injury or property damage arising out of the operation of the Postal Service, under the provisions of the Federal Tort Claims Act (28 U.S.C. 1346(b), 1402(b), 2401(b), and 2671-2680) and 39 U.S.C. 2409.

(b) Claims for damage to or loss of property, personal injury or death caused by the negligent or wrongful act or omission of an employee of the Department

while acting within the scope of his employment under circumstances where the United States, if a private person, would be liable to the claimant for such damage, loss, injury, or death, are adjudicated in accordance with the law of the place where the act or omission occurred. The authority of the Department to award compensation under this Act for claims accruing on or after January 18, 1967, is limited to \$25,000.¹ The Department may, however, award compensation under this Act for claims accruing on or after January 18, 1967, in an amount in excess of \$25,000, after obtaining prior written approval of the Attorney General or his designee.

(c) Where the Postmaster General or his designee finds a claim for damage to persons or property resulting from operation of the Department to be a proper charge against the United States, and it is not cognizable under 28 U.S.C. 2672, he may adjust and settle it in an amount not exceeding \$500, under authority of 39 U.S.C. 2409.

§ 912.2 Time limit for filing.

(a) *Claim.* The statutory time for filing a claim under the Federal Tort Claims Act is 2 years from the date the claim accrues.

(b) *Suit.* The statutory time for filing suit is 6 months after the date of mailing by certified or registered mail of notice of final denial of the claim by the Department. (39 U.S.C. 2410(b), as amended by 80 Stat. 307) (Also note § 912.8).

§ 912.3 Place of filing.

A claim is usually filed with the postmaster of the office within the delivery limits of which the accident happened, but may be filed at any office of the Department or sent directly to the Office of the General Counsel.

§ 912.4 By whom claim may be filed.

(a) A claim may be filed by the person or organization sustaining injuries or damage in his/its own right. An attorney may assist the claimant but may not sign the claim for such claimant. A claim presented in behalf of an organization by an agent or duly authorized representative shall be presented in the name of the claimant. It shall be signed by the agent or duly authorized representative, showing the title or legal capacity of the person signing, and it shall be accompanied by evidence of his authority to present a claim on behalf of the organization as agent, executor, administrator, parent, guardian, or other representative.

(b) A claim for loss compensated by an insurer with the rights of a subrogee may be presented by the insurer in its own name in the exact amount of the subrogated interest. (United States v. Aetna Insurance Company, 338 U.S. 366 (1949)). A claim for loss partially compensated by the insurer with the rights of a subrogee may be presented jointly with the claim of the insured provided it

¹ For claims accruing prior to that date the limitation is \$2,500.

is properly completed and signed by both parties.

§ 912.5 Manner of filing claims.

Claim must be filed on Standard Form 95 which may be obtained from postmaster, postal inspectors, or local postal establishments.

§ 912.6 Evidence required to support claim.

Each claim filed must be supported as follows:

(a) In cases of property damage, a detailed statement of the amount claimed with respect to each item of property and proof of ownership; by an itemized, receipted bill or bills covering the repairs to the private property or the replacement of property destroyed and limited to such items of repair or replacement as were necessitated by reason of the damage incurred in the specific accident giving rise to the claim or, if repairs have not yet been made, at least two itemized, signed statements or estimates by reliable, disinterested concerns; or where property is not economically repairable or is lost or destroyed, statements as to the original cost of the property, the date of purchase and the value of the property, both before and after the accident, which statements should be prepared by disinterested, competent persons, preferably reputable dealers familiar with the type of property damage, or by two or more competitive bidders, whose bids should be certified as just and correct; the names and addresses of any witnesses to the accident; and in cases where property is covered by insurance; for example, collision insurance on a vehicle, the claimant must state what insurance is carried, the name and location of the company, whether he has filed claims with that company and what action the insurance company has taken or will take with respect to such claims. Claims from insurance companies as subrogees must be executed by their proper claims officers and must be supported with a subrogation receipt evidencing the payment made to their insured;

(b) In cases of personal injury, including pain and suffering, by doctors' bills, hospital bills, nursing bills, bills covering dental, optical or pharmaceutical services, a statement from the attending physician showing the nature and extent of the injuries and the treatment thereof, the degree of permanent or partial disability, if any, the prognosis, and the period of hospitalization or incapacity; also a sworn statement of any available witnesses; claimants shall be required to submit to physical examinations by competent doctors employed or retained by the Government whenever they are requested to do so; if a claim is made for loss of time from employment, a sworn statement from claimant's employer establishing the amount of time and compensation actually lost by reason of the accident; if the claimant is self-employed, documentary evidence showing the amount of earnings actually lost; and

(c) In cases of death, by authenticated death certificate or other competent evidence showing cause of death, date of death, and age of the decedent; employment or occupation of the decedent at time of death, including his monthly or yearly salary or earnings and the duration of his employment or occupation; full names, addresses, birth dates, kinship, and marital status of the decedent's survivors, including identification of those survivors who were dependent for support upon the decedent at the time of his death; degree of support afforded by the decedent to each survivor dependent upon him for support at the time of his death; decedent's general physical and mental condition before death; itemized bills for medical and burial expenses incurred by reason of the incident causing death, or itemized receipts of payment for such expenses; if damages for pain and suffering prior to death are claimed, all documentation required to support a claim for personal injury as itemized above, plus a statement from attending physicians relative to decedent's physical and mental condition in the interval between injury and death. The evidence specifically described in this section may be supplemented by any other documentary evidence which would be helpful to the Department in adjudicating claims.

§ 912.7 Adjudication and settlement of claim.

In any case where the General Counsel, upon consideration of all the evidence submitted, finds that compensation is due a claimant under either of these acts, payment will be made by the Post Office Department and in due course a settlement warrant will be forwarded to the claimant.

§ 912.8 Review of adjudication.

(a) The approval and acceptance of an adjudication of any claim made by the General Counsel or his designee constitutes final action so far as the Department is concerned.

(b) If a claim is disallowed or if the claimant is unwilling to accept the amount awarded, the claimant may resort to the U.S. courts for relief. Conditions under which relief may be sought in the courts may be found in Title 28 U.S.C. 2675 and other pertinent sections of the Code referred to therein. Before such suit is brought, the pertinent provisions of Title 28 of the United States Code should be examined by the claimant.

§ 912.9 Exclusiveness of remedy.

The provisions of 28 U.S.C. 2679 provide that the remedy against the United States, as provided by sections 1346(b) and 2672 of Title 28, for injury or loss or personal injury or death resulting from the operation by an employee of the government of any motor vehicle while acting within the scope of his employment is exclusive of any other civil action or proceeding by reason of the same subject matter against the employee or his estate whose act or omission gave rise to the claim.

§ 912.10 Attorneys' fees.

The provisions of 28 U.S.C. 2678 should be consulted in determining the amount of the attorneys' fees.

TIMOTHY J. MAY,
General Counsel.

MAY 6, 1968.

[F.R. Doc. 68-5570; Filed, May 9, 1968;
8:45 a.m.]

Title 41—PUBLIC CONTRACTS AND PROPERTY MANAGEMENT

Chapter 14—Department of the Interior

PART 14-6—FOREIGN PURCHASES

Pursuant to the authority of the Secretary of the Interior, contained in 5 U.S.C. 22, Part 14-6 of Chapter 14, Title 41 of the Code of Federal Regulations is hereby approved as set forth below.

It is the general policy of the Department of the Interior to allow time for interested parties to take part in the public rulemaking process. However, because this part is largely a general statement of Departmental policy and internal procedure the rulemaking process will be waived and this part will become effective upon publication in the FEDERAL REGISTER.

STEWART L. UDALL,
Secretary of the Interior.

MAY 2, 1968.

This part is effective upon publication in the FEDERAL REGISTER.

Subpart 14-6.1—Buy American Act—Supply and Service Contracts

Sec.

- 14-6.104-3 Certificate.
- 14-6.104-4 Evaluation of bids and proposals.
- 14-6.105 Excepted articles, materials, and supplies.

Subpart 14-6.2—Buy American Act— Construction Contracts

- 14-6.204 Invitation provision and representations by bidder.

AUTHORITY: The provisions of this Part 14-6 issued under sec. 205(c), 63 Stat. 390; 40 U.S.C. 486(c).

Subpart 14-6.1—Buy American Act— Supply and Service Contracts

§ 14-6.104-3 Certificate.

Invitations for bids and requests for proposals shall require that each bid or proposal include the following representations:

REPRESENTATIONS BY BIDDERS PURSUANT TO THE "BUY-AMERICAN" ACT

(See Clause 14 of the General Provisions, Standard Form 32)

1. If the bidder represents that the articles, materials, and supplies he proposes to furnish are domestic source end products as defined in Clause 14 of the General Provisions, he shall check the box at the end of this paragraph ☐
2. If the bidder represents that the articles, materials, and supplies he proposes to furnish are "Not" domestic source end products

as defined in Clause 14 of the General Provisions, he shall check the box at the end of this paragraph ☐

All bidders must check the box at the end of either paragraph 1 or 2 above.

3. A bidder who checks paragraph 1 above, but who proposes to furnish domestic source end products containing components of foreign origin the cost of which exceeds 5 percent of the bid price, shall furnish in the spaces below a complete list of components of foreign origin in sufficient detail to clearly identify each:

COMPONENTS OF FOREIGN ORIGIN ¹	Point of origin
---	-----------------

-----	-----
-----	-----
-----	-----
-----	-----
-----	-----
-----	-----
-----	-----
-----	-----
-----	-----
-----	-----

The bidder represents that the total cost of the above components of foreign origin, including applicable duty and transportation costs, constitutes ----- percent of the cost of all components to be incorporated in the end products being furnished. The bidder agrees to furnish, for the exclusive use of the Government, such additional information as the contracting officer may request in order to verify the foregoing in evaluating the bid.

4. The bidder agrees that no components of foreign origin, other than those listed above, will be incorporated in the end products being furnished without written approval of the contracting officer.

§ 14-6.104-4 Evaluation of bids and proposals.

(a) In situations provided for in § 1-6.104-4 of this title and calling for a decision as to an award for more than \$100,000 and the application of the 12 percent factor, the heads of bureaus and offices and their designees are authorized to decide whether the award to the small business concern or labor surplus area concern would involve unreasonable cost or inconsistency with the public interest.

(b) In cases where bids received on supply contracts include offers for both domestic and foreign articles, each item of the bid, as distinguished from the bid as a whole, must be separately evaluated as an "end product" within the meaning of Clause 14 of Standard Form 32 to determine whether 50 percent or more of the ingredients or components thereof are of foreign origin.

(c) Separate treatment of each item as an "end product" for the purpose of applying "Buy American" evaluation factors can be regarded only as a general guideline. It is subject to further refinement where separate items are purchased in multiple quantities. If each separate unit of an item in a schedule is for an article which is mechanically complete and independently usable in performance of its intended function, it is an "end product" in itself under the language of Clause 14 of Standard Form 32. Each

¹Continue listing on reverse side if necessary.

Coffee, raw & green bean.
Cork, wood or bark and waste.
Diamonds, industrial, stones.
Emetine, bulk.
Ergot, crude.
Fair linen, altar.
Fibers of the following types: Abace, agave,
coir, jute, and palmyra.
Goat and kid skins.

Bidder represents that all construction materials to be used, other than those specifically exempt from the requirements of the Buy American Act as listed on the back of this form, will be domestic materials conforming to Clause No. 19, "Buy American," of the General Provisions (Standard Form 23-A) except as noted below:

Name of each item of nondomestic material	Quantity (weight, feet, number, etc.)	Cost delivered to the job site
Total		\$

List below the lowest cost of domestic material comparable to each item of nondomestic material shown above, based upon bidder's canvass of domestic suppliers (as required by paragraph (b) (2) on the back of this form).

<i>Name of each item of domestic material comparable to offered nondomestic material</i>	<i>Quantity (weight, feet, number, etc.)</i>	<i>Cost delivered to the job site</i>
-----	-----	-----
-----	-----	-----
-----	-----	-----
-----	-----	-----
-----	-----	-----
-----	-----	-----
-----	-----	-----
Total	-----	\$ -----

Wax, carnauba.
Woods of the following species: Angelique,
balsa, ekki, greenheart, lignum vitae, ma-
hogany, and teak.

(c) Solicitations may require that each bid or proposal include the following representations:

FEDERAL REGISTER, VOL. 33, NO. 92—FRIDAY, MAY 10, 1968

If nondomestic construction materials are listed above, an alternate bid may be submitted offering comparable domestic materials as described in paragraph (b) (3) on the reverse hereof. However, unless the bidder specifically states alternate bid prices for specific items of the schedule, based upon use of comparable domestic materials, the bid will be evaluated only on the basis of the foreign materials listed above.

INFORMATION REGARDING BUY AMERICAN ACT

(a) The Buy American Act (41 U.S.C. 10a-10d) generally requires that only domestic construction material be used in the performance of this contract. (See the clause entitled "Buy American" in Standard Form 23-A, General Provisions, Construction Contract.) This requirement does not apply to the following construction material or components:

(The contracting officer will insert a listing of exempted materials or components.)

(b) (1) Furthermore, bids or proposals offering use of additional nondomestic construction material may be acceptable for award if the Government determines that use of comparable domestic construction material is impracticable or would unreasonably increase the cost or that domestic construction material (in sufficient and reasonably available commercial quantities and of a satisfactory quality) is unavailable. Reliable evidence shall be furnished justifying such use of additional nondomestic construction material.

(2) Where it is alleged that use of domestic construction material would unreasonably increase the cost:

(i) Data shall be included by the bidder, based on a reasonable canvass of suppliers, demonstrating that the cost of each such domestic construction material would exceed by more than 6 percent the cost of comparable nondomestic construction material. (All costs of delivery to the construction site shall be included, as well as any applicable duty.)

(ii) For evaluation purposes, 6 percent of the cost of all additional nondomestic construction material, which qualifies under paragraph (1) above, will be added to the bid or proposal.

(3) When offering additional nondomestic construction material, bids or proposals may also offer, at stated prices, any available comparable domestic construction material, so as to avoid the possibility that failure of a nondomestic construction material to be acceptable under (1) above, will cause rejection of the entire bid.

[F.R. Doc. 68-5567; Filed, May 9, 1968; 8:45 a.m.]

Title 43—PUBLIC LANDS: INTERIOR

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

APPENDIX—PUBLIC LAND ORDERS

[Public Land Order 4414]

[Utah 3637]

UTAH

Addition to National Forest

By virtue of the authority vested in the President by section 24 of the act of March 3, 1891 (26 Stat. 1103; 16 U.S.C. 471), and the act of June 4, 1897 (30 Stat. 34, 36; 16 U.S.C. 473), and pursuant to Executive Order No. 10355 of May 26, 1952 (17 F.R. 4831), it is ordered as follows:

1. The following described public lands are hereby added to and made a part of the Wasatch National Forest, and hereafter shall be subject to all laws and regulations applicable to said national forest, subject to valid existing rights, and the boundaries of the said forest are adjusted accordingly:

PUBLIC DOMAIN LANDS SALT LAKE MERIDIAN

T. 1 N., R. 8 E.,

Sec. 23, S $\frac{1}{2}$ NW $\frac{1}{4}$ NW $\frac{1}{4}$, S $\frac{1}{2}$ NW $\frac{1}{4}$;
Sec. 29, E $\frac{1}{2}$ SW $\frac{1}{4}$ NE $\frac{1}{4}$ NE $\frac{1}{4}$, SE $\frac{1}{4}$ NE $\frac{1}{4}$ NE $\frac{1}{4}$, S $\frac{1}{2}$ NE $\frac{1}{4}$ SE $\frac{1}{4}$ NW $\frac{1}{4}$, S $\frac{1}{2}$ SE $\frac{1}{4}$ NW $\frac{1}{4}$;
Sec. 30, lot 4, SE $\frac{1}{4}$ SW $\frac{1}{4}$, SW $\frac{1}{4}$ SE $\frac{1}{4}$.

The areas described aggregate 344.66 acres.

2. The boundaries of the Wasatch National Forest are hereby extended to include the following described nonpublic land, which shall become a part of the said national forest and subject to all laws and regulations applicable thereto, upon acquisition of title by the United States under applicable law to said land:

PRIVATE LANDS SALT LAKE MERIDIAN

T. 1 N., R. 8 E.,

Sec. 30, SE $\frac{1}{4}$ SE $\frac{1}{4}$.

The area described contains 40 acres.

HARRY R. ANDERSON,
Assistant Secretary of the Interior.

MAY 6, 1968.

[F.R. Doc. 68-5566; Filed, May 9, 1968; 8:45 a.m.]

Title 47—TELECOMMUNICATION

Chapter I—Federal Communications Commission

[Docket No. 16474]

PART 17—CONSTRUCTION, MARKING, AND LIGHTING OF ANTENNA STRUCTURES

Lighting Specifications; Correction

The specifications for the lighting of antenna structures over 1,650 feet up to and including 1,800 feet in height in Subpart C of Part 17 of the above described report and order, FCC 67-871, released August 1, 1967 and published in the FEDERAL REGISTER on August 3, 1967, 32 F.R. 11266, erroneously specified in § 17.35(a) (3) that obstruction lighting be installed at the two-thirds level of the antenna structure. Notice of proposed rule making, FCC 66-174, released February 25, 1966, correctly specified that such lighting be installed at the nine-twelfths level which, when reduced to its lowest fraction, is the three-fourths level. Accordingly, § 17.35(a) (3) of the rules is corrected to read as follows:

§ 17.35 Specifications for the lighting of antenna structures over 1,650 feet up to and including 1,800 feet in height.

(a) * * *

(3) On levels at approximately eleven-twelfths, three-fourths, seven-twelfths, five-twelfths, one-fourth, and one-twelfth of the overall height of the tower at least one 100-, 107-, or 116-watt lamp (No. 100 A21/TS, No. 107 A21/TS, or No. 116 A21/TS, respectively) enclosed in an aviation red obstruction light globe shall be installed on each outside corner of the structure.

Released: May 6, 1968.

FEDERAL COMMUNICATIONS
COMMISSION,
[SEAL] BEN F. WAPLE,
Secretary.

[F.R. Doc. 68-5602; Filed, May 9, 1968; 8:48 a.m.]

Title 49—TRANSPORTATION

Subtitle A—Office of the Secretary of Transportation

[OST Docket No. 1, Amdt. 12]

PART 1—FUNCTIONS, POWERS, AND DUTIES IN THE DEPARTMENT OF TRANSPORTATION

Delegation of Authority To Issue Certain Regulations; Federal Aviation Administrator

The purpose of this amendment is to amend the reservation imposed in § 1.25(c) of Part 1 (32 F.R. 14277) so far as it limits the authority of the Federal Aviation Administrator to issue regulations implementing section 4(f) of the Department of Transportation Act (80 Stat. 934).

Section 4(f) of the Department of Transportation Act requires certain determinations to be made before approval of any program or project which requires the use of any land from a public park, recreation area, wildlife and waterfowl refuge, or historic site. Section 1.25(c) of the regulations of the Office of the Secretary of Transportation reserves to the Office of the Secretary of Transportation the authority relating to transportation activities, plans, and programs under section 4(f) of the Act.

Under this amendment, authority is delegated to the Federal Aviation Administrator to issue such regulations as may be necessary to implement section 4(f) of the Act so far as it relates to programs administered by the Federal Aviation Administration.

This action is taken under the authority of section 9 of the Department of Transportation Act (49 U.S.C. 1657). Since this amendment involves a delegation of authority and relates to the internal management of the Department, notice and public procedure thereon are

RULES AND REGULATIONS

not required and the amendment may be made effective in less than 30 days.

In consideration of the foregoing, effective May 6, 1968, § 1.25(c) of Part 1 of the regulations of the Office of the Secretary of Transportation is amended to read as follows:

§ 1.25 Functions performed by the Office of the Secretary.

* * * * *

(c) The authority relating to transportation activities, plans, and programs under section 4(f) and 4(g) of the Act, except that the Federal Aviation Administrator is authorized to issue regulations implementing section 4(f) for programs administered by the Federal Aviation Administration.

* * * * *

Issued in Washington, D.C., on May 3, 1968.

ALAN S. BOYD,
Secretary of Transportation.

[F.R. Doc. 68-5583; Filed, May 9, 1968;
8:46 a.m.]

Proposed Rule Making

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[14 CFR Part 17]

[Docket No. 8877; Notice 68-11]

PROJECTS AFFECTING PUBLIC PARKS, RECREATIONAL AREAS, WILDLIFE REFUGES, OR HISTORIC SITES

Notice of Proposed Rule Making

The Federal Aviation Administration is considering the issue of a regulation implementing, with respect to projects and programs requiring the approval of the Federal Aviation Administration, sections 2(a), 2(b)(2), and 4(f) of the Department of Transportation Act (49 U.S.C. 1651(a) and (b)(2), and 1653(f)).

Section 2(a) of the Department of Transportation Act declares that the public interest requires "the development of national transportation policies and programs conducive to the provision of fast, safe, efficient, and convenient transportation at the lowest cost consistent therewith and with other national objectives, including the efficient utilization and conservation of the Nation's resources."

Section 2(b)(2) of the Department of Transportation Act declares it "to be the national policy that special effort should be made to preserve the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, and historic sites."

Section 4(f) of the Department of Transportation Act states that no program or project that requires the use of any land from a public park, recreation area, wildlife and waterfowl refuge, or historic site may be approved unless there is no feasible and prudent alternative and the program or project includes all possible planning to minimize harm to the park, area, refuge, or site involved.

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 Office of the General Counsel, Federal Aviation Administration, Department of Transportation, Attention: Rules Docket, GC-24, 800 Independence Avenue SW., Washington, D.C. 20590. All communications received on or before July 11, 1968, will be considered by the Administrator before taking action on the proposed rule. The proposal contained in this notice may be changed in the light of comments received. All comments submitted will be available, both before and

after the closing date for comments, in the Rules Docket for examination by interested persons.

The proposed procedures and standards would apply in cases where action subject to section 4(f) is required on requests for approval submitted by persons outside the FAA, such as an application for a grant under the Federal-aid Airport Program. However, the Administrator would also use the proposed standards in making internal decisions on matters, such as the construction of an FAA facility, that involves the application of section 4(f).

The proposed rules would be placed in a new Part 17 of the Federal Aviation Regulations and would apply, in addition to any other requirements or rules applicable, in those instances in which a new program or project, or a change in an existing program or project, is proposed that involves subject matter covered by section 4(f). Thus, the proposed rules do not supersede the requirements of section 3(c) Federal Airport Act (49 U.S.C. 1102(c)) with respect to the need for airports at national parks; of section 106 of the "Act to establish a program for the preservation of additional historic properties" (16 U.S.C. 470f); of section 204 of the Demonstration Cities and Metropolitan Development Act (42 U.S.C. 3334); and generally of Part 151 of the Federal Aviation Regulations with respect to the Federal-aid Airport Program.

This rule-making action is proposed under the authority of section 313(a) of the Federal Aviation Act of 1958 (49 U.S.C. 1354(a)), the Federal Airport Act (49 U.S.C. 1101 et seq.), sections 2(a), 2(b)(2), 4(f), and 9(e)(1) of the Department of Transportation Act (49 U.S.C. 1651(a) and (b)(2), 1653(f), and 1657(e)(1)), and § 1.25(c) of the regulations of the Office of the Secretary of Transportation (14 CFR 1.25(c)).

In consideration of the foregoing, it is proposed to amend Title 14, Chapter I, of the Code of Federal Regulations by adding the following new Part 17.

Issued in Washington, D.C., on May 8, 1968.

WILLIAM F. MCKEE,
Administrator.

PART 17—PROJECTS AFFECTING PUBLIC PARKS, RECREATIONAL AREAS, WILDLIFE REFUGES, OR HISTORIC SITES

Sec.	
17.1	Applicability.
17.3	Definitions.
17.5	Coordination required.
17.7	Requests for approval.
17.9	Public hearings.
17.11	Approval of projects; minimizing harm.

AUTHORITY: The provisions of this Part 17 issued under sec. 313(a), Federal Aviation

Act of 1958 (49 U.S.C. 1354(a)); Federal Airport Act (49 U.S.C. 1101 et seq.); secs. 2(a), 2(b)(2), 4(f), 9(e)(1), Department of Transportation Act (49 U.S.C. 1651(a) and (b)(2), 1653(f), 1657(e)(1)); and regulations of the Office of the Secretary of Transportation (14 CFR 1.25(c)).

§ 17.1 Applicability.

This part applies to any request for approval by the Administrator of a program or project that requires the use of any public park, recreational area, wildlife and waterfowl refuge, or historic site. These approvals include—

(a) Certification and recommendation under section 308(a) of the Federal Aviation Act (49 U.S.C. 1349(a));

(b) Grants of Federal aid for airports under the Federal Airport Act (49 U.S.C. 1101, et seq.) and Part 151 of this chapter;

(c) Requests from the Administrator to the head of another Department or agency for conveyance of a property interest to a public agency under section 16 of the Federal Airport Act (49 U.S.C. 1115) and Part 153 of this chapter; and

(d) Approvals of conveyances of surplus real property under section 13(g) of the Surplus Property Act of 1944, as amended (50 U.S.C. App. 1622(g)).

§ 17.3 Definitions.

As used in this part:

(a) "Public park" includes—

(1) Land dedicated or reserved for public park or urban open space purposes;

(2) Privately owned land planned for park or open space purposes as shown in an official comprehensive master park or open space program or plan developed by a Government body or agency;

(3) A publicly developed or planned reservoir;

(4) Land having outstanding natural park values, owned by a nonprofit organization, and devoted to public use, including the preservation of those values for scientific or educational purposes; and

(5) Any area approved by the Secretary of the Interior as eligible for inclusion in the National Registry of Natural Landmarks.

(b) "Recreational area" includes—

(1) Any land dedicated or reserved for public recreational purposes, whether administered by a public agency or managed by a private enterprise;

(2) Any recreational area identified in a comprehensive plan developed by a State under the Land and Water Conservation Fund Act (16 U.S.C. 460d, 460l-4 to 460l-11 and 23 U.S.C. 120, note) or as shown in a comprehensive master recreation plan developed by a governmental agency or body such as a county, recreation district, or Federal or State agency, and

(3) Any publicly developed or planned reservoir.

(c) "Historic site" includes any historic property, such as a district, site, building, structure, or object, significant in American history, architecture, archeology, or culture—

(1) Listed in the National Register compiled and maintained by the Secretary of the Interior pursuant to 16 U.S.C. 470a;

(2) Determined by the State Liaison Officer with Historic Properties Preservation Act responsibilities, after consultation with the Keeper of the National Register, to meet the National Register criteria promulgated by the Secretary of the Interior and thus likely to be entered on the National Register after the State submits its results of the statewide comprehensive historic properties survey; or

(3) Meeting the eligibility requirements for historical preservation grants by the Department of Housing and Urban Development pursuant to 16 U.S.C. 470b-1 and 42 U.S.C. 1500 d-1 and e.

(d) "Wildlife" includes fish, shellfish, and crustacea that are resident in and anadromous to inland and coastal waters, as well as waterfowl and other wildlife.

(e) "Wildlife refuge" includes—

(1) Any area officially designated as a wildlife sanctuary; and

(2) Any area otherwise acquired or controlled or scheduled for acquisition or control, and areas recognized as necessary for the protection, study, production, or conservation of wildlife by national, State, or local wildlife authorities, such as a stream, lake, forest, or coastal area that is the natural habitat of wildlife.

(f) "Publicly developed and planned reservoirs" include existing water impoundment projects as well as planned projects, that have been officially authorized, that serve a park, recreational, or wildlife function. Federal agencies with reservoir development activities include the Bureau of Reclamation, U.S. Department of the Interior; Corps of Engineers, U.S. Army; Soil Conservation Service, U.S. Department of Agriculture; and independent agencies such as the Federal Power Commission, Tennessee Valley Authority, Delaware River Basin Commission, and the St. Lawrence Seaway Development Corporation.

§ 17.5 Coordination required.

Each person considering the establishment of a program or project subject to this part, must, as early in the planning stages as practicable, solicit the views of each Federal, State, and local resource, recreation, and planning agency whose functions, interests, or responsibilities can reasonably be anticipated to be affected by that program or project. The information furnished each agency for the purpose of soliciting its views must be as complete as possible to ensure a meaningful evaluation of the program or project by that agency.

§ 17.7 Requests for approval.

(a) Each request for approval of a program or project subject to this part must include the following material:

(1) A description of the program or project, including the alternatives which were considered, an analysis of the alternatives (including the estimated costs of such alternatives), and the reasons why the alternatives are not considered to be feasible and prudent.

(2) A description of the measures to be taken, and an estimate of the cost, to minimize the effect of the program or project on the park, recreational area, wildlife refuge, or historic site involved.

(3) The views received as a result of the coordination required by § 17.5 and an analysis of those views.

(b) In determining whether to approve a program or project subject to this part the Administrator considers all pertinent factors including the following:

(1) The justification for the particular program or project and its site.

(2) Safety and efficiency of aircraft operations.

(3) Integration with the overall regional airport plan.

(4) The absence or presence of other alternatives in addition to those considered by the person requesting approval, including alternative methods of transportation.

(5) The effect of any incidental construction necessary for the proposed program or project, such as the construction of access roads or parking facilities.

(6) Cost differentials between the proposed site and alternative sites.

(7) The total effect of aircraft operations on any park, recreational area, refuge, or historic site.

(8) Steps to be taken to minimize harm to the park, recreational area, refuge, or historic site involved.

§ 17.9 Public hearings.

Any person having a substantial interest in the matter may request the Administrator to hold a public hearing with respect to the approval of a program or project subject to this part. Upon receipt of such a request, a hearing will be scheduled and announced by the publication of a notice in the FEDERAL REGISTER. The procedures governing the hearing are stated in the notice of the hearing. In the case of an airport project, this hearing may be combined with a hearing held under section 9(e) of the Federal Airport Act (49 U.S.C. 1108(e)).

§ 17.11 Approval of projects; minimize harm.

If the Administrator approves a program or project subject to this part, he prescribes any conditions necessary to minimize harm to the public park, recreational area, wildlife refuge, or historic site involved.

[F.R. Doc. 68-5655; Filed, May 9, 1968; 8:49 a.m.]

[14 CFR Part 71]

[Airspace Docket No. 68-SO-29]

CONTROL ZONES AND TRANSITION AREA

Proposed Alteration

The Federal Aviation Administration is considering amendments to Part 71 of the Federal Aviation Regulations that would alter the Biloxi, Miss., control zone and the Gulfport, Miss., control zone and transition area.

Interested persons may submit such written data, views, or arguments as they may desire. Communications should be submitted in triplicate to the Area Manager, Memphis Area Office, Attention: Chief, Air Traffic Branch, Federal Aviation Administration, Post Office Box 18097, Memphis, Tenn. 38118. All communications received within 30 days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendments. No hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Administration officials may be made by contacting the Chief, Air Traffic Branch. Any data, views, or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposals contained in this notice may be changed in the light of comments received.

The Biloxi control zone described in § 71.171 (33 F.R. 2058) would be redesignated as:

Within a 5-mile radius of Keesler AFB (lat. 30°24'39.2" N., long. 88°55'25.9" W.); within 2 miles each side of the 036° bearing from the Keesler RBN, extending from the 5-mile radius zone to 8 miles northeast of the RBN; within 2 miles each side of the Keesler TACAN 041° radial, extending from the 5-mile radius zone to 6.5 miles northeast of the TACAN; within 2 miles each side of the Keesler TACAN 208° radial, extending from the 5-mile radius zone to 6 miles southwest of the TACAN, excluding the portion west of long. 89°00'00" W.; effective from 0600 to 2200 hours, local time daily.

The Gulfport control zone described in § 71.171 (33 F.R. 2058) would be redesignated as:

Within a 5-mile radius of Gulfport Municipal Airport (lat. 30°24'27.5" N., long. 89°04'05" W.); within 2 miles each side of the Gulfport VORTAC 050° radial, extending from the 5-mile radius zone to 8 miles northeast of the VORTAC; within 2 miles each side of the Gulfport VORTAC 129° radial, extending from the 5-mile radius zone to 8 miles southeast of the VORTAC; within 2 miles each side of the Gulfport VORTAC 213° radial, extending from the 5-mile radius zone to 8 miles southwest of the VORTAC; within 2 miles each side of the Gulfport VORTAC 325° radial, extending from the 5-mile radius zone to 8 miles northwest of

the VORTAC, excluding the portion that coincides with the Biloxi, Miss., control zone. This control zone is effective during the specific dates and times established in advance by a Notice to Airman. The effective date and time thereafter will be continuously published in the Airman's Information Manual.

The Gulfport 700-foot transition area described in § 71.181 (33 F.R. 2137) would be redesignated as:

That airspace extending upward from 700 feet above the surface within an 8-mile radius of Gulfport Municipal Airport (lat. 30°24'27.5" N., long. 89°04'05" W.); within an 8-mile radius of Keesler AFB (lat. 30°24'39.2" N., long. 88°55'25.9" W.); within 2 miles each side of the 036° bearing from the Keesler RBN, extending from the 8-mile radius area to 8 miles northeast of the RBN; within 2 miles each side of the Keesler TACAN 041° radial, extending from the 8-mile radius area to 13 miles northeast of the TACAN; within 2 miles each side of the Keesler TACAN 208° radial, extending from the 8-mile radius area to 13 miles southwest of the TACAN;

The alteration of current instrument approach procedures in conjunction with proposed new instrument approach procedures at Gulfport and Biloxi, Miss., require alterations to the control zones and the transition area to provide compatible controlled airspace protection for IFR operations. The proposed alterations to the Gulfport control zone and transition area, and the Biloxi control zone would provide this protection.

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

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

Issued in East Point, Ga., on April 26, 1968.

JAMES G. ROGERS,
Director, Southern Region.

[F.R. Doc. 68-5576; Filed, May 9, 1968; 8:46 a.m.]

[14 CFR Part 71]

[Airspace Docket No. 68-SO-32]

CONTROL ZONE AND TRANSITION AREA

Proposed Alteration

The Federal Aviation Administration is considering amendments to Part 71 of the Federal Aviation Regulations that would alter the Winston-Salem, N.C., control zone and transition area.

Interested persons may submit such written data, views, or arguments as they may desire. Communications should be submitted in triplicate to the Area Manager, Atlanta Area Office, Attention: Chief, Air Traffic Branch, Federal Aviation Administration, Post Office Box 20636, Atlanta, Ga. 30320. All communications received within 30 days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendments. No hearing is contemplated at this time,

but arrangements for informal conferences with Federal Aviation Administration officials may be made by contacting the Chief, Air Traffic Branch. Any data, views, or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposals contained in this notice may be changed in the light of comments received.

The Winston-Salem control zone described in § 71.171 (33 F.R. 2058) would be redesignated as follows:

Within a 5-mile radius of Smith Reynolds Airport (lat. 36°08'01.3" N., long. 80°13'22.1" W.), effective from 0700 to 2300 hours, local time daily.

The Winston-Salem transition area described in § 71.181 (33 F.R. 2137) would be redesignated as follows:

That airspace extending upward from 700 feet above the surface within an 8-mile radius of Smith Reynolds Airport (lat. 36°08'01.3" N., long. 80°13'22.1" W.); within 2 miles each side of the Winston-Salem ILS localizer southeast course, extending from the 8-mile radius area to 8 miles southeast of the LOM, excluding the portion that coincides with the Greensboro transition area.

Since the last alteration of controlled airspace at Winston-Salem, the geographic coordinate for Smith Reynolds Airport has been refined by Coast and Geodetic Survey and turbojet aircraft have begun utilizing the airport. Accordingly, it is necessary to alter the control zone description to reflect the geographic coordinate refinement and increase the transition area basic radius circle to 8 miles to provide the required controlled airspace protection.

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

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

Issued in East Point, Ga., on May 1, 1968.

JAMES G. ROGERS,
Director, Southern Region.

[F.R. Doc. 68-5577; Filed, May 9, 1968; 8:46 a.m.]

[14 CFR Part 71]

[Airspace Docket No. 68-SO-23]

TRANSITION AREA

Proposed Alteration

The Federal Aviation Administration is considering an amendment to Part 71 of the Federal Aviation Regulations that would alter the Union City, Tenn., transition area.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Area Manager, Memphis Area Office, Attention: Chief, Air Traffic Branch, Federal Aviation Administration, Post Office Box 18097, Memphis, Tenn. 38118. All communications received within 30 days

after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Administration officials may be made by contacting the Chief, Air Traffic Branch. Any data, views, or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The Union City transition area described in § 71.181 (33 F.R. 2137) and published in 33 F.R. 4095 would be redesignated as:

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Everett-Stewart Airport (lat. 36°22'50" N., long. 88°59'15" W.); within 2 miles each side of the Dyersburg VORTAC 037° radial, extending from the 5-mile radius area to 25 miles northeast of the VORTAC; within 2 miles each side of the 347° and 186° bearings from the Union City RBN (lat. 36°23'06" N., long. 88°58'50" W.), extending from the 5-mile radius area to 8 miles north and 8 miles south of the RBN; and that airspace extending upward from 1,200 feet above the surface within 8 miles west and 5 miles east of the 347° and 186° bearings from the Union City RBN, extending from 12 miles north to 12 miles south of the RBN.

The proposed additions to the Union City transition area are required for the protection of IFR aircraft executing standard instrument approach procedures to Everett-Stewart Airport utilizing the Union City (private) nondirectional radio beacon.

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

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

Issued in East Point, Ga., on April 26, 1968.

JAMES G. ROGERS,
Director, Southern Region.

[F.R. Doc. 68-5578; Filed, May 9, 1968; 8:46 a.m.]

[14 CFR Part 71]

[Airspace Docket No. 68-SO-22]

TRANSITION AREA

Proposed Designation

The Federal Aviation Administration is considering an amendment to Part 71 of the Federal Aviation Regulations that would designate the Paris, Tenn., transition area.

Interested persons may submit such written data, views, or arguments as they may desire. Communications should be submitted in triplicate to the Area Manager, Memphis Area Office, Attention: Chief, Air Traffic Branch, Federal Aviation Administration, Post Office Box

PROPOSED RULE MAKING

18097, Memphis, Tenn. 38118. All communications received within 30 days after publication of this notice in the *FEDERAL REGISTER* will be considered before action is taken on the proposed amendment. No hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Administration officials may be made by contacting the Chief, Air Traffic Branch. Any data, views, or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The Paris transition area would be designated as:

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Henry County Airport (lat. 36°20'15" N., long. 88°23'00" W.); within 2 miles each side of the 356° bearing from the Paris RBN (lat. 36°20'00" N., long. 86°23'00" W.), extending from the 5-mile radius area to 8 miles north of the RBN; within 2 miles each side of the 212° bearing from the Paris RBN, extending from the 5-mile radius area to 8 miles southwest of the RBN; and that airspace extending upward from 1,200 feet above the surface within 8 miles east and 5 miles west of the 356° bearing from the Paris RBN, extending from the RBN to 12 miles north; within 5 miles each side of the 331° bearing from the Paris RBN, extending from the RBN to the Paducah, Ky., transition area; and that airspace bounded on the northwest by a line 5 miles north of and parallel to the 247° bearing from the Paris RBN, on the northeast by the Hopkinsville, Ky., transition area, on the south by the north boundary of V-140, and on the west by the Dyersburg, Tenn., transition area, excluding the portion that coincides with the Hopkinsville, Ky., and Union City, Tenn., transition areas.

The proposed Paris transition area is required for the protection of IFR operations and transition routes for Henry County Airport. A prescribed instrument approach procedure to this airport utilizing the Paris (private) nondirectional radio beacon is proposed in conjunction with the designation of this transition area.

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

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

Issued in East Point, Ga., on April 26, 1968.

JAMES G. ROGERS,
Director, Southern Region.

[F.R. Doc. 68-5579; Filed, May 9, 1968; 8:46 a.m.]

[14 CFR Part 71]

[Airspace Docket No. 68-SW-22]

TRANSITION AREA

Proposed Designation

The Federal Aviation Administration is considering amending Part 71 of the Federal Aviation Regulations to designate a 700-foot transition area at Port Sulphur, La. The proposed transition area will provide airspace protection for aircraft executing approach/departure procedures proposed at Port Sulphur Seaplane Base, Port Sulphur, La. Extensions to the northwest and to the southwest of the proposed transition area are based on the Harvey, La., VORTAC 145° true radial (140° magnetic) and on the Grand Isle, La., VORTAC 050° true radial (045° magnetic) respectively.

Interested persons may submit such written data, views, or arguments as they may desire. Communications should be submitted in triplicate to the Chief, Air Traffic Division, Southwest Region, Federal Aviation Administration, Post Office Box 1689, Fort Worth, Tex. 76101. All communications received within 30 days after publication of this notice in the *FEDERAL REGISTER* will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Administration officials may be made by contacting the Chief, Air Traffic Division. Any data, views, or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The official docket will be available for examination by interested persons at the Office of the Regional Counsel, Southwest Region, Federal Aviation Administration, Fort Worth, Tex. An informal docket will also be available for examination at the Office of the Chief, Air Traffic Division.

It is proposed to amend Part 71 of the Federal Aviation Regulations as herein-after set forth.

In § 71.181 (32 F.R. 2148), the following transition area is added:

PORT SULPHUR, LA.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Port Sulphur, La., seaplane base (lat. 29°27'45" N., long. 89°42'10" W.), and within 2 miles each side of the Harvey, La., VORTAC 145° radial extending from the 25-mile DME fix to the Port Sulphur 5-mile radius area, and within 2 miles each side of the Grand Isle VORTAC 050° radial extending from the 25-mile DME fix to the Port Sulphur 5-mile radius area.

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

Issued in Fort Worth, Tex., on April 29, 1968.

A. L. COULTER,
Acting Director, Southwest Region.

[F.R. Doc. 68-5580; Filed, May 9, 1968; 8:46 a.m.]

[14 CFR Part 71]

[Airspace Docket No. 68-SW-24]

TRANSITION AREA

Proposed Designation

The Federal Aviation Administration is considering amending Part 71 of the Federal Aviation Regulations to designate a 700-foot transition area at Sulphur Springs, Tex. The proposed transition area will provide airspace protection for aircraft executing approach/departure procedures proposed at the Sulphur Springs Municipal Airport, Sulphur Springs, Tex. The southwesterly extension to the proposed transition area is based on the Sulphur Springs, Tex., VORTAC 240° true radial (232° magnetic).

Interested persons may submit such written data, views, or arguments as they may desire. Communications should be submitted in triplicate to the Chief, Air Traffic Division, Southwest Region, Federal Aviation Administration, Post Office Box 1689, Fort Worth, Tex. 76101. All communications received within 30 days after publication of this notice in the *FEDERAL REGISTER* will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Administration officials may be made by contacting the Chief, Air Traffic Division. Any data, views, or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The official Docket will be available for examination by interested persons at the Office of the Regional Counsel, Southwest Region, Federal Aviation Administration, Fort Worth, Tex. An informal Docket will also be available for examination at the Office of the Chief, Air Traffic Division.

It is proposed to amend Part 71 of the Federal Aviation Regulations as herein-after set forth.

In § 71.181 (32 F.R. 2148), the following transition area is added:

SULPHUR SPRINGS, TEX.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Sulphur Springs Airport (latitude 33°09'30" N., longitude 95°37'15" W.), and within 2 miles each side of the Sulphur Springs VORTAC 240° radial extending from the 5-mile radius area to 18 miles southwest of the VORTAC.

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

Issued in Fort Worth, Tex., on April 29, 1968.

A. L. COULTER,
Acting Director, Southwest Region.

[F.R. Doc. 68-5581; Filed, May 9, 1968;
8:46 a.m.]

[14 CFR Part 71]

[Airspace Docket No. 68-SW-30]

TRANSITION AREA

Proposed Designation

The Federal Aviation Administration is considering amending Part 71 of the Federal Aviation Regulations to designate a transition area at Forrest City, Ark. The proposed transition area will provide airspace protection for aircraft executing approach/departure procedures proposed at Forrest City Municipal Airport.

Interested persons may submit such written data, views, or arguments as they may desire. Communications should be submitted in triplicate to the Chief, Air Traffic Division, Southwest Region, Federal Aviation Administration, Post Office Box 1689, Fort Worth, Tex. 76101. All communications received within 30 days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Administration officials may be made by contacting the Chief, Air Traffic Division. Any data, views, or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The official Docket will be available for examination by interested persons at the Office of the Regional Counsel, Southwest Region, Federal Aviation Ad-

ministration, Fort Worth, Tex. An informal Docket will also be available for examination at the Office of the Chief, Air Traffic Division.

It is proposed to amend Part 71 of the Federal Aviation Regulations as hereinafter set forth.

In § 71.181 (33 F.R. 2137), the following transition area is added:

FORREST CITY, ARK.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Forrest City Municipal Airport (lat. 34°56'42" N., long. 90°46'16" W.); and within 2 miles each side of the 180° bearing (175° magnetic) from the Forrest City RBN (lat. 34°57'00" N., long. 90°46'20" W.) extending from the 5-mile radius area to 8 miles south of the RBN.

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

Issued in Fort Worth, Tex., on April 29, 1968.

A. L. COULTER,
Acting Director, Southwest Region.

[F.R. Doc. 68-5582; Filed, May 9, 1968;
8:46 a.m.]

Notices

DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

ACTING REGIONAL ADMINISTRATOR,
REGION IV (CHICAGO)

Designation

The officers appointed to the following listed positions in Region IV (Chicago) are hereby designated to serve as Acting Regional Administrator, Region IV (Chicago), during the absence of the Regional Administrator, with all the powers, functions, and duties redelegated or assigned to the Regional Administrator: *Provided*, That no officer is authorized to serve as Acting Regional Administrator unless all other officers whose titles precede his in this designation are unable to act by reason of absence:

1. Deputy Regional Administrator.
2. Assistant Regional Administrator for Program Coordination and Services.
3. Assistant Regional Administrator for Administration.
4. Regional Counsel.

This designation supersedes the designation effective Apr. 14, 1967 (32 F.R. 6004, Apr. 14, 1967).

(Delegation May 4, 1962, 27 F.R. 4319; Dept. Interim Order II, 31 F.R. 815, Jan. 21, 1966)

Effective as of the 23d day of April 1968.

FRANCIS D. FISHER,
Regional Administrator, Region IV.

[F.R. Doc. 68-5599; Filed, May 9, 1968;
8:48 a.m.]

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Notice 68-RD-1]

U.S. NATIONAL STANDARD FOR IFF MARK X (SIF) AIR TRAFFIC CON- TROL RADAR BEACON SYSTEM CHARACTERISTICS

Notice of Proposed Selection

Correction

In F.R. Doc. 68-5202 appearing at page 6753 in the issue of Thursday, May 2, 1968, make the following changes:

1. Paragraph b of 2.6.6.1 should read:
b. Code 2057 would consist of A, C, C, D, D, and D.
2. In line 3 of 2.7.1.2, the word "and" should read "or".
3. The heading for 2.7.4 should read "Suppression".
4. In line 4 of 3.3.1, the word preceding "output" should read "nominal".

DEPARTMENT OF AGRICULTURE

Office of the Secretary

CHAIRMAN, COMMODITY
EXCHANGE COMMISSION

Notice of Designation

Pursuant to the provisions of section 1(c) of Public Law 90-258, amending the Commodity Exchange Act, I hereby designate M. L. Upchurch, Administrator, Economic Research Service, U.S. Department of Agriculture, to serve in my stead as Chairman of the Commodity Exchange Commission effective June 18, 1968.

Done at Washington, D.C., this 7th day of May 1968.

ORVILLE L. FREEMAN,
Secretary of Agriculture.

[F.R. Doc. 68-5608; Filed, May 9, 1968;
8:48 a.m.]

ATOMIC ENERGY COMMISSION

[Docket No. 50-293]

BOSTON EDISON CO.

Notice of Hearing on Application for Provisional Construction Permit

In the matter of Boston Edison Co. (Pilgrim Nuclear Power Station); Docket No. 50-293.

Pursuant to the Atomic Energy Act of 1954, as amended (the Act) and the regulations in Title 10, Code of Federal Regulations, Part 50, "Licensing of Production and Utilization Facilities", and Part 2, "Rules of Practice", notice is hereby given that a hearing will be held at 10 a.m., local time, on June 18, 1968, in the Probate Court Room, Registry Building, Russel Street, Plymouth, Mass. 02360, to consider the application filed under § 104b of the Act by Boston Edison Co. (the applicant) for a provisional construction permit for a boiling water reactor designed to initially operate at 1,912 megawatts (thermal) to be located at the applicant's site on the western shore of Cape Cod Bay in the town of Plymouth, Plymouth County, Mass.

The hearing will be conducted by the Atomic Safety and Licensing Board designated by the Atomic Energy Commission consisting of Mr. R. B. Briggs, Oak Ridge, Tenn.; Dr. A. Dixon Callihan, Oak Ridge, Tenn.; and Jack M. Campbell, Esquire, Chairman, Santa Fe, N. Mex. Dr. Lawrence R. Quarles, Charlottesville, Va., has been designated as a technically qualified alternate.

A prehearing conference will be held by the Board at 9 a.m., local time, on June 3, 1968, in the Probate Court Room, Registry Building, Russel Street, Plym-

outh, Mass. 02360, to consider the matters provided for consideration by § 2.752 of 10 CFR Part 2 and section II of Appendix A to 10 CFR Part 2.

The Director of Regulation proposes to make affirmative findings on Item Nos. 1-3 and a negative finding on Item 4 specified below as the basis for the issuance of a provisional construction permit to the applicant substantially in the form proposed in Appendix A hereto.

1. Whether in accordance with the provisions of 10 CFR 50.35(a):

(a) The applicant has described the proposed design of the facility, including, but not limited to, the principal architectural and engineering criteria for the design, and has identified the major features or components incorporated therein for the protection of the health and safety of the public;

(b) Such further technical or design information as may be required to complete the safety analysis and which can reasonably be left for later consideration, will be supplied in the final safety analysis report;

(c) Safety features or components, if any, which require research and development have been described by the applicant and the applicant has identified, and there will be conducted, a research and development program reasonably designed to resolve any safety questions associated with such features or components; and

(d) On the basis of the foregoing, there is reasonable assurance that (i) such safety questions will be satisfactorily resolved at or before the latest date stated in the application for completion of construction of the proposed facility, and (ii) taking into consideration the site criteria contained in 10 CFR Part 100, the proposed facility can be constructed and operated at the proposed location without undue risk to the health and safety of the public;

2. Whether the applicant is technically qualified to design and construct the proposed facility;

3. Whether the applicant is financially qualified to design and construct the proposed facility; and

4. Whether the issuance of a permit for the construction of the facility will be inimical to the common defense and security or to the health and safety of the public.

In the event that this proceeding is not a contested proceeding, as defined by § 2.4 of the Commission's rules of practice, 10 CFR Part 2, the Board will, without conducting a de novo evaluation of the application, consider the issues of whether the application and the record of the proceeding contain sufficient information, and the review by the Commission's regulatory staff has been adequate, to support the findings proposed

to be made and the provisional construction permit proposed to be issued by the Director of Regulation.

In the event that this proceeding becomes a contested proceeding, the Board will consider and initially decide, as the issues in this proceeding, Item Nos. 1 through 4 above as the basis for determining whether the provisional construction permit should be issued to the applicant.

As they become available, the application, the report of the Commission's Advisory Committee on Reactor Safeguards (ACRS) and the Safety Evaluation by the Commission's regulatory staff will be placed in the Commission's Public Document Room, 1717 H Street NW., Washington, D.C., where they will be available for inspection by members of the public. Copies of the ACRS report and the regulatory staff's Safety Evaluation may be obtained by request to the Director of the Division of Reactor Licensing, U.S. Atomic Energy Commission, Washington, D.C. 20545.

Any person who wishes to make an oral or written statement in this proceeding setting forth his position on the issues specified, but who does not wish to file a petition for leave to intervene, may request permission to make a limited appearance pursuant to the provisions of § 2.715 of the Commission's rules of practice. Limited appearances will be permitted at the time of the hearing in the discretion of the Board, within such limits and on such conditions as may be fixed by the Board. Persons desiring to make a limited appearance are requested to inform the Secretary, U.S. Atomic Energy Commission, Washington, D.C. 20545, by May 29, 1968.

Any person whose interest may be affected by the proceeding who does not wish to make a limited appearance and who wishes to participate as a party in the proceeding must file a petition for leave to intervene.

Petitions for leave to intervene, pursuant to the provisions of § 2.714 of the Commission's rules of practice, must be received in the Office of the Secretary, U.S. Atomic Energy Commission, Germantown, Md., or the Commission's Public Document Room, 1717 H Street NW., Washington, D.C., not later than May 29, 1968, or in the event of a postponement of the prehearing conference, at such time as the Board may specify.

The petition shall set forth the interest of the petitioner in the proceeding, how that interest may be affected by Commission action and the contentions of the petitioner. A petition for leave to intervene which is not timely filed will be denied unless the petitioner shows good cause for failure to file it on time.

A person permitted to intervene becomes a party to the proceeding, and has all the rights of the applicant and the regulatory staff to participate fully in the conduct of the hearing. For example, he may examine and cross-examine witnesses. A person permitted to make a limited appearance does not become a party, but may state his position and raise questions which he would like to

have answered to the extent that the questions are within the scope of the hearing as specified in the issues set out above. A member of the public does not have the right to participate unless he has been granted the right to intervene as a party or the right of limited appearance.

An answer to this notice, pursuant to the provisions of § 2.705 of the Commission's rules of practice, must be filed by the applicant on or before May 29, 1968.

Papers required to be filed in this proceeding may be filed by mail or telegram addressed to the Secretary, U.S. Atomic Energy Commission, Washington, D.C. 20545, or may be filed by delivery to the Office of the Secretary, U.S. Atomic Energy Commission, Germantown, Md., or the Commission's Public Document Room, 1717 H Street NW., Washington, D.C. 20545.

Pending further order of the Board, parties are required to file, pursuant to the provisions of § 2.708 of the Commission's rules of practice, an original and 20 conformed copies of each such paper with the Commission.

Dated at Washington, D.C., this 6th day of May 1968.

UNITED STATES ATOMIC
ENERGY COMMISSION,
W. B. McCool,
Secretary.

APPENDIX A

PROVISIONAL CONSTRUCTION PERMIT

[Construction Permit No. -----]

1. Pursuant to section 104b of the Atomic Energy Act of 1954, as amended (the Act), and Title 10, Chapter I, Code of Federal Regulations, Part 50, "Licensing of Production and Utilization Facilities", and pursuant to the order of the Atomic Safety and Licensing Board, the Atomic Energy Commission (the Commission) hereby issues a provisional construction permit to Boston Edison Co. (the applicant), for a utilization facility (the facility), designed to operate at 1,912 megawatts (thermal), described in the application and amendments thereto (the application) filed in this matter by the applicant and as more fully described in the evidence received at the public hearing upon that application. The facility, known as Pilgrim Nuclear Power Station, will be located at the applicant's site in the town of Plymouth, Plymouth County, Mass.

2. This permit shall be deemed to contain and be subject to the conditions specified in §§ 50.54 and 50.55 of said regulations; is subject to all applicable provisions of the Act, and rules, regulations and orders of the Commission now or hereafter in effect; and is subject to the conditions specified or incorporated below:

A. The earliest date for the completion of the facility is April 1, 1971, and the latest date for completion of the facility is July 1, 1971.

B. The facility shall be constructed and located at the site as described in the application, in the town of Plymouth, Plymouth County, Mass.

C. This construction permit authorizes the applicant to construct the facility described in the application and the hearing record in accordance with the principal architectural and engineering criteria set forth therein.

3. This permit is provisional to the extent that a license authorizing operation of the

facility will not be issued by the Commission unless (a) the applicant submits to the Commission, by amendment to the application, the complete final safety analysis report, portions of which may be submitted and evaluated from time to time; (b) the Commission finds that the final design provides reasonable assurance that the health and safety of the public will not be endangered by the operation of the facility in accordance with procedures approved by it in connection with the issuance of said license; and (c) the applicant submits proof of financial protection and the execution of an indemnity agreement as required by section 170 of the Act.

For the Atomic Energy Commission.

[F.R. Doc. 68-5594; Filed, May 9, 1968; 8:47 a.m.]

AUTOMOTIVE AGREEMENT ADJUSTMENT ASSISTANCE BOARD

[APTA No. 8-001]

CERTAIN WORKERS OF C. M. HALL LAMP CO.

Summary of Final Determinations Regarding Petition for Determination of Eligibility To Apply for Adjustment Assistance

Pursuant to the Automotive Products Trade Act of 1965 (Public Law 89-283; 79 Stat. 1016) the Automotive Agreement Adjustment Assistance Board determines that: The operation of the United States-Canadian Automotive Products Agreement has not been the primary factor in causing dislocation of workers of the C. M. Hall Lamp Co. at Detroit, Mich. (sec. 302, APTA; § 501.9, Board regulations).

Background. A petition for a determination of eligibility to apply for adjustment assistance under the Automotive Products Trade Act of 1965 was filed with the Automotive Agreement Adjustment Assistance Board on January 18, 1968, by the International Union, United Automobile, Aerospace and Agricultural Implement Workers of America, and its Local 304 on behalf of a group of workers from the C. M. Hall Lamp Co. at Detroit, Mich.

The petitioners alleged that the operation of the United States-Canadian Automotive Products Agreement has been a factor in causing dislocation of workers in the plant.

The petitioners further alleged that beginning April 24, 1967, approximately 150 workers were permanently laid off as a result of the discontinuance of the manufacture of certain die-cast automotive parts in the Detroit plant of the C. M. Hall Lamp Co. and the transfer of most of these operations to its plant in Bramalea, Ontario, Canada—Hudson Bay Die Casting Co.¹ The petitioners also

¹ In fact, Hudson Bay Die Casting is a subsidiary of Hudson Bay Mining & Smelting Co. and C. M. Hall Lamp Co. has no direct financial interest in it. Hall does have a small subsidiary housed in the Hudson Bay plant primarily to process and transfer parts to the Detroit plant.

alleged that a company officer stated at a company-union meeting that the transfer to Canada was necessary in order to keep the company competitive, and that the company would lose contracts if the transfer were not made.

On January 23, 1968, the Board requested the U.S. Tariff Commission to investigate and report on the facts relating to this petition (33 F.R. 2405, Jan. 31, 1968). Neither the petitioners nor any other party requested a hearing and none was held.

The Commission submitted its report on March 13, 1968 (APTA-W-22). The Commission stated that only certain sections of the report could be made public since much of the information it contains was received in confidence (33 F.R. 4642, Mar. 17, 1968). On March 28, 1968, in accordance with section 302(f) (2) of the Act, the Automotive Assistance Committee of the Board requested the Commission to furnish additional information on specified matters. A supplemental confidential report was submitted to the Board on April 23, 1968.

The C. M. Hall Lamp Co. The C. M. Hall Lamp Co. is engaged in the production of lighting equipment, sideview mirrors, and other accessories for the auto industry. It assembles such accessories from die castings and other products which it either buys or produces. The specific products with which this case is concerned consist of zinc alloy die castings for the assembly of sideview mirrors and tail lamps.

Competition for the annual contracts let by the major producers is keen among independent suppliers of these accessories and their profit margins generally are low. The success of such concerns depends materially on their flexibility in adjustment to design changes and on their ability to meet efficiently the volatile demand for the products in which they tend to specialize.

During 1962-66 the annual net sales of C. M. Hall increased without interruption from about \$10.9 million to \$15.2 million. The company had a deficit of \$56,000 in 1962, earned \$172,000 on net income in 1963, and lost \$334,000 in 1964.² Its net income in 1965 totaled \$413,000 (2.8 percent of total net sales) and in 1966, \$421,000 (2.7 percent of sales).

In 1964 in an effort to increase its profit margin, C. M. Hall initiated a modernization program in its die-cast department. This program continued during 1965 and 1966. In early 1966 the company decided that it would be more economical to buy most of its zinc die-casting requirements from outside suppliers. On the basis of competitive bidding, orders were placed with vendors from both the United States and Canada.

Zinc die-cast parts imported into the United States are currently dutiable at a rate of 7.5 percent ad valorem, unless they are Canadian products for use as original motor vehicle equipment which

are duty free pursuant to the United States-Canadian Automotive Products Agreement. Prior to January 1, 1968, when the first stage of the Kennedy Round concessions became effective, such articles not covered by the Agreement were dutiable at 8.5 percent ad valorem.

Conclusions and determinations—Automotive product. The Board concludes that the petitioners were employed in a plant of the C. M. Hall Lamp Co. manufacturing an automotive product as defined by the Act: Zinc alloy die castings for sideview mirrors and tail lamps to be used primarily as original equipment for motor vehicles.

Dislocation. Dislocation in the case of a group of workers means actual or threatened unemployment or underemployment of a significant number or proportion of the workers of a firm or an appropriate subdivision thereof. Average monthly employment in the die-casting department declined by over 90 percent from January 1967 to January 1968. Employment of hourly workers in the remaining departments of the plant also declined significantly in the same period. The requirements of the Act with respect to dislocation are therefore met (sec. 302(b) (1), APTA; § 501.2(i) (2), Board regulations).

Role of the operation of the agreement. Under section 302(c) of the Act, if there is an appreciable decrease in U.S. production and an appreciable increase in imports from Canada, or an appreciable decrease in exports to Canada, of the automotive product concerned (sec. 302(b), Act), the appropriate group of workers must be certified as eligible to apply for adjustment assistance unless the Board determines that the operation of the Agreement has not been the primary factor in causing or threatening to cause the dislocation.

The Tariff Commission obtained data indicative of U.S. production, U.S. imports from Canada, U.S. exports to Canada, and Canadian production of zinc alloy die castings, specifically for tail lamps and sideview mirror assemblies, for use as original equipment in the assembly of motor vehicles. On the basis of these data, the Board determines that recent U.S. production of such die castings has increased compared with the corresponding period in 1964. Therefore, the requirements of section 302(b) (2) of the Act have not been met.

The Board then considered whether the operation of the Agreement has nevertheless been the primary factor in causing or threatening to cause the dislocation of the group of workers (sec. 302(d), Act). The Act (section 302(1) (4)) defines the "operation of the Agreement" to include governmental or private action in the United States or Canada directly related to the conclusion or implementation of the Agreement. "Primary factor" means a factor which is greater in importance than any other single factor present in a given case, but which does not have to be greater than any combination of other factors (§ 501.2 (j), Board regulations).

Conclusions. The Board notes that Hall's decision to purchase die-cast parts

from outside vendors was made after it became apparent that its modernization program was not resulting in such efficiencies as to warrant continued production of its requirements for die castings. The Board finds that Hall purchases a large part of its die-casting requirements from U.S. vendors and would have purchased the balance of its requirements from U.S. vendors if the Canadian source had not been available. The Board therefore concludes that the operation of the United States-Canadian Automotive Products Agreement has not been the primary factor in causing or threatening to cause the dislocation of workers at the C. M. Hall Lamp Co. in Detroit, Mich.

(Sec. 302, Automotive Products Trade Act of 1965, 79 Stat. 1018; Executive Order 11254, 30 F.R. 13569; Automotive Agreement Adjustment Assistance Board reg., 48 CFR Part 501, 31 F.R. 827; Board Order No. 1, 31 F.R. 853)

EDGAR I. EATON,
Executive Secretary, Automotive
Agreement Adjustment
Assistance Board.

MAY 3, 1968.

[F.R. Doc. 68-5568; Filed, May 9, 1968;
8:45 a.m.]

BUREAU OF THE BUDGET

COST OF HOSPITAL AND MEDICAL CARE AND TREATMENT FURNISHED BY UNITED STATES

Certain Rates Regarding Recovery From Tortiously Liable Third Persons

Correction

In F.R. Doc. 68-5458, appearing at page 6943 in the issue of Wednesday, May 8, 1968, the following change should be made: In the table in paragraph (a), the entry now reading "Federal mental hospitals----- 10.00" should read "Federal mental hospitals----- 19.00".

CIVIL AERONAUTICS BOARD

[Docket No. 19750; Order E-26758]

WESTERN AIR LINES, INC., AND TRANS WORLD AIRLINES, INC.

Order Vacating Suspension

Adopted by the Civil Aeronautics Board at its office in Washington, D.C., on the 6th Day of May 1968.

Western Air Lines, Inc. (Western), and Trans World Airlines, Inc. (TWA), by petitions filed April 5, 1968, request that the Board reconsider its Order E-26573, March 26, 1968, and upon such reconsideration that it lift the suspension and dismiss the investigation of the commuter fare increases which had been marked to become effective April 1, 1968. The tariff revisions¹ in issue pro-

² According to its annual report to stockholders, virtually all of the 1964 loss was attributable to changes in inventory practices.

¹ Airline Tariff Publishers, Inc., Agent. Local and Joint Passenger Fares Tariff CAB No. 101, 6th Revised page 310, filed Mar. 1, 1968, and 6th and 7th Revised Pages 374, filed Feb. 16, 1968.

posed to increase the respective commuter fares of both TWA and Western between Los Angeles and Las Vegas from \$13 to \$15 to equal the commuter fare presently in effect in this market for Bonanza Air Lines, Inc. (Bonanza).

The petitions allege, inter alia, that: (1) The present commuter fare is uneconomical at the \$13 level even at unrealistically high load factors, (2) the present \$13 commuter fare does not meet the criteria set forth in the domestic fare structure study since it is more than 30 percent below the industry norm, and (3) unless the present \$13 commuter fare is increased to \$15, it will require passengers in other markets to continue subsidizing the Los Angeles-Las Vegas passengers. Moreover, TWA submits that its operating profits for the first 2 months of 1968 are declining despite continuing increases in traffic.

The petitions further allege that the data submitted in support of the proposed \$15 commuter fare shows as much economic justification as did that submitted by Bonanza last year; that the \$13 commuter fares exist only by virtue of the fact that a competitor, Bonanza, initiated the fare as an experiment, which has since been demonstrated to be uneconomic; and that the initiator of the experiment (Bonanza) was permitted by the Board to increase the fare level to the same level currently being proposed by TWA and Western.

Upon consideration of the petitions and all relevant matters, the Board has concluded to vacate the suspension previously ordered but continue the investigation.

The Board's conclusion to permit these fares to become effective pending investigation is based upon the special circumstances attendant upon the instant situation and should not be construed as a reversal of our policy of not permitting fare increases in the absence of a compelling justification. The proponent carriers, like the other domestic trunklines, are economically strong and in recent years have been able to achieve generally reasonable earnings at current fare levels. Therefore, it is appropriate to carefully investigate this fare increase before reaching a final judgment on it.

We are vacating the suspension previously ordered herein, however, in view of the particular circumstances surrounding this proposal which distinguish it from other situations. In this regard, we note that TWA and Western established the lower fare only to meet the \$13 fare originally proposed by Bonanza; the commuter service was offered as a promotional experiment to increase traffic and revenues; Bonanza has been permitted to increase its fares to the \$15 level; very high load factors are required for an economical operation at these fares; and that even at the higher level, the fares will be significantly below the prevailing level of jet coach fares in markets of such distance.

Accordingly, pursuant to the Federal Aviation Act of 1958, particularly sections 204(a), 403, 404, and 1002 thereof:

It is ordered, That:

1. The suspension directed in Order E-26573 is vacated;
2. The petitions for reconsideration filed by Western Air Lines, Inc., and Trans World Airlines, Inc., are in all other respects denied; and
3. A copy of this order shall be filed with the aforesaid tariffs and be served on Trans World Airlines, Inc., and Western Air Lines, Inc., which are made parties to this proceeding.

This order will be published in the FEDERAL REGISTER.

By the Civil Aeronautics Board.

[SEAL] HAROLD R. SANDERSON,
Secretary.

[F.R. Doc. 68-5601; Filed, May 9, 1968; 8:48 a.m.]

FEDERAL COMMUNICATIONS COMMISSION

[Docket Nos. 17914, 18175; FCC 68-483]

SECOND THURSDAY CORP.

Order Designating Applications for Consolidated Hearing on Stated Issues

In re applications of Second Thursday Corp., Nashville, Tenn. (WWGM), Docket No. 17914, File No. BR-4380, for renewal of license; Second Thursday Corp., Nashville, Tenn. (WSET-FM), Docket No. 18175, File No. BMPH-9729, for extension of time to construct.

1. Before us for consideration is the above-captioned application for extension of time to construct Radio Station WSET-FM, Nashville, Tenn.

2. The applicant, Second Thursday Corp., is also licensee of standard broadcast station WWGM, Nashville, Tenn., the license renewal application for which (BR-4380) was designated for hearing by memorandum opinion and order on December 13, 1967 (FCC 67-1327, released Dec. 29, 1967). The order of designation provided for the inclusion of the extension application, when filed, in a consolidated proceeding, upon the issues relating to WSET-FM therein set forth. On April 5, 1968, the Commission denied Second Thursday's petition for reconsideration of the December 13, 1967, hearing order.

3. In view of the foregoing: *It is ordered*, That the above-captioned extension application, pursuant to section 309 (e) of the Communications Act of 1934, as amended, is designated for hearing and is consolidated into the proceedings in docket No. 17914; and

4. *It is further ordered*, That Issue No. 4, as specified in the outstanding hearing order (FCC 67-1327) is revised to read as follows: To determine, in light of the

aforementioned issues, whether Second Thursday Corp. possesses the requisite qualifications for grant of either or both of the above-captioned applications, and whether the public interest would be served by a grant of either or both or such applications.

Adopted: May 1, 1968.

Released: May 6, 1968.

FEDERAL COMMUNICATIONS
COMMISSION,¹

[SEAL] BEN F. WAPLE,
Secretary.

[F.R. Doc. 68-5603; Filed, May 9, 1968; 8:48 a.m.]

[Docket Nos. 17914, 18175; FCC 68M-710]

SECOND THURSDAY CORP.

Order Scheduling Further Prehearing Conference

In re applications of Second Thursday Corp., Nashville, Tenn. (WWGM), Docket No. 17914, File No. BR-4380, for renewal of license; Second Thursday Corp., Nashville, Tenn. (WSET-FM), Docket No. 18175, File No. BMPH-9729, for extension of time to construct.

At the prehearing conference held on May 3, 1968, no person appeared for the applicant. The Hearing Examiner took official notice of a letter bearing date of April 19, 1968, addressed to the Secretary of the Commission, signed by the president of Second Thursday Corp., advising the Commission that on April 17, 1968, the applicant Corporation filed a petition in bankruptcy in the Middle District of the U.S. District Court, Nashville Division; that the Honorable William E. Miller, District Judge, referred the matter to John Bates, Referee in Bankruptcy, who appointed John R. Cheadle, Attorney at Law, Stahlman Building, Nashville, Tenn., as Receiver.

It is ordered, That a further prehearing conference will be held on Monday, June 10, 1968, beginning at 9 a.m., in the offices of the Commission in Washington, D.C. The matters to be considered at that conference will include but not be limited to (1) what steps, if any, have been taken looking toward the involuntary transfer of control of the applicant corporation to the Receiver or Trustee in Bankruptcy; (2) what steps, if any, the Receiver or Trustee in Bankruptcy intends to take in the way of prosecuting the above-entitled applications; (3) date for the exchange of exhibits; (4) identity of witnesses to be called; and (5) date for the evidentiary hearing.

It is further ordered, That a copy of this order be sent by certified mail, return receipt requested, to John Bates, Referee in Bankruptcy, Middle District of the U.S.

¹ Commissioner Loevinger absent.

District Court, Nashville Division, Nashville, Tenn., and John R. Cheadle, Attorney at Law, Stahlman Building, Nashville, Tenn., as Receiver or Trustee in Bankruptcy.

Issued: May 3, 1968.

Released: May 6, 1968.

FEDERAL COMMUNICATIONS
COMMISSION,
[SEAL] BEN F. WAPLE,
Secretary.

[F.R. Doc. 68-5604; Filed, May 9, 1968;
8:48 a.m.]

[Docket Nos. 18075-18078; FCC 68M-708]

**SOUTHERN MINNESOTA SUPPLY CO.
(KYSM) ET AL.**

Order Following Prehearing Conference

In re applications of F. B. Clements & Co., a copartnership composed of F. Braden Clements, Clara D. Clements, Durant F. Clements, Charles R. Butler, individually and as trustee, James F. Madden, Charles C. Butler, and Clare M. Genz doing business as Southern Minnesota Supply Co. (KYSM) Mankato, Minn., Docket No. 18075, File No. BP-13346; Progress Valley Broadcasters, Inc. (KSMM), Shakopee, Minn., Docket No. 18076, File No. BP-16712; Wisconsin Radio, Inc., River Falls, Wis., Docket No. 18077, File No. BP-17081; Edwin B. Darby and Richard H. Darby, doing business as the Waseca-Owatonna Broadcasting Co., Waseca, Minn., Docket No. 18078, File No. BP-17088; for construction permits.

Pursuant to the agreements on procedural matters reached at the prehearing conference held in this proceeding on May 2, 1968: *It is ordered*, As follows:

(1) A preliminary exchange of the proposed engineering exhibits of the parties shall be made by June 7, 1968;
(2) An exchange in final form of the proposed engineering exhibits of the parties shall be made by June 21, 1968, and an exchange of all other proposed written exhibits shall also be made by this date;¹

(3) Each of the parties shall furnish by June 21, 1968, a list of all witnesses who will testify in the hearing, and the general areas of testimony to be covered by each witness shall be indicated in connection with the listing of such witness;

(4) Notifications as to those witnesses required for cross-examination at the hearing shall be given to counsel concerned by July 3, 1968;

(5) The hearing heretofore scheduled to commence on June 12, 1968 is postponed to July 9, 1968 at 10 a.m., in the offices of the Commission at Washington, D.C.; and

(6) All parties shall be bound by the foregoing procedural arrangements (including any party which did not par-

¹ All proposed exhibits exchanged by June 21 shall be accompanied by appropriate affidavits.

ticipate in the prehearing conference on May 2, 1968 through counsel).

Issued: May 2, 1968.

Released: May 3, 1968.

FEDERAL COMMUNICATIONS
COMMISSION,
[SEAL] BEN F. WAPLE,
Secretary.

[F.R. Doc. 68-5605; Filed, May 9, 1968;
8:48 a.m.]

[Docket Nos. 16290, 16291; FCC 68M-723]

**WMGS, INC. (WMGS), AND OHIO
RADIO, INC.**

Order Scheduling Hearing

In re applications of WMGS, Inc. (WMGS), Bowling Green, Ohio, Docket No. 16290, File No. BR-3097, for renewal of license; Ohio Radio, Inc., Bowling Green, Ohio, Docket No. 16291, File No. BP-16423, for construction permit.

Pursuant to a hearing conference as of this date: *It is ordered*, That the exchange of all exhibits shall be accomplished on or before June 10, 1968; the date for notification of witnesses desired for cross-examination is June 26, 1968, and

It is further ordered, That the hearing in this proceeding be and the same is hereby scheduled for July 1, 1968, 10 a.m., in the Commission's offices, Washington, D.C.

Issued: May 6, 1968.

Released: May 7, 1968.

FEDERAL COMMUNICATIONS
COMMISSION,
[SEAL] BEN F. WAPLE,
Secretary.

[F.R. Doc. 68-5606; Filed, May 9, 1968;
8:48 a.m.]

[Docket Nos. 18005, 18006; FCC 68R-191]

**WMID, INC., AND ATLANTIC CITY
BROADCASTING CO.**

Memorandum Opinion and Order Modifying Issues

In re applications of WMID, Inc., Pleasantville, N.J., Docket No. 18005, File No. BPH-5958; Leroy Bremmer and Dorothy Bremmer doing business as Atlantic City Broadcasting Co., Pleasantville, N.J., Docket No. 18006, File No. BPH-6060; for construction permits.

1. WMID, Inc. (WMID) and Atlantic City Broadcasting Co. (Atlantic) seek authorization to construct a new FM broadcast station at Pleasantville, N.J. By order (FCC 68-140) released February 15, 1968, their mutually exclusive applications were designated for consolidated hearing on issues including, inter alia, the following:

To determine (a) whether Atlantic * * * has sufficient funds available to it in the form of liquid assets or otherwise to finance construction of its proposed station; (b) whether it has sufficient funds available from AM profits or otherwise to cover the amounts found necessary for first year operation; and

in light of (a) and (b) above, whether Atlantic * * * is financially qualified.¹

2. Now before the Board is a motion to modify and enlarge issues, filed March 7, 1968, by WMID² requesting issues to determine: (a) Whether Atlantic has fully disclosed its construction and operational costs and, if not, what such costs would be; (b) whether Atlantic's first year revenue estimate is realistic; (c) whether Atlantic has sufficient funds to cover its nonconstruction expenses;³ (d) the comparative coverage of the applicant's proposals; and (e) whether Atlantic's program proposal is in the public interest.

The financial issues. 3. In its application Atlantic states that its proposed transmitter and main studio will be located at 1357 North Tennessee Avenue, Atlantic City, N.J. It also proposes to move its existing AM studio and transmitter to the same location. In its subject motion WMID alleges that the small cinder block building now located on the site specified by Atlantic is inadequate to accommodate a studio, transmitter and related equipment. Since Atlantic's FM application makes no provision for the cost of constructing a studio, WMID urges that the financial issue designated by the Commission should be expanded. We agree. Atlantic has acknowledged that it intends to locate its AM-FM studio at 1357 North Tennessee Avenue, but that it does not intend to use the building presently located at such address. Thus, it appears that Atlantic contemplates construction of a new building to house its AM-FM studios.⁴ Inasmuch as no information has been submitted regarding the cost of such construction or the manner in which such costs would be met, the addition of an appropriate issue is warranted. See Brown Broadcasting Company, Incorporated, FCC 68-325, ----- FCC 2d -----, released March 29, 1968.

4. WMID's request for issues directed toward Atlantic's estimate of first year operating costs, its revenue estimate, and the sufficiency of funds to meet non-construction expenses, will be rejected. It is clear from the Commission's designation order that the financial issue specified against Atlantic contemplates inquiry into the adequacy of Atlantic's

¹ Both applicants operate existing standard broadcast stations in Atlantic City, N.J., which is located approximately 5 miles from Pleasantville.

² The following related pleadings are also before the Board: Comments, filed Mar. 20, 1968, by the Broadcast Bureau; opposition, filed Mar. 22, 1968, by Atlantic; and reply, filed Apr. 2, 1968, by WMID.

³ WMID characterized this particular request as one for an "Evansville" issue.

⁴ However, in the application requesting authority to move its AM facilities, Atlantic indicated it would lease space at 1357 North Tennessee Avenue. At present there is no building to lease and from the pleadings before us, it is impossible to ascertain exactly what sort of arrangement Atlantic proposes for its AM-FM studio. This problem reinforces our opinion that further inquiry into the matter is necessary.

first year operating costs.⁵ With regard to the revenue estimate, it is sufficient to note that to date Atlantic has given no indication that it proposes to rely upon FM revenues to defray construction or operating costs.⁶ Finally, WMID's allegations that Atlantic does not have sufficient funds to meet nonconstruction type expenses (principally hearing costs) are wholly speculative. Throughout this proceeding Atlantic has been represented by one of its principals, Leroy Bremmer, who also performed the applicant's engineering work. No basis has been shown to question Atlantic's representation that the \$479 allocated to miscellaneous expenses will be sufficient to meet its small out-of-pocket costs.

The comparative coverage issue. 5. The basic facts are undisputed. WMID's proposed 1 mv/m contour will encompass 138,038 persons in 294 square miles; Atlantic's proposed 1 mv/m contour will encompass 127,139 persons in 153.1 square miles. Noting that more than 40 percent of the 140 square mile area differential occurs over water or salt marsh, the Bureau opposes WMID's request that the comparative issue be expanded to include consideration of the applicant's coverage. On several occasions in the past we have stated that the difference in populations which the applicants would serve is the most important aspect in the evaluation of the comparative coverage of FM proposals. Ward L. Jones, 7

⁵ See our earlier memorandum opinion and order herein (FCC 68R-134, released Apr. 4, 1968). In view of our determination to expand the inquiry into Atlantic's financial qualifications, we have modified the issue designated by the Commission and have clarified the language authorizing this particular line of inquiry.

⁶ However, to meet the possibility that Atlantic may elect to rely upon first year revenues from its proposed FM operation, a contingent issue directed thereto will be added.

FCC 2d 831, 9 RR 2d 1062 (1967); see also Waynesboro Broadcasting Corp., FCC 65R-278, 5 RR 2d 989. In our view, the population differential shown here to exist is sufficient to permit an evidentiary inquiry on the coverage factor. Bay Broadcasting Co., 6 FCC 2d 552, 9 RR 2d 344 (1967), review denied FCC 67-840. Accordingly, the Examiner is hereby authorized to adduce the pertinent evidence under the standard comparative issue.

The programming issue. 6. Both applicants propose to duplicate the programming of their existing AM stations. However, WMID contends that Atlantic's current AM program schedule "lists little local live programming"; that Atlantic's renewal application for the AM station proposes no teletype news service; and that Atlantic has no full time news reporter to gather local and regional news. For these reasons, WMID urges the addition of an issue to determine whether Atlantic's program proposal is in the public interest. As properly noted by the Bureau, WMID's requested issue is directed toward Atlantic's basic qualifications. As such, it must be denied. Atlantic's opposition cites several live programs of a local and regional nature carried by its AM station. These programs include local interviews and the entire local area high school basketball schedule broadcast twice each week. Further, Atlantic points out that as an NBC affiliate, it receives news reports live and direct from the network thereby obviating the need for teletype service. WMID has not sought to challenge or dispute Atlantic's response.

7. Assuming WMID's request could be construed as one for a comparative programming issue, it would nonetheless be denied. It is an established principle that the proponent of such an issue make a prima facie showing that there are significant differences in the programming

proposed by the applicants. Salter Broadcasting Co., 8 FCC 2d 212, 10 RR 2d 14 (1967). WMID did not attempt to make such a showing.

8. Accordingly, it is ordered, That the motion to modify and enlarge issues, filed March 7, 1968, by WMID, Inc., is granted to the extent indicated herein, and is denied in all other respects; and

9. It is further ordered, That Issue 2 of the designation order herein is modified, to read as follows:

2. To determine (a) the basis of the Atlantic City Broadcasting Co.'s estimated construction costs and operating expenses for the first year of operation; (b) whether it has sufficient funds available in the form of liquid assets or otherwise to finance construction of its proposed station; (c) whether it has sufficient funds available from AM profits or otherwise to cover the amounts found necessary for first year operation; (d) in the event it elects to rely upon estimated first year revenues from the FM operation, the basis for the estimate of revenues and whether such estimate is reasonable; and whether in light of the evidence adduced pursuant to (a)-(d), Atlantic City Broadcasting Company is financially qualified.

10. It is further ordered, That the burden of proceeding with the introduction of evidence and burden of proof under the foregoing issue will be on Atlantic City Broadcasting Co.

Adopted: May 2, 1968.

Released: May 6, 1968.

FEDERAL COMMUNICATIONS
COMMISSION,

[SEAL] BEN F. WAPLE,
Secretary.

[F.R. Doc. 68-5607; Filed, May 9, 1968;
8:48 a.m.]

⁷ Review Board Member Pincock absent; Board Member Nelson abstaining.

FEDERAL POWER COMMISSION

[Docket No. RI68-606, etc.]

DAVIS DRILLING, INC., ET AL.

Order Accepting Contract Agreement, Providing for Hearings on and Suspension of Proposed Changes in Rates¹

MAY 2, 1968.

The above-named Respondents have tendered for filing proposed changes in presently effective rate schedules for sales of natural gas subject to the jurisdiction of the Commission. The proposed changes, which constitute increased rates and charges, are designated as follows:

¹ Does not consolidate for hearing or dispose of the several matters herein.

Docket No.	Respondent	Rate schedule No.	Supplement No.	Purchaser and producing area	Amount of annual increase	Date filing tendered	Effective date unless suspended	Date suspended until—	Cents per Mcf		Rate in effect subject to refund in docket Nos.
									Rate in effect	Proposed increased rate	
RI68-606....	Davis Drilling, Inc. (Operator) et al., American State Bank Bldg., Great Bend, Kans. 67530.	2	2	Colorado Interstate Gas Co. (Greenwood Field, Morton County, Kans.).	\$600	4-4-68	5-5-68	10-5-68	\$15.0	\$16.0	
RI68-607....	Texas, Inc., Post Office Box 2420, Tulsa, Okla. 74102.	312	2	Cities Service Gas Co. (Southeast Sterling Field, Comanche County, Okla.) (Oklahoma "Other" Area).	2,905	4-8-68	5-15-68	11-15-68	\$15.0	\$16.0	

Filing code: A—Initial service.
B—Abandonment.
C—Amendment to add acreage.
D—Amendment to delete acreage.
E—Succession.
F—Partial succession.

See footnotes at end of table.

Docket No.	Respondent	Rate schedule No.	Supplement No.	Purchaser and producing area	Amount of annual increase	Date filing tendered	Effective date unless suspended	Date suspended until—	Cents per Mcf		Rate in effect subject to refund in docket Nos.
									Rate in effect	Proposed increased rate	
	Texaco, Inc., Post Office Box 430, Bellaire, Tex. 77401.	300	11 4	Lone Star Gas Co. (Manziel Field, Wood County, Tex.) (RR. District No. 6).	53	4-11-68	2 7- 1-68	12- 1-68	10 16.56	4 2 9 17.0	RI67-58.
	do.	59	9	Tennessee Gas Pipeline Co., a division of Tenneco, Inc. (Government Wells Field, Duval County, Tex.) (RR. District No. 4).	240	4-11-68	12 5-12-68	10-12-68	7 14.6	4 2 7 15.6	
	do.	279	11 6	Florida Gas Transmission Co. (East Mustang Island Field, Nueces County, Tex.) (RR. District No. 4).	8,000	4-11-68	12 5-12-68	10-12-68	7 17.5	4 7 14 18.0	RI66-383.
	do.	281	11 6	Florida Gas Transmission Co. (South Clara Driscoll Field, Nueces County, Tex.) (RR. District No. 4).	1,050	4-11-68	12 5-12-68	10-12-68	7 17.5	4 7 14 18.0	RI66-383.
RI68-608....	Petroleum, Inc. (Operator) et al., 300 West Douglas, Wichita, Kans. 67202.	30	5	Panhandle Eastern Pipe Line Co. (West Valley Center Field, Dewey County, Okla.) (Oklahoma "Other" Area).	23,984	4- 8-68	2 5- 9-68	10- 9-68	10 15.0	4 13 10 17.015	
RI68-609....	Texaco, Inc. (Operator) et al., Post Office Box 430, Bellaire, Tex. 77401.	299	11 5	Lone Star Gas Co. (West Chapel Hill, Smith County, Tex.) (RR. District No. 6).	2,640	4-11-68	2 7- 1-68	12- 1-68	10 16.56	4 2 9 17.0	RI67-58.
	do.	410	11 3	Lone Star Gas Co. (Willow Springs Field, Gregg County, Tex.) (RR. District No. 6).	1,000	4-11-68	2 7- 1-68	12- 1-68	15.0	4 2 9 17.0	
	do.	222	11 6	Natural Gas Pipeline Co. of America (Tijerina-Canales-Blucher, Kelsey, and Encinitas Fields, Brooks and Jim Wells Counties, Tex.) (RR. District No. 4).	42,000 7,200	4-11-68	12 5-12-68	12-12-68	7 13 10 17.0 7 13 10 16.0	4 7 13 10 18.0 4 7 13 10 18.0	RI64-792.
	do.	282	11 6	Natural Gas Pipeline Co. of America (Encino, Luby, and Petronilla Fields, San Patricio and Nueces Counties, Tex.) (RR. District No. 4).	124,000	4-11-68	12 5-12-68	12-12-68	7 13 17.0	4 7 13 10 18.0	RI64-792.
RI68-610....	Getty Oil Co., Post Office Box 1404, Houston, Tex. 77001.	63 63	21 7 8	Texas Eastern Transmission Corp. (Yoward Field, Bee County, Tex.) (RR. District No. 2).	5,824	4-12-68 4-12-68	2 5-13-68 2 5-13-68	(Accepted) 10-13-68	10.92096	4 22 14.1608	

² The stated effective date is the effective date requested by Respondent.

³ "Fractured" rate increase. Contractually due 17 cents per Mcf.

⁴ Pressure base is 14.65 p.s.i.a.

⁵ Subject to upward and downward B.t.u. adjustment.

⁶ Periodic rate increase.

⁷ Subject to a downward B.t.u. adjustment.

⁸ "Fractured" rate increase. Contractually due base rate of 17 cents plus tax reimbursement.

⁹ Does not include any contractually due tax reimbursement.

¹⁰ Includes 0.56 cent tax reimbursement.

¹¹ Includes "Reservation of Rights" clause submitted by letter dated Apr. 18, 1968.

¹² The stated effective date is the first day after expiration of the statutory notice.

¹³ Settlement rate as approved by Commission order issued Dec. 30, 1963, in Docket Nos. G-8969 et al.

¹⁴ "Fractured" rate increase. Contractually due a base rate of 18.5 cents per Mcf.

¹⁵ Filing from conditioned certificated rate of 15 cents to initial contract rate of 17 cents plus 0.015 cent tax reimbursement.

¹⁶ Subject to proportional upward and downward B.t.u. adjustment for the various units involved. B.t.u. content varies from 1,166 to 1,172 B.t.u.'s per cubic foot.

¹⁷ "Fractured" rate increase. Contractually due base rate of 20.3 cents per Mcf plus applicable tax reimbursement and dehydration allowance.

¹⁸ Inclusive of 0.25 cent dehydration allowance.

¹⁹ Applies to basic acreage except acreage added by Supplement No. 5.

²⁰ Initial service rate and applies only to acreage added by Supplement No. 5.

²¹ Contract agreement dated Mar. 15, 1968, which amends basic contract dated Apr. 4, 1967, by providing for a renegotiated rate of 14 cents until Nov. 8, 1972, and subsequent 1 cent increases to 17 cents every 5 years thereafter. Also extends contract term 20 years.

²² Renegotiated rate increase.

²³ Settlement rate as approved by Commission order issued June 15, 1962, in Docket Nos. G-13310 et al.

Texaco, Inc., and Texaco, Inc. (Operator) et al. (both referred to herein as Texaco), request an effective date of April 11, 1968, for six of their proposed rate increases suspended herein. Good cause has not been shown for waiving the 30-day notice requirement provided in section 4(d) of the Natural Gas Act to permit an earlier effective date for Texaco's rate filings and such request is denied.

Concurrently with the filing of its rate increase, Getty Oil Co. (Getty) submitted a contract agreement dated March 15, 1968, designated as Supplement No. 7 to Getty's FPC Gas Rate Schedule No. 63, which provides the basis for its proposed rate increase. We believe that it would be in the public interest to accept for filing Getty's proposed contract agreement but not the proposed rate contained therein.

All of the producers' proposed increased rates and charges exceed the applicable area price levels for increased rates as set forth in the Commission's statement of general policy No. 61-1, as amended (18 CFR 2.56).

The proposed changed rates and charges may be unjust, unreasonable, unduly discriminatory, or preferential, or otherwise unlawful.

The Commission finds:

(1) Good cause has been shown for accepting for filing Getty's proposed contract agreement dated March 15, 1968, designated as Supplement No. 7 to Getty's FPC Gas Rate Schedule No. 63, and for permitting such supplement to become effective on May 13, 1968, the proposed effective date.

(2) It is necessary and proper in the public interest and to aid in the enforcement of the provisions of the Natural Gas Act that the Commission enter upon hearings concerning the lawfulness of the proposed changes, and that the above-designated rate supplements be suspended and the use thereof deferred as hereinafter ordered (except for the supplement set forth in paragraph (1) above).

The Commission orders:

(A) Getty's contract agreement dated March 15, 1968, designated as Supplement No. 7 to Getty's FPC Gas Rate

Schedule No. 63, is accepted for filing and permitted to become effective on May 13, 1968, the proposed effective date.

(B) Pursuant to the authority of the Natural Gas Act, particularly sections 4 and 15 thereof, the Commission's rules of practice and procedure, and the regulations under the Natural Gas Act (18 CFR Ch. I), public hearings shall be held upon dates to be fixed by notices from the Secretary concerning the lawfulness of the proposed increased rates and charges contained in the above-designated rate supplements (except the supplement set forth in paragraph (A) above).

(C) Pending hearings and decisions thereon, the above-designated rate supplements are hereby suspended and the use thereof deferred until the date indicated in the above "Date Suspended Until" column, and thereafter until such further time as they are made effective in the manner prescribed by the Natural Gas Act.

(D) Neither the supplements hereby suspended, nor the rate schedules sought to be altered thereby, shall be changed

until these proceedings have been disposed of or until the periods of suspension have expired, unless otherwise ordered by the Commission.

(E) Notices of intervention or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C. 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 and 1.37(f)) on or before June 19, 1968.

By the Commission.

[SEAL] GORDON M. GRANT,
Secretary.

[F.R. Doc. 68-5528; Filed, May 9, 1968;
8:45 a.m.]

[Docket No. G-3719, etc.]

GETTY OIL CO. ET AL.

Notice of Applications for Certificates, Abandonment of Service and Petitions To Amend Certificates¹

MAY 1, 1968.

Take notice that each of the Applicants listed herein has filed an application or petition pursuant to section 7 of the Natural Gas Act for authorization to sell natural gas in interstate commerce or to abandon service heretofore authorized as described herein, all as more fully described in the respective applications and amendments which are on file with the Commission and open to public inspection.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C. 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) on or before May 24, 1968.

Take further notice that, pursuant to the authority contained in and subject to the jurisdiction conferred upon the Federal Power Commission by sections 7 and 15 of the Natural Gas Act and the Commission's rules of practice and procedure, a hearing will be held without further notice before the Commission on all applications in which no protest or petition to intervene is filed within the time required herein if the Commission on its own review of the matter believes that a grant of the certificates or the authorization for the proposed abandonment is required by the public convenience and necessity. Where a protest or petition for leave to intervene is timely filed, or where the Commission on its own motion believes that a formal hearing is required, further notice of such hearing will be duly given; *Provided, however*, That pursuant to § 2.56, Part 2, Statement of General Policy and Interpretations, Chapter I of Title 18 of the Code of Federal Regulations, as amended, all permanent certificates of public convenience and necessity granting applications, filed after July 1, 1967, without further notice, will contain a condition precluding any filing of an

increased rate at a price in excess of that designated for the particular area of production for the period prescribed therein unless at the time of filing of protests or petitions to intervene the Applicant indicates in writing that it is unwilling to accept such a condition. In the event Applicant is unwilling to

accept such condition the application will be set for formal hearing.

Under the procedure herein provided for, unless otherwise advised, it will be unnecessary for Applicants to appear or be represented at the hearing.

GORDON M. GRANT,
Secretary.

Docket No. and date filed	Applicant	Purchaser, field, and location	Price per Mcf	Pressure base
G-3719 C 4-22-68	Getty Oil Co., Post Office Box 1404, Houston, Tex. 77001.	United Gas Pipe Line Co., Red Fish Bay and West Mustang Island Fields, Nueces County, Tex.	16.0	14.65
G-5967 E 4-22-68	Eber S. Roush (successor to Wilbur D. Roush), Syracuse, Ohio 45779.	The Ohio Fuel Gas Co., Sutton Township, Meigs County, Ohio.	22.0	15.025
G-17203 E 4-15-68	Warren Petroleum Corp., Operator (successor to Sinclair Oil & Gas Co., Operator), Post Office Box 1589, Tulsa, Okla. 74102.	El Paso Natural Gas Co., Tatum Gasoline Plant, Lea County, N. Mex.	18.0	14.65
G-18384 E 4-11-68	Viking Drilling Co. (successor to Mobil Oil Corp.), % E. J. Civiletti, Secretary-Treasurer, 900 Northeast Loop Expressway, San Antonio, Tex. 78209.	Florida Gas Transmission Co., Citrus Grove Field, Matagorda County, Tex.	16.0	14.65
CI60-497 E 4-11-68	do.	do.	16.0	14.65
CI63-234 D 4-10-68 ²	Mobil Oil Corp. (Operator) et al., Post Office Box 2444, Houston, Tex. 77001.	Arkansas Louisiana Gas Co., Red Oak Area, Le Flore County, Okla.	Assigned	
CI64-841 C 11-24-68	St. Clair Oil Co., 219 East Main St., St. Clairsville, Ohio 43950.	Equitable Gas Co., Skin Creek and Collins Settlement Districts, Lewis County, W. Va.	25.0	15.325
CI66-1213 C 4-19-68	J. Gregory Merrion (Operator) et al., Box 507, Farmington, N. Mex. 87401.	El Paso Natural Gas Co., Undesignated Chacra Field, Rio Arriba County, N. Mex.	12.0	15.025
CI67-152 C 4-22-68	Sun Oil Co., 1608 Walnut St., Philadelphia, Pa. 19103.	Panhandle Eastern Pipe Line Co., South Peak Field, Roger Mills County, Okla.	20.862	14.65
CI67-485 A 10-14-66	Bank of Wadestown, agent for S. O. Eddy et al., Box 145, Fairview, W. Va. 16570.	Consolidated Gas Supply Corp., Lincoln District, Marion County, W. Va.	22.5	15.325
CI67-931 E 4-11-68	Universal Major Industries Corp. (successor to Transamerican Petroleum Corp. et al.), Suite 902, 342 Madison Ave., New York, N.Y. 10017.	Consolidated Gas Supply Corp., Banks Township, Indiana County, Pa.	27.5	15.325
CI67-932 E 4-11-68	do.	Consolidated Gas Supply Corp., Gaskill Township, Jefferson County, Pa.	27.5	15.325
CI67-933 E 4-11-68	do.	Consolidated Gas Supply Corp., Gaskill Township, Jefferson County, and Banks Township, Indiana County, Pa.	27.5	15.325
CI67-934 E 4-11-68	do.	do.	27.5	15.325
CI67-935 E 4-11-68	do.	Consolidated Gas Supply Corp., Bell Township, Jefferson County, Pa.	27.5	15.325
CI67-936 E 4-11-68	do.	Consolidated Gas Supply Corp., Gaskill and Bell Townships, Jefferson County, Pa.	27.5	15.325
CI67-1458 C 4-18-68	Anadarko Production Co., Post Office Box 9317, Fort Worth, Tex. 76107.	Michigan Wisconsin Pipe Line Co., Laverne Field, Harper County, Okla.	17.0	14.65
CI68-1215 A 4-18-68	Calvert Funds, Inc., 2300 Fourth National Bank Bldg., Tulsa, Okla. 74119.	Michigan Wisconsin Pipe Line Co., acreage in Major County, Okla.	19.5	14.65
CI68-1216 A 4-18-68	Sidwell Oil & Gas, Inc., Post Office Box 2475, Pampa, Tex. 79065.	Northern Natural Gas Co., acreage in Hansford County, Tex.	19.55	14.65
CI68-1217 A 4-18-68	Jack E. Koch Oil Co., Inc., c/o Leslie Bowling, Oil & Gas Consultant, 316 California Bldg., New Orleans, La. 70012.	United Gas Pipe Line Co., East Bel City Field, Calcasieu Parish, La.	20.0	15.025
CI68-1218 (CI61-173) F 4-10-68	Lake Washington Inc. (successor to U.S. Oil of Louisiana Inc. (Operator), et al.), Post Office Box 2566, Houston, Tex. 77001.	Southern Natural Gas Co., Lake Washington Field, Plaquemines Parish, La.	23.15	15.025
CI68-1219 A 4-19-68	King Resources Co., 100 Park Avenue Bldg., Oklahoma City, Okla. 73102.	Kansas-Nebraska Natural Gas Co., Inc., Camrick Field, Texas County, Okla.	17.0	14.65
CI68-1220 A 4-19-68	Clayton S. Krotzer, Jr., d.b.a. Clayton's Oil Co., Post Office Box 365, Cleveland, Okla. 74020.	Cities Service Gas Co., acreage in Pawnee County, Okla.	13.0	14.65
CI68-1221 B 4-19-68	Anadarko Production Co.	Panhandle Eastern Pipe Line Co., Light Field Area, Beaver County, Okla.	Depleted	
CI68-1222 (CI68-1515) F 4-17-68	Humble Oil & Refining Co. (successor to The Redco Corp.), Post Office Box 2180, Houston, Tex. 77001.	Northern Natural Gas Co., Spraberry Field, Pecos County, Tex.	15.0	14.65
CI68-1223 A 4-22-68	Allen Beard et al., Box 179, Spencer, W. Va. 25276.	United Fuel Gas Co., Rocky Fork Field, Kanawha County, W. Va.	28.0	15.325
CI68-1224 A 4-22-68	do.	do.	27.5	15.325
CI68-1225 A 4-22-68	do.	do.	28.0	15.325
CI68-1226 A 4-22-68	Magness Petroleum Co., 844 First National Bldg., Oklahoma City, Okla. 73102.	Northern Natural Gas Co., acreage in Harper County, Okla.	17.0	14.65

See footnotes at end of table.

¹ This notice does not provide for consolidation for hearing of the several matters covered herein.

Docket No. and date filed	Applicant	Purchaser, field, and location	Price per Mcf	Pressure base
CI68-1237 A 4-22-68	Midwest Oil Corp., 1700 Broadway, Denver, Colo. 80202.	Texas Gas Transmission Corp., North Maurice Field, Lafayette Parish, La.	21.25	15.025
CI68-1238 A 4-22-68	Frank H. Walsh, Post Office Box 30, Sterling, Colo. 80751.	Kansas-Nebraska Natural Gas Co., Inc., Armstrong Field, Logan County, Colo.	10.0	16.4
CI68-1239 A 4-22-68	Magness Petroleum Co.	Arkansas Louisiana Gas Co., acreage in Blaine County, Okla.	17.0	14.65
CI68-1239 A 4-23-68	Pan American Petroleum Corp., Post Office Box 591, Tulsa, Okla. 74102.	Trunkline Gas Co., Block 161, South Timballer Area, Offshore Louisiana.	21.25	15.025
CI68-1234 (G-11122) F 4-8-68	Mesa Petroleum Co. (Operator) et al. (successor to Sunray DX Oil Co.), Post Office Box 2009, Amarillo, Tex. 79105.	Colorado Interstate Gas Co., South La Verne Field, Harper County, Okla.	17.0	14.65
CI68-1235 A 4-22-68	Phillips Petroleum Co., Bartlesville, Okla. 74003.	Panhandle Eastern Pipe Line Co., Aledo Field, Custer and Dewey Counties, Okla.	19.0	14.65
CI68-1236 A 4-24-68	Montlar Oil & Gas Co. et al., c/o Payl N. Bowles, attorney, Post Office Box 1386, Charleston, W. Va. 25325.	Consolidated Gas Supply Corp., Glenville District, Gilmer County, W. Va.	25.0	15.325
CI68-1237 A 4-24-68	Ashland Oil & Refining Co., Post Office Box 18695, Oklahoma City, Okla. 73118.	Panhandle Eastern Pipe Line Co., Southwest Lanora Field, Dewey County, Okla.	15.0	14.65
CI68-1238 A 4-22-68	Eber S. Roush, Syracuse, Ohio 45779.	The Ohio Fuel Gas Co., Sutton Township, Meigs County, Ohio.	22.0	15.025
CI68-1239 (CI63-258) F 4-24-68	Wessely Petroleum, Ltd. (successor to Sunset International Petroleum Corp. et al.), 2002 Republic National Bank Bldg., Dallas, Tex. 75201.	Panhandle Eastern Pipe Line Co., Mocane Morrow Field, Beaver County, Okla.	17.0	14.65

¹ Rate in effect subject to refund in Docket No. RI65-38.

² Deletes acreage assigned to Sunray DX Oil Co.

³ Includes 2.862 cents upward B.t.u. adjustment. Subject to upward and downward B.t.u. adjustment.

⁴ Subject to upward and downward B.t.u. adjustment.

⁵ Includes 2.55 cents upward B.t.u. adjustment. Subject to upward and downward B.t.u. adjustment.

⁶ This price is applicable with respect to all sales other than from the CC-9 Reservoir. By an order issued Mar. 14, 1963, in Graridge Corp. (Operator) et al., Docket Nos. G-19246 et al., the Commission severed from the Union Texas proceeding that portion of Docket No. CI61-173 relating to all sales other than sales from the CC-9 Reservoir, thereby retaining for determination in the Union Texas proceeding only that portion of Docket No. CI61-173 which related to sales from the CC-9 Reservoir. Thus, the certificate issued U.S. Oil et al., in Graridge et al., related to all sales under the subject rate schedule other than those from the CC-9 Reservoir.

⁷ Purchaser reserves the sum of 7 cents per Mcf until recovery of total investment in facilities constructed by it.

⁸ Contract rate is 18 cents per Mcf; however, Applicant states its willingness to accept certificate at 15 cents per Mcf, plus B.t.u. adjustment.

[F.R. Doc. 68-5529; Filed, May 9, 1968; 8:45 a.m.]

OFFICE OF EMERGENCY PLANNING ARKANSAS

Notice of Major Disaster

Pursuant to the authority vested in me by the President under Executive Order 10427 of January 16, 1953, Executive Order 10737 of October 29, 1957, and Executive Order 11051 of September 27, 1962 (18 F.R. 407, 22 F.R. 8799, 27 F.R. 9683); Reorganization Plan No. 1 of 1958, Public Law 85-763, and Public Law 87-296; by virtue of the Act of September 30, 1950, entitled "An Act to authorize Federal assistance to States and local governments in major disasters, and for other purposes" (42 U.S.C. 1855-1855g), as amended; notice is hereby given of a declaration of "major disaster" by the President in his letter dated May 3, 1968, reading in part as follows:

I have determined that the damage in those areas of the State of Arkansas adversely affected by a tornado and severe storm on April 19, 1968, is of sufficient severity and magnitude to warrant a major disaster declaration under Public Law 81-875.

I do hereby determine the following areas in the State of Arkansas to have been adversely affected by the catastrophe declared a major disaster by the President in his declaration of May 3, 1968:

The Counties of:

Crawford. Sebastian.

Dated: May 3, 1968.

PRICE DANIEL,
Director,
Office of Emergency Planning.

[F.R. Doc. 68-5569; Filed, May 9, 1968; 8:45 a.m.]

SECURITIES AND EXCHANGE COMMISSION

ALCAR INSTRUMENTS, INC.

Order Suspending Trading

MAY 6, 1968.

It appearing to the Securities and Exchange Commission that the summary suspension of trading in the common stock of Alcar Instruments, Inc., 225 East 57th Street, New York, N.Y., being traded otherwise than on a national securities exchange is required in the public interest and for the protection of investors:

It is ordered, Pursuant to section 15(c) (5) of the Securities Exchange Act of 1934, that trading in such securities otherwise than on a national securities exchange be summarily suspended, this order to be effective for the period May

7, 1968, through May 16, 1968, both dates inclusive.

By the Commission.

[SEAL]

ORVAL L. DuBois,
Secretary.

[F.R. Doc. 68-5584; Filed, May 9, 1968; 8:46 a.m.]

[File No. 1-3421]

CONTINENTAL VENDING MACHINE CORP.

Order Suspending Trading

MAY 6, 1968.

It appearing to the Securities and Exchange Commission that the summary suspension of trading in the common stock, 10 cents par value of Continental Vending Machine Corp., and the 6 percent convertible subordinated debentures due September 1, 1976, being traded otherwise than on a national securities exchange is required in the public interest and for the protection of investors:

It is ordered, Pursuant to section 15(c) (5) of the Securities Exchange Act of 1934, that trading in such securities otherwise than on a national securities exchange be summarily suspended, this order to be effective for the period May 7, 1968, through May 16, 1968, both dates inclusive.

By the Commission.

[SEAL]

ORVAL L. DuBois,
Secretary.

[F.R. Doc. 68-5585; Filed, May 9, 1968; 8:47 a.m.]

FASTLINE, INC.

Order Suspending Trading

MAY 6, 1968.

It appearing to the Securities and Exchange Commission that the summary suspension of trading in the common stock of Fastline, Inc., New York, N.Y., being traded otherwise than on a national securities exchange is required in the public interest and for the protection of investors:

It is ordered, Pursuant to section 15(c) (5) of the Securities Exchange Act of 1934, that trading in such securities otherwise than on a national securities exchange be summarily suspended, this order to be effective for the period May 7, 1968, through May 16, 1968, both dates inclusive.

By the Commission.

[SEAL]

ORVAL L. DuBois,
Secretary.

[F.R. Doc. 68-5586; Filed, May 9, 1968; 8:47 a.m.]

GOLDEN AGE MINES, LTD.

Order Suspending Trading

MAY 6, 1968.

It appearing to the Securities and Exchange Commission that the summary suspension of trading in the common

stock of Golden Age Mines, Ltd., 250 University Avenue, Toronto, Canada, being traded otherwise than on a national securities exchange is required in the public interest and for the protection of investors:

It is ordered, Pursuant to section 15 (c) (5) of the Securities Exchange Act of 1934, that trading in such securities otherwise than on a national securities exchange be summarily suspended, this order to be effective for the period May 6, 1968, through May 15, 1968, both dates inclusive.

By the Commission.

[SEAL] ORVAL L. DUBOIS,
Secretary.

[F.R. Doc. 68-5587; Filed, May 9, 1968;
8:47 a.m.]

[812-2284]

PRUDENTIAL INSURANCE COMPANY OF AMERICA AND PRUDENTIAL VARIABLE CONTRACT ACCOUNT-2

Notice of Application for Exemption

MAY 6, 1968.

Notice is hereby given that The Prudential Insurance Company of America ("Prudential"), and The Prudential Variable Contract Account-2 ("VCA-2") (herein collectively called "Applicants"), Prudential Plaza, Newark, N.J. 07101, have filed an application pursuant to section 6(c) of the Investment Company Act of 1940, 15 U.S.C. section 80a-1 et seq. ("Act"), for an order exempting Applicants from the provisions of sections 15(a), 16(a), 17(f), 22(d), 22(e), 27(a) (4), 27(c) (1), 27(c) (2), and 32(a) (2) of the Act, and Rule 17f-2 thereunder. Prudential established VCA-2 pursuant to New Jersey law on January 9, 1968, as a segregated investment account to offer group variable annuity contracts which are intended to qualify for Federal tax benefits under section 403(b) of the Internal Revenue Code of 1954, as amended. VCA-2 is an open-end diversified management company registered under the Act. All interested persons are referred to the application on file with the Commission for a statement of the representations therein which are summarized below.

The assets of VCA-2 will consist primarily of the contributions made pursuant to the variable annuity contracts. In addition, Prudential will invest such of its surplus in VCA-2 as it shall deem appropriate to provide for certain guarantees to the contract holders. However, except for the initial period of operations of VCA-2, Prudential represents that its surplus which is held in VCA-2 is expected to be of the magnitude of 1 percent of the assets of VCA-2, and is not likely to reach a magnitude of 3 percent of such total assets. Prudential further represents that its investment in VCA-2 will never equal 5 percent of such assets. In addition, Prudential asserts that transfers of surplus between itself and VCA-2 will be determined solely by considerations as to

the size of the surplus which should be maintained to ensure fulfillment of promises made with respect to the variable annuity contracts. No account will be taken of anticipated market trends or investment results of the VCA-2 portfolio. Prudential undertakes that, during any 12-month period, it will not withdraw surplus invested in VCA-2 in amounts greater than 1 percent of the total assets of VCA-2.

Sections 15(a), 16(a), and 32(a), in substance, require shareholder approval of the investment advisory agreement, the election of directors by shareholders, and shareholder ratification of the selection of an independent public accountant, respectively. While Prudential will make an initial investment in VCA-2, Prudential does not consider it appropriate to exercise the right to vote, and will not do so. Therefore, Applicants request an exemption from these provisions of the Act until there are more than 500 holders of beneficial interests in VCA-2 or within 9 months after the registration statement of VCA-2 under the Securities Act of 1933 becomes effective, whichever is sooner, whereupon a meeting of participants will be held.

Section 17(f) provides, in pertinent part, that a registered investment company may maintain its securities and other investments in its own custody in accordance with such rules, regulations, and orders as may be adopted by the Commission in the interest of investors. Rule 17f-2 requires, in pertinent part, that such assets be placed in a bank or other company whose facilities are supervised by Federal or State authorities, and that access to the securities be limited to certain specified persons. The application alleges that the vault maintained by Prudential is similar or superior to the vaults in most banks and that Prudential keeps therein securities and other investments of a value in excess of \$10 billion. Furthermore, Prudential's functions and physical facilities are closely supervised by the Department of Banking and Insurance of the State of New Jersey. Accordingly, Applicants request exemption from the provisions of section 17(f) of the Act and Rule 17f-2 thereunder to permit custody of the securities and other investments of VCA-2 to be held by Prudential in Prudential's own vault. Applicants also request an exemption from the provisions of section 17(f) and Rule 17f-2 to the extent necessary to permit State Examiners and employees of Prudential, a maximum of 30 persons, to have access to the vault. Such persons will be authorized or permitted to have access to the securities in VCA-2 by resolution adopted by the Finance Committee of the Board of Directors of Prudential and ratified by its Board of Directors.

Section 22(d) provides, in pertinent part, that no registered investment company shall sell any redeemable security issued by it to any person except at a current offering price described in the prospectus. Applicants state that there is no distinction made in the proposed group contracts between the amount

deducted for sales expense and that deducted for administrative expenses. Applicants represent that this is due to the impossibility of determining in advance the proportion of the total deduction which will be incurred for sales expenses as opposed to administrative expenses since the proportion will vary from case to case.

Applicants further request exemption from the provisions of section 22(d) to permit an experience rating provision in the proposed group contracts. The combined sales and administrative expense applicable to each contract will be determined annually. If the actual expenses exceed the amount previously deducted for such expenses, no additional deduction will be made. If the actual expenses are less than the amounts deducted, Prudential, if its surplus is deemed adequate to meet contingencies, may return all, a portion, or none of the excess as a partial return to the group contract participants.

Sections 22(e) and 27(c) (1) provide, in pertinent part, that (1) a registered investment company may not suspend the right of redemption or postpone the date of payment upon redemption of any redeemable security in accordance with its terms for more than seven days after the tender of such security for redemption, and (2) a registered investment company issuing periodic payment plan certificates may not sell such certificates unless such certificates are redeemable securities.

Applicants represent that prior to their maturity dates the contracts are redeemable and satisfy the redemption provisions of the Act. However, on their respective maturity dates, the then value of the contracts is determined and applied to provide for lifetime annuity payments of variable amounts. Applicants state that because the amount of annuity payments under the variable option are calculated actuarially, based upon the life expectancies of the purchasers of the contracts, if a purchaser were permitted to redeem his contract after maturity date, it would upset the actuarial computations made with respect to the remaining purchasers. Applicants request exemption from sections 22(e) and 27(c) (1) to the extent that once a purchaser begins to receive annuity payments he cannot redeem the value credited to his contract. Such prohibitions shall apply only after annuity payments to the purchaser commence.

Section 27(a) (4), as here pertinent, prohibits the sale of any periodic payment plan certificate issued by a registered investment company if the first payment on such certificate is less than \$20. Applicants represent that the contracts provide for the deduction of a fixed percentage of each payment as a sales charge with no "front-end load."

Applicants state that the requested exemption is necessary for group contracts in order to minimize the administrative burdens involved for the employer in making payroll deductions. Therefore, Applicants request an exemption from the initial minimum payment

provision of section 27(a) (4) with the representation that Applicants will not accept payments of less than \$15 with respect to any contracts.

Section 27(c) (2) prohibits a registered investment company or a depositor or underwriter for such company from selling periodic payment plan certificates unless the proceeds of all payments, other than the sales load, are deposited with a bank as trustee or custodian and held under an indenture or agreement containing, in substance, the provisions required by sections 26(a) (2) and (3) for a unit investment trust. Section 26(a) (2) requires that the trustee or custodian segregate and hold in trust all securities and cash of the trust and places certain restrictions on charges which may be made against the trust income and corpus, and excludes from expenses which the trustee or custodian may charge against the trust any payments to the depositor or principal underwriter, other than a fee not exceeding such reasonable amount as the Commission may prescribe, for performing bookkeeping and other administrative services delegated to them by the trustee or custodian. Section 26(a) (3) governs the circumstances under which the trustee or custodian may resign.

Applicants state that Prudential is closely regulated by the Department of Banking and Insurance of the State of New Jersey and that such control adequately protects the interest of the contract purchasers and affords the essential protection which the trusteeship or custodianship under section 26(a) (2) is designed to provide. The contractual obligations of Prudential to the participants cannot be abandoned until such obligations have been discharged. Since such supervision, inspection, and undertakings renders remote the possibility of orphanage of VCA-2 by Prudential which the trusteeship under section 27(c) (2) is designed to protect, Applicants request an exemption from the requirement of section 27(c) (2) for literal compliance with sections 26(a) (2) and (3). Applicants have consented to the requested exemption being subject to the condition that the charges under the contracts for administrative services shall not exceed such reasonable amounts as the Commission shall prescribe, and that the Commission shall reserve jurisdiction for such purpose.

Section 6(c) authorizes the Commission to exempt any person, security or transaction, or any class or classes of persons, securities, or transactions, from the provisions of the Act and rules promulgated thereunder if and to the extent that such exemption is necessary or appropriate in the public interest and consistent with the protection of investors and the purposes fairly intended by the policy and provisions of the Act.

Notice is hereby given that any interested person may, not later than May 27, 1968, at 5:30 p.m., submit to the Commission in writing a request for a hearing on the matter accompanied by a statement as to the nature of his interest, the reason for such request and the issues of fact or law proposed to be controverted, or he may request that

he be notified if the Commission shall order a hearing thereon. Any such communication should be addressed: Secretary, Securities and Exchange Commission, Washington, D.C. 20549. A copy of such request shall be served personally or by mail (airmail if the person being served is located more than 500 miles from the point of mailing) upon Applicants at the address stated above. Proof of such service (by affidavit or in case of an attorney at law by certificate) shall be filed contemporaneously with the request. At any time after said date, as provided by Rule 0-5 of the rules and regulations promulgated under the Act, an order disposing of the application herein may be issued by the Commission upon the basis of the information stated in said application, unless an order for hearing upon said application shall be issued upon request or upon the Commission's own motion. Persons who request a hearing or advice as to whether a hearing is ordered, will receive notice of further developments in this matter, including the date of the hearing (if ordered) and any postponements thereof.

For the Commission (pursuant to delegated authority).

[SEAL] ORVAL L. DuBOIS,
Secretary.

[F.R. Doc. 68-5588; Filed, May 9, 1968;
8:47 a.m.]

[File No. 24D-2767]

URANIUM EXPLORATION CORP.

Order Permanently Suspending Exemption

MAY 6, 1968.

Uranium Exploration Corp. (issuer), 910 Peoria Street, Denver, Colo., a Colorado corporation, with offices located at Denver, Colo., filed with this Commission, on September 19, 1967, a notification on a Form 1-A and an offering circular relating to an offering of 300,000 shares of common stock at \$1 per share for an aggregate of \$300,000 for the purpose of obtaining an exemption from the registration requirements of the Securities Act of 1933, as amended, pursuant to the provisions of section 3(b) thereof, and Regulation A promulgated thereunder. Benjamin Werner Co., New York City, was designated as underwriter for the issue and would receive a 10 percent commission. The offering commenced on December 12, 1967, and was sold out shortly thereafter.

The Commission, on January 29, 1968, temporarily suspended the Regulation A exemption of Uranium Exploration Corp., stating it had reason to believe from information reported to it by its staff that:

A. The offering circular contains untrue statements of material facts and omits to state material facts necessary to make the statements made, in the light of the circumstances under which they were made, not misleading, particularly with respect to:

1. The failure to disclose the prearranged plan of distribution of a substantial block of shares.

2. The failure to disclose that the stated number of shares were not in fact offered to the public at the offering circular price.

3. The failure to disclose that the market in the shares of the issuer was created by persons actively engaged in the distribution to give insiders and others an opportunity to make substantial profits at the expense of a public unaware of the actual method of distribution.

4. The failure to disclose that resales which constituted part of the public offering were made at prices in excess of the stated offering price.

5. The failure to disclose that profits would be received by various firms and individuals upon resale by them at prices in excess of that stated in the offering circular.

B. The terms and conditions of Regulation A were not complied with, in that:

1. The issuer failed to disclose in its notification a prearranged plan for the distribution of a substantial block of shares of the common stock covered by the notification. The prearranged plan arranged for certain designated persons to purchase shares of Uranium Exploration Corp. common stock at the offering price of \$1 per share from the principal underwriter and other brokerage firms participating in the distribution pursuant to selling concessions from the principal underwriter. The prearranged plan further arranged for such persons to resell such shares within a few days at an increased price.

2. By reason of the activities described in paragraph 1, the aggregate amount of securities offered to the public exceeded the \$300,000 limitation as prescribed by Rule 254 of Regulation A.

3. An offering circular was not furnished to purchasers in connection with some of the resales as required by Regulation A.

C. The offering was made in violation of section 17(a) of the Securities Act of 1933, as amended, by reason of the activities described above.

Issuer, on April 3, 1968, filed, pursuant to Rule 7 of the Commission's rules of practice, an answer to the charges set forth in the temporary suspension order and requested a hearing with respect to those charges. On April 25, 1968, the issuer filed a motion asking to withdraw its request for a hearing, stating that the withdrawal should not be deemed an admission on the part of the issuer that the allegations of the temporary suspension order are in any part true or well-founded.

The Commission has determined to accept Uranium Exploration's request for withdrawal of the hearing and therefore:

It is ordered, On the basis of the temporary suspension order, that the Regulation A exemption with respect to the securities of Uranium Exploration Corp. be, and it hereby is, permanently suspended.

By the Commission.

[SEAL] ORVAL L. DuBOIS,
Secretary.

[F.R. Doc. 68-5589; Filed, May 9, 1968;
8:47 a.m.]

[File No. 1-4371]

WESTEC CORP.**Order Suspending Trading**

MAY 6, 1968.

The common stock, 10 cents par value, of Westec Corp., being listed and registered on the American Stock Exchange pursuant to provisions of the Securities Exchange Act of 1934 and all other securities of Westec Corp., being traded otherwise than on a national securities exchange; and

It appearing to the Securities and Exchange Commission that the summary suspension of trading in such securities on such Exchange and otherwise than on a national securities exchange is required in the public interest and for the protection of investors:

It is ordered, Pursuant to sections 15 (c)(5) and 19(a)(4) of the Securities Exchange Act of 1934, that trading in such securities on the American Stock Exchange and otherwise than on a national securities exchange be summarily suspended, this order to be effective for the period May 7, 1968, through May 16, 1968, both dates inclusive.

By the Commission.

[SEAL]

ORVAL L. DuBois,
Secretary.[F.R. Doc. 68-5590; Filed, May 9, 1968;
8:47 a.m.]**INTERSTATE COMMERCE
COMMISSION**

[Section 5a Application 49, Amdt. 9]

**CENTRAL AND SOUTHERN MOTOR
CARRIERS****Petition for Approval of Amendment
to Agreement**

MAY 7, 1968.

The Commission is in receipt of a petition in the above-entitled proceeding for approval of an amendment to the agreement therein approved.

Filed April 22, 1968, by: M. A. Godecker, Attorney in Fact, Central & Southern Motor Freight Tariff Association, Inc., 2722 Crittenden Drive, Louisville, Ky. 40209.

The amendment involves: Changes in the (A) Bylaws so as to (1) permit the joint discussion of divisions of carrier revenues; (2) allow the election of either a secretary-treasurer or a secretary and a treasurer; (3) make clear the method under which a vacancy on the North-South General Rate Committee may be filled; and (4) make clear the circumstances under which a mail or telegraphic vote may be taken; and (B) Rate procedure so as to (1) eliminate the necessity of publicizing dockets in a publication of national distribution; (2) state the method whereby a carrier may take exception to any proposal other than a proposal involving a general increase, reduction or major change in rates; (3)

shorten the time for consideration of general increases, reductions or major changes in rates by reducing bulletin procedures from 15 days to 10 days; and (4) make changes in the Independent Announcement procedure to comply with the order of the Commission dated October 24, 1967, in Ex Parte 253.

The petition is docketed and may be inspected at the office of the Commission in Washington, D.C.

Any interested person desiring to protest and participate in this proceeding shall notify the Commission in writing within 20 days from the date of this notice. As provided by the general rules of practice of the Commission, persons other than applicants should fully disclose their interest, and the position they intend to take with respect to the petition. Otherwise, the Commission, in its discretion, may proceed to investigate and determine the matters involved without public hearing.

[SEAL]

H. NEIL GARSON,
Secretary.[F.R. Doc. 68-5595; Filed, May 9, 1968;
8:47 a.m.]**FOURTH SECTION APPLICATIONS FOR
RELIEF**

MAY 7, 1968.

Protests to the granting of an application must be prepared in accordance with Rule 1100.40 of the general rules of practice (49 CFR 1100.40) and filed within 15 days from the date of publication of this notice in the FEDERAL REGISTER.

LONG-AND-SHORT HAUL

FSA No. 41321—*Superphosphate from Florida points to Peoria, Ill.* Filed by O. W. South, Jr., agent (No. A6005), for interested rail carriers. Rates on superphosphate, not defluorinated superphosphate, nor feed grade superphosphate, in bulk, minimum weight 140,000 pounds per car, subject to volume minimum of not less than 500,000 pounds per shipment, from Occidental, Fla., to Peoria, Ill.

Grounds for relief—Rail-market competition.

Tariff—Supplement 41 to Southern Freight Association, agent, tariff ICC S-700.

FSA No. 41322—*Fertilizers from Amarillo, Tex.* Filed by Southwestern Freight Bureau, agent (No. B-9071), for interested rail carriers. Rates on fertilizer, fertilizer compounds, fertilizer materials, superphosphate, and urea, in carloads, from Amarillo, Tex. (proportional rates on traffic originating at Etter, Tex., by rail), to points on the U.P. RR.

Grounds for relief—Market competition.

Tariff—Supplement 186 to Southwestern Freight Bureau, agent, tariff ICC 4493.

FSA No. 41323—*Sulphuric acid from Joliet Arsenal (Area 1), Lemont, and Chicago, Ill., to points in southern territory.* Filed by Illinois Freight Association, agent (No. 334), for interested rail carriers. Rates on acid, sulphuric, spent,

in tank carloads, from Joliet Arsenal (Area 1), Lemont and Chicago, Ill., to Tampa, Fla., and Pascagoula, Miss.

Grounds for relief—Rail-Barge competition.

Tariffs—Supplements 65 and 86 to Illinois Freight Association, agent, tariffs ICC 1103 and 1044, respectively.

By the Commission.

[SEAL]

H. NEIL GARSON,
Secretary.[F.R. Doc. 68-5596; Filed, May 9, 1968;
8:48 a.m.]

[Notice 604]

**MOTOR CARRIER TEMPORARY
AUTHORITY APPLICATIONS**

MAY 7, 1968.

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 of Ex Parte No. MC-67 (49 CFR Part 340) published in the FEDERAL REGISTER, issue of April 27, 1965, effective July 1, 1965. These rules provide that protests to the granting of an application must be filed with the field official named in the FEDERAL REGISTER publication, within 15 calendar days after the date of notice of the filing of the application is published in the FEDERAL REGISTER. One copy of such protest must be served on the applicant, or its authorized representative, if any, and the protests must certify that such service has been made. The protests 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.

MOTOR CARRIERS OF PROPERTY

No. MC 44639 (Sub-No. 20 TA), filed May 3, 1968. Applicant: SAM MAITA AND IRVING LEVIN, a partnership, doing business as L & M EXPRESS CO., 220 Ridge Road, Lyndhurst, N.J. 07070. Applicant's representative: Herman B. J. Weckstein, 1060 Broad Street, Newark, N.J. 07102. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Wearing apparel and materials and supplies* used in the manufacture of wearing apparel, between Crewe, Va., on the one hand, and, on the other, Alberta, Va., for 150 days. NOTE: Applicant states the authority sought herein will be tacked and combined with all authorized operations in MC 44639. Supporting shipper: Andrew-Joyce Togs, Inc., 519 Eighth Avenue, New York, N.Y. 10018. Send protests to: District Supervisor Joel Morris, Interstate Commerce Commission, Bureau of Operations, 970 Broad Street, Newark, N.J. 07102.

No. MC 63387 (Sub-No. 4 TA) (Correction), filed April 18, 1968, published

FEDERAL REGISTER issue of April 26, 1968, and republished as corrected this issue. Applicant: STANLEY STANLEY, doing business as ACME EXPRESS, 23 Fenwick Street, Newark, N.J. 07114. Applicant's representative: Herman B. J. Weckstein, 1060 Broad Street, Newark, N.J. 07102. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Iron and steel articles*, such as bars and castings and machine parts each not exceeding 200 pounds in weight, between the plantsite of Benedict-Miller, Inc., of Lyndhurst, N.J., on the one hand, and, on the other, New York, N.Y., and points in Nassau and Suffolk Counties, N.Y., for 150 days. Supporting shipper: Benedict-Miller, Inc., Marin Avenue and Orient Way, Lyndhurst, N.J. 07071. Attention: Joseph F. Harrington, Traffic Manager. Send protests to: Robert S. H. Vance, District Supervisor, Bureau of Operations, Interstate Commerce Commission, 970 Broad Street, Newark, N.J. 07102. NOTE: The purpose of this republication is to reflect that the authority sought herein is for 150 days, erroneously shown as 50 days in the previous publication.

No. MC 87720 (Sub-No. 80 TA), filed May 3, 1968. Applicant: BASS TRANSPORTATION CO., INC., Old Croton Road, Post Office Box 391, Flemington, N.J. 08822. Applicant's representative: Bert Collins, 140 Cedar Street, New York, N.Y. 10006. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Office furniture, crated, for the account of The Globe Wernicke Co.*, from Nashville, Tenn., to points in Massachusetts, Rhode Island, Maryland, Delaware, Kentucky, Georgia, Florida, Louisiana, Texas, Wisconsin, Minnesota, Mississippi, Kansas, Colorado, and the District of Columbia, for 180 days. Supporting shipper: The Globe Wernicke Co., 1329 Arlington Street, Cincinnati, Ohio 45225. Send protests to: District Supervisor Raymond T. Jones, Interstate Commerce Commission, Bureau of Operations, 410 Post Office Building, 402 East State Street, Trenton, N.J. 08608.

No. MC 103654 (Sub-No. 138 TA), filed May 3, 1968. Applicant: SCHIRMER TRANSPORTATION COMPANY, INCORPORATED, 1145 Homer Street, St. Paul, Minn. 55116. Applicant's representative: C. E. Swanson (same address as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Petroleum products*, in bulk, from Wausau, Wis., to points in Minnesota, for 180 days. Supporting shipper: Great Northern Oil Co., St. Paul, Minn. Send protests to: District Supervisor A. E. Rathert, Interstate Commerce Commission, Bureau of Operations, 448 Federal Building and U.S. Courthouse, 110 South Fourth Street, Minneapolis, Minn. 55401.

No. MC 112520 (Sub-No. 181 TA), filed May 3, 1968. Applicant: MCKENZIE TANK LINES, INC., New Quincy Highway, Post Office Box 1200, Tallahassee, Fla. 32302. Applicant's representative: Sol H. Proctor, 1729 Gulf Life Tower, Jacksonville, Fla. 32207. Authority

sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Coke breeze*, in bulk, in tank vehicles, from points in Marion County, Ala., to Ocala, Fla., for 180 days. Supporting shipper: Pioneer Charcoal, Inc., Box 1799, Ocala, Fla. 32670. Send protests to: District Supervisor G. H. Fauss, Jr., Bureau of Operations, Interstate Commerce Commission, Box 35008, 400 West Bay Street, Jacksonville, Fla. 32202.

No. MC 115311 (Sub-No. 85 TA), filed May 3, 1968. Applicant: J & M TRANSPORTATION CO., INC., Post Office Box 488, Milledgeville, Ga. 31061. Applicant's representative: Alan E. Serby, 1600 First Federal Building, Atlanta, Ga. 30303. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Cement and mortar mixes*, including cement and mortar mixed with gravel, sand, or other aggregates; *rock or stone* (crushed or ground), *sand*; *cold mixed asphalt*; *vinyl concrete patcher* (cement and sand mixed with vinyl); *lime*; *masonry coating* (cement mixed with sand and other ingredients); *tile grout* (cement mixed with marble dust and other ingredients); *hydraulic cement* (cement mixed with sand and other ingredients); *acrylic paint*; *adhesive*; and *advertising materials*, from Atlanta, Ga., and Lilesville, N.C., to points in Michigan, Illinois, Indiana, Ohio, and Wisconsin, for 180 days. Supporting shipper: W. R. Bonsal Co., Packaging Division, Post Office Box 38, Lilesville, N.C. 28091. Send protests to: William L. Scroggs, District Supervisor, Interstate Commerce Commission, Bureau of Operations, Room 209, 1252 West Peachtree Street NW., Atlanta, Ga. 30309.

No. MC 116544 (Sub-No. 91 TA), filed May 3, 1968. Applicant: WILSON BROTHERS TRUCK LINE, INC., 700 East Fairview Avenue, Post Office Box 518, Carthage, Mo. 64836. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts, and articles distributed by meat packinghouses*, as described in sections A and C of appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766 (except commodities in bulk, in tank vehicles, and hides), from the plantsite of Missouri Beef Packers, Inc., near Friona, Tex., to all points in Alabama, Arkansas, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Minnesota, Mississippi, Missouri, Nebraska, North Carolina, North Dakota, South Carolina, South Dakota, Tennessee, Wisconsin, for 150 days. Supporting shipper: Missouri Beef Packers, Inc., Rockport, Mo. Send protests to: John V. Barry, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 1100 Federal Office Building, 911 Walnut Street, Kansas City, Mo. 64106.

No. MC 124701 (Sub-No. 2 TA), filed May 3, 1968. Applicant: HAYWARD TRANSPORTATION, INC., Main Street, Fairlee, Vt. 05045. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes,

transporting: *Sand, gravel, and stone*, from West Lebanon, N.H., to Royalton and Bradford, Vt., for 150 days. Supporting Shipper: Miller Ready-Mix Concrete, Inc., West Lebanon, N.H. Send protests to: Martin P. Monaghan, Jr., District Supervisor, Interstate Commerce Commission, Bureau of Operations, Post Office Box 38, Montpelier, Vt. 05602.

By the Commission.

[SEAL]

H. NEIL GARSON,
Secretary.

[F.R. Doc. 68-5597; Filed, May 9, 1968; 8:48 a.m.]

[Notice 135]

MOTOR CARRIER TRANSFER PROCEEDINGS

MAY 7, 1968.

Synopses of orders entered pursuant to section 212(b) of the Interstate Commerce Act, and rules and regulations prescribed thereunder (49 CFR Part 1132), appear below:

As provided in the Commission's special rules of practice any interested person may file a petition seeking reconsideration of the following numbered proceedings within 20 days from the date of publication of this notice. Pursuant to section 17(8) of the Interstate Commerce Act, the filing of such a petition will postpone the effective date of the order in that proceeding pending its disposition. The matters relied upon by petitioners must be specified in their petitions with particularity.

No. MC-FC-70367. By order of April 30, 1968, the Transfer Board approved the transfer to Vincent A. Conrad, doing business as W. C. Trucking Co., 3333 Asbury Road, Dubuque, Iowa, of the operating rights in certificate No. MC-123109 (Sub-No. 2), issued May 25, 1961, to Lyle A. Schwahn, Schwahn Lumber Transfer, Route No. 1, Brillion, Wis., authorizing transportation service in interstate or foreign commerce, over irregular routes, of building materials, as described in 61 M.C.C. 209, and lumber, excluding rough lumber, from the plantsite of the Wickes Lumber Co., near Brillion, Wis. to points in Alger, Baraga, Delta, Dickinson, Houghton, Iron, Keweenaw, Marquette, and Menominee Counties, Mich.

No. MC-FC-70373. By order of April 30, 1968, the Transfer Board approved the transfer to Carrier Van Lines, Inc., Bronx, N.Y., of that portion of the operating rights in certificate No. MC-68472 issued September 17, 1940, to Herman Meyers Moving Co., Inc., 95 Union Street, Brooklyn, N.Y. 11231, authorizing the transportation of household goods, between points in Westchester County, N.Y., on the one hand, and, on the other, points in New York, Connecticut, Massachusetts, Rhode Island, Maine, Vermont, New Jersey, Pennsylvania, Delaware, Maryland, New Hampshire, and the District of Columbia. Alvin Altman, 1776 Broadway, New York, N.Y. 10019, attorney for transferee.

No. MC-FC-70379. By order of April 29, 1968, the Transfer Board approved the transfer to Rocky Mountain Motor Co., doing business as Colorado Transportation Co., Denver, Colo., of the operating rights in certificate No. MC-98556 (Sub-No. 2), issued January 16, 1962, to Colorado Transportation Co., doing business as Rocky Mountain Motor Co., Denver, Colo., authorizing (A) the transportation of passengers and their baggage, and express, mail, and newspaper, in the same vehicle with passengers, in seasonal operations from May 31 to October 1, inclusive, over regular routes, (a) between Denver, Colo., and Estes Park, Colo., serving all intermediate points, (b) between Estes Park, Colo., and Grand Lake, Colo., serving all intermediate points, (c) from Grand Lake, Colo., to Denver, Colo., serving all intermediate points, (d) between Greeley, Colo., and Loveland, Colo., serving all intermediate points, and (B) passengers and their baggage, and express, mail, and newspapers, in the same vehicle with passengers, in year-round operations, (a) between Longmont, Colo., and Estes Park, Colo., and (b) between Denver, Colo., and Denver Mountain Parks, in a circular route beginning and ending at Denver, Colo., and serving all intermediate points. David Butler, 500 Equitable Building, Denver, Colo. 80202, attorney for transferor. Walter M. Simon, 1640 First National Bank Building, Denver, Colo. 80202, secretary-treasurer of transferee.

No. MC-FC-70385. By order of April 30, 1968, the Transfer Board approved the transfer to Darnall Truck Service, Inc., Great Bend, Kans., of the operating rights in certificate No. MC-17095 issued November 17, 1966, to Jess E. Darnall and Etta J. Darnall, a partnership, doing business as Jess E. Darnall Truck Service, Great Bend, Kans., authorizing the transportation of machinery, materials, supplies, and equipment, incidental to, or used in, the construction, development, operation, and maintenance of facilities for the discovery, development, and production of natural gas and petroleum, between points in Kansas and Oklahoma. Norman G. Bailey, 1324 Kansas Avenue, Post Office Box 22, Great Bend, Kans. 67530, attorney for applicants.

No. MC-FC-70396. By order of April 30, 1968, the Transfer Board approved the transfer to Raymond Woodson, doing business as Woodson's Trucking Service, Wellsville, Mo., of the operating rights in certificate No. MC-114412, issued November 22, 1954, to Jim McCall, Mexico, Mo., authorizing transportation in interstate or foreign commerce, over irregular routes, of animal and poultry feed, fertilizer, and lumber and building materials, as described in 61 M.C.C. 209, from East St. Louis, Ill., to Mexico, Mo., and points within 25 miles of Mexico, Mo. R. Howard Dillard, c/o Edwards, Seigfried, and Runge, 123 East Jackson Street, Mexico, Mo. 65265, attorney for applicants.

No. MC-FC-70400. By order of April 30, 1968, the Transfer Board approved the transfer to Joe Feagin, doing business as Greenwood Storage & Trucking Co., Greenwood, Miss., of the permit in No. MC-124361, issued November 1, 1966, to Joe Feagin, Bob G. Noles, and Sue Nan Feagin Noles, a partnership, doing business as Greenwood Storage & Trucking Co., Greenwood, Miss., authorizing the transportation of: Dry fertilizer, in bags, from and to points as specified, in Alabama, Arkansas, Louisiana, and Mississippi. Harold D. Miller, Jr., Post Office Box 22567, Jackson, Miss. 39205, attorney for applicants.

No. MC-FC-70449. By order of April 30, 1968, the Transfer Board approved the transfer to Richard S. Swanson, doing business as Swanson Boat Transport, New Rochelle, N.Y., of a portion of the operating rights in certificate No. MC-129482, issued March 20, 1968, to The Buddy Adelman Trucking Corp., New York, N.Y., authorizing the transportation of: boats, between points in specified counties in New Jersey, on the one hand, and, on the other, New York, N.Y., and specified counties in New York. William D. Traub, 10 East 40th Street, New York, N.Y. 10016; practitioner for transferee. Robert B. Pepper, 297 Academy Street, Jersey City, N.J. 07306, practitioner for transferor.

[SEAL]

H. NEIL GARSON,
Secretary.[F.R. Doc. 68-5598; Filed, May 9, 1968;
8:48 a.m.]

CUMULATIVE LIST OF PARTS AFFECTED—MAY

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 May.

3 CFR	Page	7 CFR—Continued	Page	12 CFR	Page
PROCLAMATION:		845	6936	204	6769
3848	6599	905	6706	222	6967
EXECUTIVE ORDERS:		908	6603, 6707, 6974	224	6708
11183 (amended by EO 11410)	6911	910	6809		
11248 (amended by EO 11409)	6601	945	6936	13 CFR	
11409	6601	1033	6604	305	6854
11410	6911	1040	6614		
PRESIDENTIAL DOCUMENTS OTHER		1065	6624	14 CFR	
THAN PROCLAMATIONS AND		1066	6624	21	6856
EXECUTIVE ORDERS:		1134	6634	37	6812
Reorganization Plan No. 2 of		1434	6936	39	6855, 7019
1968	6965	PROPOSED RULES:		61	6772
5 CFR		52	6784	71	6645,
213	6809	908	6667	6708-6710, 6859, 6913-6917, 7019,	
550	6932, 7032	953	6878	7020.	
630	6645	1009	6937	73	6917
734	6809	1063	6977	75	6710, 6917
735	6809	1064	6713	91	6856
		1090	6714	97	6773, 6918, 7020
7 CFR				121	6772
68	6971	9 CFR		288	6645
215	6973	74	6810, 6932	399	6652
250	6973	355	6707	PROPOSED RULES:	
601	7019	10 CFR		17	7041
722	6701, 6705	2	6707	39	6719, 6937
814	6851	PROPOSED RULES:		63	6720
815	6706	140	6978	71	6721,
				6722, 6881, 6882, 6937-6940, 7042-7045.	

14 CFR—Continued		Page	24 CFR		Page	39 CFR		Page
PROPOSED RULES—Continued			51		6654	Ch. I		6875
75	6940		200		6655	141		6933
241	6986		25 CFR			158		6933
15 CFR			31		6968	171		6934
PROPOSED RULES:			221		6656	912		7036
1000	6788		26 CFR			41 CFR		
16 CFR			1		6968	8-19		6876
3	7032		173		6812	14-6		7037
4	7032		175		6814	101-35		6657
13	6810		194		6814	42 CFR		
15	6860		200		6814	73		6658
PROPOSED RULES:			201		6814	43 CFR		
244	6940		250		6817	PUBLIC LAND ORDERS:		
18 CFR			251		6818	4412		6659
PROPOSED RULES:			601		6819	4413		6826
2	6989		29 CFR			4414		7039
19 CFR			PROPOSED RULES:			46 CFR		
1	6860		1500		6719	PROPOSED RULES:		
8	6603, 6811		30 CFR			504		6788
21 CFR			PROPOSED RULES:			47 CFR		
1	6861		2		6828	17		7039
3	6967		32 CFR			73		6959, 6662, 6934
14	6861		Ch. I		6913	87		6663
27	6862-6865		200		7034	91		6664
31	6653		241		6869	PROPOSED RULES:		
120	6653, 6967		882		6970	73		6668, 6669
121	6654, 6867, 6868		32A CFR			49 CFR		
PROPOSED RULES:			NSA (Ch. XVIII):			1		6711, 6876, 7039
1	6828		OPR-2		6710, 7035	95		6913
5	6828		33 CFR			1041		6711
18	6977		117		7035	1048		6771
53	6667		36 CFR			PROPOSED RULES:		
80	6828		6		6710	1042		6882
120	6880, 6881		504		6656	50 CFR		
125	6828		PROPOSED RULES:			13		6827
22 CFR			7		6667	32		6711, 6935
201	6769		38 CFR			33		6665, 6712
213	6811		36		6974			

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



Book I (January 1–June 30, 1966)

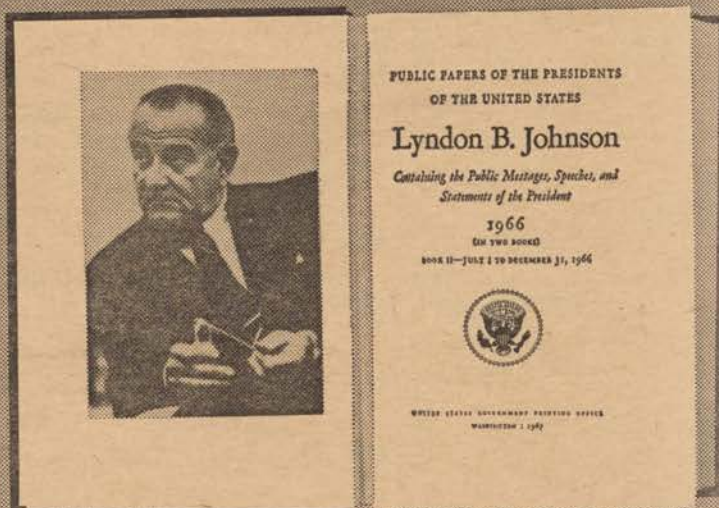
\$6.50

Book II (July 1–December 31, 1966)

\$7.00

Lyndon B. Johnson – 1966

Public Papers of the Presidents of the United States



PRIOR VOLUMES—Volumes covering the administrations of Presidents Truman, Eisenhower, Kennedy, and the first two years of President Johnson are available at comparable prices from the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402.